

CHAPTER 2

SAN LEANDRO IN PERSPECTIVE

This chapter of the General Plan sets the context for the chapters that follow. It presents background information on San Leandro, with an emphasis on the factors that will shape the City's future. The chapter provides an overall perspective on San Leandro's role within the greater Bay Area. The City's history, population, economy, land use, transportation system, and environment are profiled. Based on these factors, an estimate of the City's development potential is provided. A separate General Plan Existing Conditions Report has been prepared to provide more detail on each of the topics addressed here.

A. OUR ROLE IN THE REGION

San Leandro is located in the heart of the San Francisco Bay Area, the fourth largest metropolitan area in the country and home to 6.9 million residents. The City is located in the "East Bay" sub-area, consisting of 33 cities in Alameda and Contra Costa Counties. More than one-third of the Bay Area's population resides in the East Bay. While the area is sometimes perceived as suburban San Francisco, it is a diverse metropolitan area in its own right. In 2000, the East Bay was home to almost 1.1 million jobs and 2.4 million residents. San Leandro is the fifth largest city in Alameda County in both population and jobs, following Oakland, Fremont, Hayward, and Berkeley.

Figure 2-1 illustrates San Leandro's position within the Bay Area. The City is located 8 miles south of Downtown Oakland, 15 miles southeast of San Francisco, and 30 miles north of San Jose. It is bounded on the north by Oakland and on the south by the unincorporated communities of San Lorenzo and Ashland. The western edge of the City is defined by San Francisco Bay, while the East Bay hills define the eastern edge.

San Leandro is well connected to the region's transportation system, with three freeways (I-880, I-580, and I-238) passing through the City and Metropolitan Oakland International Airport just a few miles away. The City is served by two BART stations, three freight rail lines, and an extensive network of bus routes. These transportation advantages have helped define San Leandro's economic base and were a key factor in its development during the second half of the 20th century.

Over the past 50 years, San Leandro has developed a reputation as a diverse, hard-working, business-friendly City. Much of the City's identity dates from the post-war era, when the community was at the leading edge of the Bay Area's development. Many of the City's residents arrived during this era, and they and/or their descendants continue to make San Leandro their home today. Today, San Leandro offers many of the positive qualities of an older suburb, such as walkable neighborhoods and convenience, without the negative qualities of either the inner city or the distant suburban fringe. The City has a strong identity within the Bay Area as a stable community of solid neighborhoods, a manufacturing center with an industrious labor force, and a town that has found strength in its growing diversity.

B. HISTORY

Following some 3,000 years of Native American settlement, the area now known as San Leandro was divided through Spanish land grants between 1820 and 1842. Most of modern-day San Leandro was contained within the vast cattle ranches of Ignacio Peralta (north of San Leandro Creek) and Don Jose Joaquin Estudillo (south of San Leandro Creek). The ranches gave way to farms as settlers, squatters, and “49ers” arrived in the early 1850s. The town of San Leandro was laid out in 1855 and became the seat of Alameda County in 1856. The original town plan established a grid of streets, with sites set aside for prominent buildings such as the County Courthouse and City Hall.

After a catastrophic earthquake destroyed the Courthouse in 1868 and the transcontinental railroad reached Oakland in 1869, the county seat was relocated from San Leandro to Oakland. However, San Leandro continued to prosper as a small agricultural town. The City incorporated in 1872 and had grown to about 2,300 residents by 1900. Farms and orchards surrounding San Leandro produced a variety of fruits and vegetables, including cherries, tomatoes, onions, potatoes, asparagus, sugar beets, rhubarb, and apricots.

San Leandro continued to grow at a moderate pace during the first 40 years of the 20th Century. Many of the neighborhoods in the northeast part of the City, such as Broadmoor and Estudillo Estates, were developed during this time period. The railroad corridors running through the City were developed with industry, while Downtown was the center for commerce and civic life. By 1940, San Leandro had 14,000 residents. Still, the town covered just a few square miles and was surrounded by farms and orchards.

The 1940s and 50s were a time of transformation for the City. A development boom, initially created by the need for wartime housing and then sustained by returning veterans and their families, brought about a 350 percent increase in the City’s population in just 20 years. Much of San Leandro’s current form and character was defined during this era and nearly half of the City’s current housing stock was added. Most of the neighborhood shopping centers and the commercial strips along East 14th Street and other arterials date from this period.

Despite the suburban character of the development, San Leandro emerged from the boom period as much more than a “bedroom community.” The City was among the fastest growing industrial centers in the Bay Area during the post-war years, adding 6,000 manufacturing jobs between 1947 and 1954 alone. Much of West San Leandro was developed with industry and numerous warehousing and



“The Eagle”—
Lewelling at
Hesperian Blvd.,
circa 1900.

distribution facilities were built south of Marina Boulevard. At the same time, early shopping centers such as Pelton Center and Bayfair made the City a thriving retail destination. The favorable balance between jobs and housing enabled San Leandro to offer a competitive tax rate and a high level of City services.

The pace of growth slowed as the City reached its natural limits during the 1960s. On the east, steep hills created a barrier to large-scale development. On the west, most of the shoreline had been acquired for park uses. Established communities lay to the north and south. The focus of new development shifted to smaller infill sites, including abandoned greenhouses and nurseries, and other properties that had been bypassed during the boom years.

By the 1980s, other factors had begun to shape the form of San Leandro. The Bay Area's economic base shifted from manufacturing to services and technology, and many traditional industries left the City. As the thousands of families who moved to San Leandro during the 1940s and 50s matured, school enrollment dropped and several schools were closed and redeveloped with housing. The percentage of senior citizens in the City increased from six percent in 1960 to 20 percent by 1990, giving San Leandro the highest median age in Alameda County. Local retailers were impacted by these changes and further by competition from new suburban malls. These demographic and economic forces continued to have significant impacts on the development of the City during the 1990s.

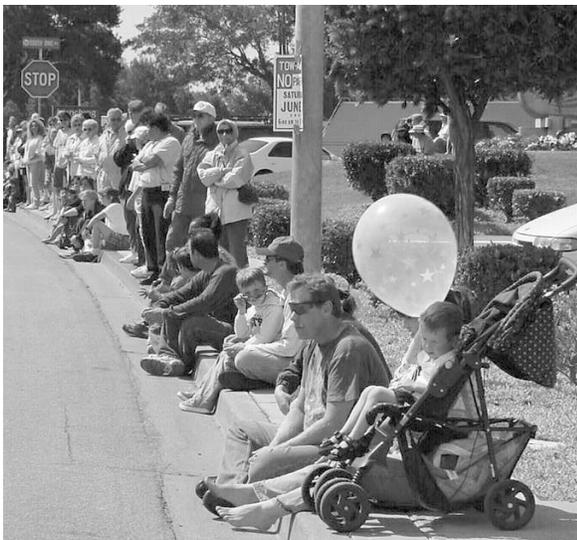
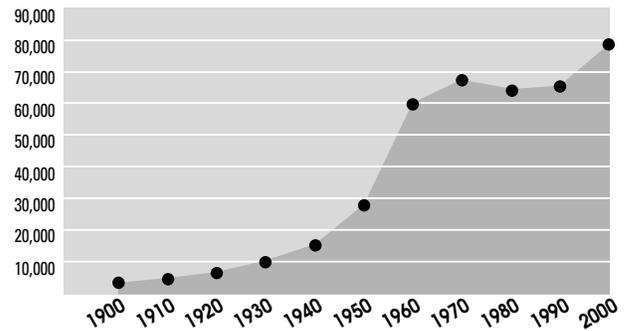


CHART 2-1 San Leandro Population, 1900-2000



Source: US Census

Figure 2-2 illustrates the stages of San Leandro's development from 1872 to 2000. Chart 2-1 tracks the City's population during the last century. Both the map and the graph clearly illustrate the burst of growth that took place in the City between 1940 and 1960. However, as the following pages point out, the City has continued to grow and change over the past 40 years.

C. POPULATION

The 2000 Census placed the population of San Leandro at 79,462 residents. The City's population increased 16 percent during the 1990s, the largest ten-year percentage increase since the 1950s. Two factors have been behind the recent growth spurt. First, about 1,100 new dwelling units were built in San Leandro during the 1990s, bringing the citywide total to about 31,300 units. Second, the average number of persons per household rose from 2.33 in 1990 to 2.57 in 2000. The latter trend is particularly significant, since it marks the reversal of a trend toward smaller households that began in the 1960s.

San Leandro has become much more ethnically diverse over the past two decades. The number of Asian, African-American, and Hispanic residents rose from 21 percent of the City's population in 1980 to 54 percent in 2000. This diversity is mirrored in the demographics of local schools and cultural institutions. In 2000, a language other than English was spoken in more than 25 percent of the City's households.

The median age in the City is 37.7, slightly lower than it was in 1990 but still among the highest in Alameda County. Between 1990 and 2000, the number of San Leandro residents aged 19 and under increased by 36 percent. This growth has had dramatic impacts on school enrollment, as well as demand for child care, youth services, and recreation. While the number of residents aged 65 to 74 actually declined during the 1990s, the number of persons over 75 increased by 32 percent. Other fast growing segments of the City's population during the 1990s included baby boomers (ages 45-54), whose numbers increased from 6,900 residents in 1990 to 10,900 residents in 2000.

In 2000, the mean household income in San Leandro was estimated to be about \$71,400. Although this represents a substantial increase over 1990, it is still about 15 percent below the Alameda

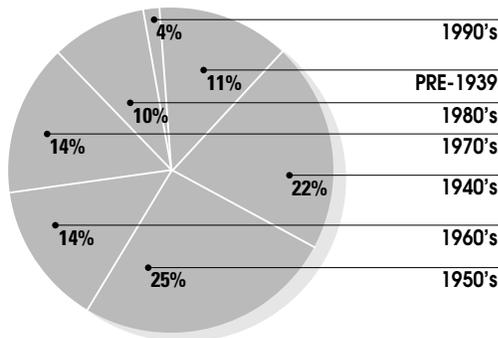
County median. Many of the city's elderly residents are on fixed incomes and about 9 percent of those over 75 are classified by the federal government as living below the poverty line. The cost of housing is particularly vexing for lower income households, with some San Leandro families spending more than 50 percent of their monthly incomes on their housing costs. The Housing Element of the General Plan addresses this issue in detail.

Charts 2-2 and 2-3 illustrate the characteristics of San Leandro's housing stock. Nearly half of the housing in San Leandro was built during the 1940s and 50s. However, the City also contains more than 3,500 dwelling units which pre-date 1940. About two-thirds of San Leandro's dwelling units are single family homes and about a quarter are in multi-family buildings.

San Leandro is more affordable than other East Bay communities, but home prices and rents have risen steeply during the past three years. In April 1998, the California Association of Realtors reported that the median price of a home in the City was \$184,500. By January 2001, the median price for a three bedroom two bath house had soared to \$340,000. Although this is still lower than the Alameda County median, the percentage increase in San Leandro during this two year period was among the highest in the County. Roughly 60 percent of the dwellings in San Leandro are occupied by owners and about 40 percent are occupied by renters.

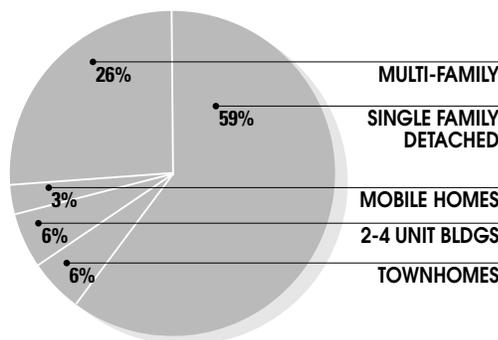
The Association of Bay Area Governments (ABAG) projects that the Bay Area's population will increase by nearly one million residents over the next 15 years. While much of this growth will take place in outlying cities and towns, the region's older suburbs are also expected to absorb a substantial share. ABAG's *Projections 2000* forecasts that San Leandro will add over 1,500 new households between 2000 and 2015. The General Plan accommodates this growth, primarily through infill and redevelopment of underutilized parcels.

CHART 2-2 Year of Construction of San Leandro's Housing Stock

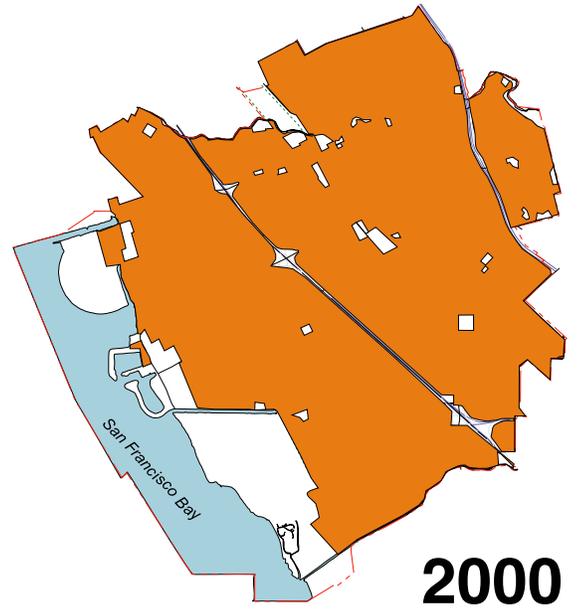
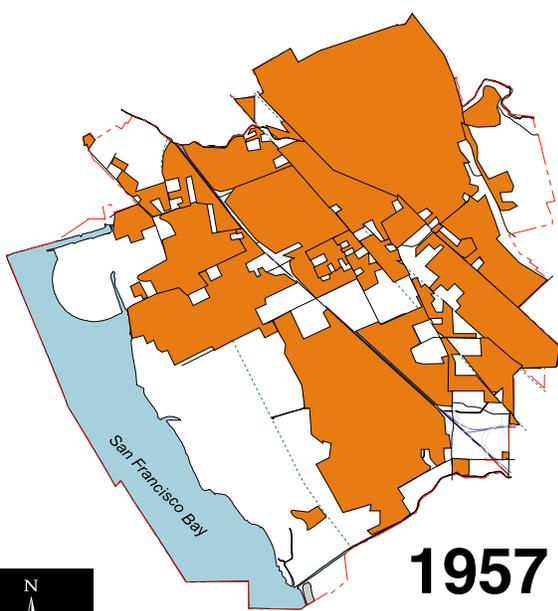
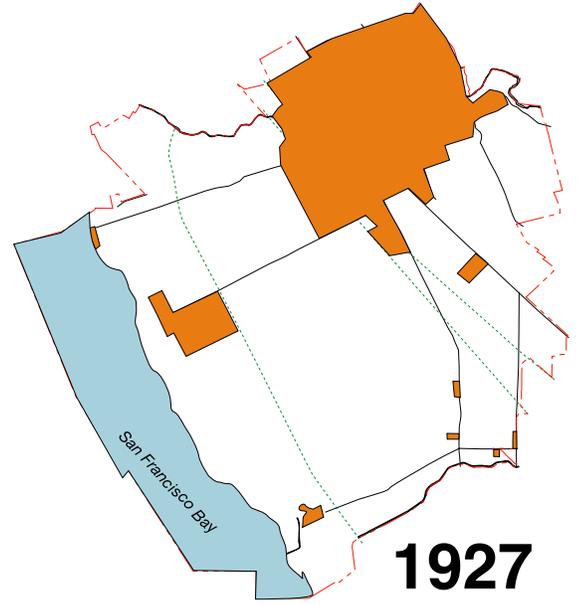
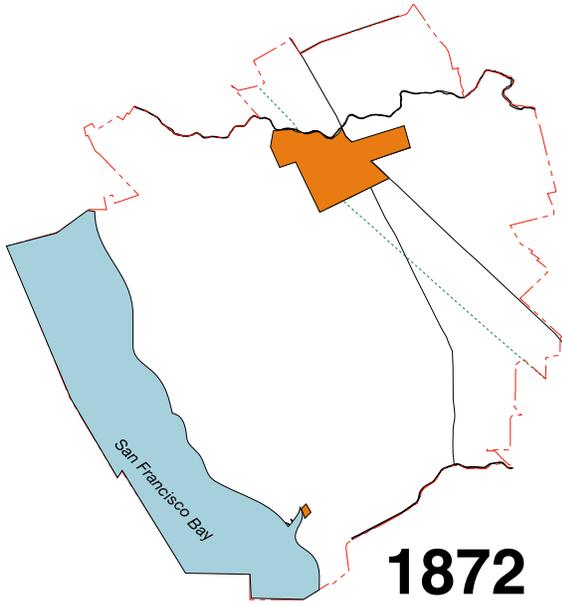


Source: US Census, 1990
CA Department of Finance, 2000

CHART 2-3 Composition of San Leandro's Housing Stock



Source: CA Department of Finance, 2000



LEGEND

 Urbanized Area

**EVOLUTION
OF THE CITY
1872-2000**

FIGURE 2-2

San Leandro General Plan Update, 2002

D. ECONOMY

San Leandro has a diverse economy that is relatively flexible and resilient. In 2000, there were approximately 54,000 jobs in the City. The City has a large proportion of manufacturing and wholesale jobs relative to Alameda County and the Bay Area as a whole. In 1995, approximately 34 percent of San Leandro's jobs were in these two sectors, compared to 20 percent countywide. About 26 percent of the jobs in the City were classified as being in the service sector, compared to 36 percent countywide.

A relatively large number of the City's manufacturers are food processing companies. San Leandro is home to Kraft Foods, Ghirardelli Chocolate, Otis Spunkmeyer, Mi Rancho, and several sausage manufacturers. The City is also home to the regional Albertsons Distribution Center and includes a number of large transportation and distribution facilities. Although San Leandro has not traditionally been a high-technology center, high-tech is among the fastest growing sectors of the City's economy. Among companies with an established presence in San Leandro are MDL Software, Alpha Innotech, Farrallon Communications, and Diamond Micro Solutions. San Leandro also provides many support services to the technology sector, ranging from the manufacture of cardboard boxes to commercial printing.

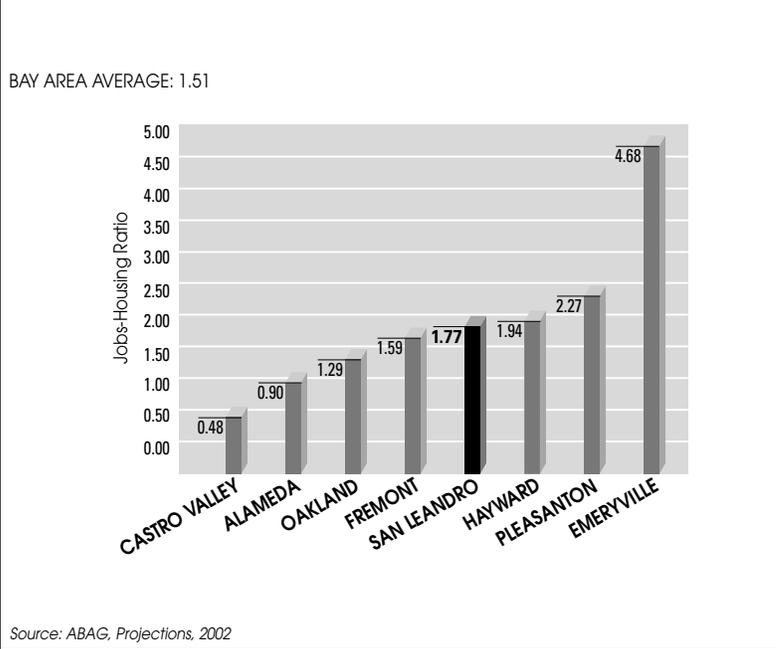
San Leandro's economy also includes a large number of community service jobs, including some 7,000 jobs in health care, education, and government. There are also nearly 9,000 retail jobs in the City, with retail activity concentrated at shopping centers such as Bayfair Mall, Marina Square, Greenhouse Marketplace, and Westgate.

Over the years, the local economy has shifted from one that was primarily based on manufacturing to one that is more diverse. Relative to other cities in the central East Bay, San Leandro has experienced strong employment growth in light manufacturing, food-related industries, construction and building services, community services, transportation, distribution, and storage. Growth in the technology and office sectors has been slower in San Leandro than in nearby cities such as Fremont and Hayward. Land prices and prices per square foot of leasable space tend to be more competitive in San Leandro than in other parts of the central Bay Area. The City's well-established neighborhoods and more moderately priced housing stock also make it an attractive option for businesses.

ABAG projects that San Leandro will gain 6,760 jobs between 2000 and 2015, an annualized growth rate of about 0.8 percent. This is a slower rate of growth than is forecast for the County and the Bay Area, but is comparable to the growth rate of the 1990s. Employment growth in the City was virtually flat during the early 1990s, but rebounded during the later part of the decade.



CHART 2-4 Jobs/Housing Ratios in Selected Alameda County Communities, 2000



San Leandro has long recognized that its economic health was linked to a favorable balance between the number of jobs and housing units in the community. In 2000, there were about 1.77 jobs for each household in the City, compared to 1.52 for the Bay Area as a whole. Chart 2-4 compares the ratio of jobs to households in San Leandro with those for other cities in Alameda County.

During the last decade, the Bay Area has been dogged by a job growth rate that has outpaced housing growth. The result has been the rapid inflation of housing costs, as housing demand has outpaced supply. This trend is projected to continue in the future. In fact, ABAG's projections for Alameda County show the number of jobs growing twice as fast as the number households during the next 15 years. In San Leandro, the disparity is projected to be even greater. If the current jobs-housing balance is to be maintained, the City will need to produce housing in excess of the ABAG projections.

E. LAND USE

The City of San Leandro encompasses 15.4 square miles, including 13.3 square miles (about 8,500 acres) of land and 2.1 square miles of water. There are approximately 25,000 parcels of land in the City,

about three-quarters of which contain single family detached homes. Chart 2-5 illustrates the existing composition of land uses in San Leandro.

Excluding streets and freeways, about 46 percent of San Leandro's land area is in residential uses. San Leandro's neighborhoods include about 2,600 acres of single family detached homes, 260 acres of townhomes and duplexes, 300 acres of apartments and condominiums, and 70 acres of mobile homes. These areas contain about 31,000 housing units, for an average residential density of 9.5 units per acre. This density creates a more urban character than the newer communities of the East Bay (like Dublin and Fremont) but a more suburban character than Berkeley, Oakland, and other cities closer to San Francisco. In fact, many of San Leandro's neighborhoods have a comfortable "small town" quality that is created in part by mixed density housing.

The mean single family lot size in the City is 6,250 square feet. Rectangular lots measuring about 60' x 100' comprise most of the City's post-war neighborhoods (such as Washington Manor) but are also typical in older areas such as Estudillo Estates and Farrelly Pond. Slightly larger lots prevail in the Bay-O-Vista, Broadmoor, and Mulford Gardens areas, while smaller lots are more common in the newer subdivisions such as Heron Bay and Cherrywood.

Although many San Leandro neighborhoods are perceived as being homogeneous, the housing stock is actually quite diverse. The City's neighborhoods include view-oriented hillside homes, craftsman bungalows and Mediterranean cottages, apartment buildings and garden apartment complexes, mid-rise condominiums, ranch-style tract homes, century-old Victorians, mobile home parks, California contemporaries, and even semi-rural ranchettes. Many single family neighborhoods include pockets of higher-density housing, along with other uses such as parks, schools, and churches. Densities as high as 90 units per acre can be found on some blocks around Downtown San Leandro, although most multi-family housing is in the range of 25 to 30 units per acre. The major concentrations of higher density housing are located around Downtown, along East 14th Street and Washington Avenue, in



the Springlake area, along Orchard Avenue, at the west end of Marina Boulevard, around San Leandro Hospital, and around the Greenhouse Marketplace Shopping Center.

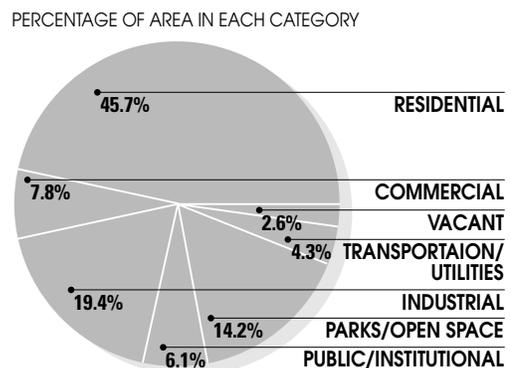
Commercial (retail, service, and office) uses in San Leandro comprise 546 acres, or about 8 percent of the City. Although Downtown is the City's historic retail center, the largest retail uses in the City are the community and regional shopping centers such as Bayfair and Westgate. Much of the City's retail acreage is contained in commercial strips along East 14th Street, Washington Avenue, MacArthur Boulevard and Marina Boulevard. The City also contains a number of small neighborhood-oriented shopping centers. About 95 acres of the City's commercial land consists of offices. The largest concentrations are located around the Downtown BART Station, along East 14th Street, and just east of Downtown.

San Leandro contains about 1,360 acres of industrial uses. Industrial areas are generally located in the west and northwest parts of the City, and in the central area just east of I-880 and south of Marina Boulevard. Historically, industry in San Leandro followed the three north-south railroad lines crossing the City. The shift to trucking and decline of heavy manufacturing has changed this pattern. San Leandro's industrial areas now include uses as diverse as wrecking yards and "dot coms." Much of

the City's industrial area consists of landscaped office parks and distribution facilities. Other areas continue to fit a more traditional image of manufacturing.

The City also contains 426 acres of public and institutional uses and 300 acres of transportation, communication, and utilities land. Public and institutional uses include schools, hospitals, libraries, community centers, municipal buildings, and other civic uses. These uses tend to be scattered around the City within neighborhoods and business districts. The transportation, communication, and utilities land consists mostly of railroad rights-of-way. This

CHART 2-5 Existing Land Uses in San Leandro, 2000*



Source: City of San Leandro, 2000 *excluding streets and freeways

land also includes the BART stations, PG&E rights-of-way, the Davis Street Transfer Station, and wastewater treatment facilities.

Open space and parks comprise almost 1,000 acres in San Leandro. City parks such as Marina Park and Washington Manor Park represent about 120 acres of this total. Public golf courses and Oyster Bay Regional Shoreline make up another 400 acres. The remainder of the land—about 450 acres—consists mostly of wetlands in the southwestern part of the City.

Additional information on land use in San Leandro may be found in Chapter 3.

F. TRANSPORTATION SYSTEM

Interstates 880 and 580—the Nimitz and MacArthur Freeways—bisect San Leandro in a north-south direction. Interstate 238—the Castro Valley Freeway—provides an east-west link between 880 and 580 in the southern part of the Planning Area. I-880 is one of the busiest freeways in California, carrying 220,000 vehicles a day through San Leandro and serving as the major north-south truck corridor through the East Bay. Traffic volumes on I-580 are about 140,000 vehicles a day. Both of the freeways are four lanes in each direction and both provide several interchanges connecting to local streets in San Leandro. San Leandro is located midway between the Bay Bridge and the San Mateo Bridge, the two major transbay crossings between the San Francisco Peninsula and the East Bay.

The 95-mile Bay Area Rapid Transit (BART) system includes four miles of track within San Leandro. Two of the system's 39 stations are located within the City, at Downtown San Leandro and Bayfair. More than 16,000 passengers a day used these two stations in 1997. San Leandro does not currently have an AMTRAK station, although AMTRAK's trains pass through the City between Oakland and San Jose. Most San Leandro residences are within one-half mile of an AC Transit bus route, providing links to the BART station and major destinations within the City and East Bay. The City is also served by three freight-rail lines and is approximately one mile from Metropolitan Oakland International Airport.

Additional information on local transportation conditions may be found in the Transportation Element of the General Plan (Chapter 4).

G. ENVIRONMENT

San Leandro is located on the East Bay Plain, a flat area that extends 50 miles from Richmond in the north to San Jose in the south. The Plain is about three miles wide in the San Leandro area. At its eastern edge, the plain transitions into low hills, rising to 526 feet at the highest point in the City's Bay-O-Vista neighborhood. On its western edge, the Plain slopes down to San Francisco Bay, the largest estuary on the California coast.

San Leandro's rich alluvial soils and temperate climate support a wide variety of plants and animals. Expansive wetlands in the southwest part of the City provide habitat for the salt marsh harvest mouse and other endangered species. San Leandro Creek remains one of the few waterways in the urbanized East Bay that retains its natural character along most of its course. Elsewhere in the City, street trees, parks, large yards, and other open spaces provide both aesthetic and environmental benefits. Just beyond the eastern City limits, thousands of acres of grasslands, woodlands, and coastal scrub are protected in regional park and watershed lands. These open spaces have great environmental importance and scenic value and are a significant amenity for San Leandro residents.

The City's environment is vulnerable to the impacts of urban development, particularly air and water pollution. Air quality has been a persistent problem in the Bay Area for decades. Although many steps have been taken toward improvement, automobile, truck, and air traffic continue to create problems. Likewise, water quality has improved as a result of stronger controls over point sources such as wastewater plants—but runoff from streets, parking lots, and yards still poses a threat to the health of the Bay. Continued efforts to reduce pollution and preserve the environment are necessary, both for the benefit of San Leandro and other communities in the region.

San Leandro's environment also creates a number of natural hazards. The Hayward Fault, considered by some seismologists to be the most dangerous hazard in the Bay Area, traverses the eastern edge of the City. Groundshaking and liquefaction in a major earthquake could cause serious damage and injury. Even in the absence of an earthquake, some of the City's steep hillsides are prone to landslides and erosion. Other parts of the City are subject to shallow flooding. Man-made hazards, such as noise from airplanes, trains, and trucks, also exist in the City.

A substantial part of the General Plan is dedicated to environmental and natural hazard issues. Policies and actions in the Open Space, Parks, and Conservation Element (Chapter 5), and in the Environmental Hazards Element (Chapter 6), address the management of natural resources and protection of the public from these hazards.

H. DEVELOPMENT POTENTIAL

San Leandro is a mostly built out City, with a limited supply of vacant land. A June 1999 survey conducted as part of the General Plan Update found 183 acres of vacant land in the City. By mid-2001, only about 130 acres of this land remained, as the Cherrywood subdivision was under construction and several major commercial and industrial projects were completed. Most of the remaining vacant sites in the City are located in industrial areas and along

major arterials. There are also a small number of vacant sites in the San Leandro Hills, most of which are constrained by steep slopes and limited access.

The largest vacant sites in the City once housed former heavy industries, including the Hohener meat-packing plant on West Davis Street (22 acres), the Hudson Lumber pencil factory on San Leandro Boulevard (14 acres), and the Del Monte Cannery west of the Downtown BART Station (6 acres). Other major vacant sites a former light industrial area at the north end of Preda Street (8 acres), a series of parcels on Alvarado Street at San Leandro Creek (9 acres), the former Evergreen Nursery on MacArthur Boulevard (2 acres), and three commercial sites at the San Leandro Marina (10 acres). The Preda Street site is already committed to future residential development.

Much of the City's development potential lies on land that is not developed to its fullest potential, or underutilized commercial and industrial property. While the number of *underutilized* sites is hard to quantify, these sites can support as much—and probably more—development than the City's vacant sites. The City's industrial districts include large areas used for open storage, parking, and general operations. Few of the City's industrial parcels are developed to the maximum levels allowed by zoning. There are also a number of underutilized industrial buildings that could potentially support more intense uses. Depending on real estate market conditions, there is substantial room for intensification in these areas.



Similar conditions exist Downtown and along the major arterials. Large surface parking lots, marginal commercial uses, vacant storefronts and empty bank buildings all hold the potential for redevelopment. This is particularly true along East 14th Street, MacArthur Boulevard, and Washington Avenue. In a strong economy and real estate market, underutilized sites along these streets present opportunities for new housing, retail, and office uses. On the other hand, some of these sites present urban design and environmental challenges which may stall their re-use for some time.

Calculating San Leandro’s development potential depends on the assumptions that are made about the underutilized sites. Analyses conducted as part of the General Plan Update in 2000 indicated that there were about 520 dwelling units that had recently been completed or were under construction in the City. The potential for another 170 single family units and 230 multi-family units was identified on sites that were. Residential development capacity substantially increased in 2007 when the TOD Strategy was adopted. TOD-related zoning changes in 2007 created the capacity for about 3,430 new dwelling units on about 40 “opportunity sites” in the vicinity of the Downtown BART Station. This capacity was affirmed in the 2010 Housing Element, which reported the physical potential for 2,700 new units in the city by 2014.

The City’s commercial and industrial development potential is even more difficult to calculate. The analysis in the 2002 General Plan EIR estimated that existing vacant sites in the City could support about 1.2 million square feet of industrial floor

space, 725,000 square feet of office space, and 300,000 square feet of retail space. When underutilized sites were added in, the potential for development rose significantly. A survey of sites conducted as part of the General Plan Update identified another 2 million square feet of potential new industrial floor space and over 600,000 square feet of potential new retail and office floor space on underused sites. Commercial capacity increased in 2007 when the TOD strategy was adopted for Downtown and the BART station area and allowable floor area ratios were increased. Because of market demand, however, only a portion of this potential is likely to be realized by 2015.

There are economic limits to the amount of industrial and commercial space the City can realistically absorb. Moreover, there are road and infrastructure constraints which effectively create a “carrying capacity” for the industrial and commercial areas. This General Plan recognizes these constraints through its policies and action programs. In some parts of the City, the level of service standards established for roads may ultimately dictate how much new development may occur on commercial and industrial land.

The General Plan Environmental Impact Report is predicated on certain assumptions about future household and employment growth. It assumes a gain of 1,470 households by the horizon year of the Plan. At 2.62 persons per household, this would bring the City’s household population to just over 84,000 and its total population (including persons in group quarters) to almost 85,000. The 2007 TOD Strategy and subsequent rezoning increased the City’s capacity for growth, but that does not necessarily mean the General Plan population and household estimates will be exceeded by 2015. The TOD Strategy has a buildout horizon of 20 to 30 years and most of the 3,431 housing units it accommodates will develop after 2015.

The General Plan employment forecasts are more aggressive than the ABAG projections. The Plan’s EIR is based on a 2000 – 2015 increase of 9,275 jobs. This presumes that the City will capture a larger share of the region’s economic growth than ABAG is anticipating.

Table 2-1 presents a summary of the forecasts used in this General Plan. Adoption of the TOD Strategy in 2007 increased citywide growth potential to a level that exceeds these figures.

TABLE 2-1 Development Forecasts of San Leandro, 2000-2015

	2000 ¹	2015 ²	2000–2015 Increase
Households	30,640	32,110	1,470
Household Population	78,630	84,130	5,500 ³
Total Population	79,460	84,960	5,500
Employment	54,230	63,505	9,275

Notes:

¹ 2000 figures based on 2000 Census for households and population, and ABAG Projections 2002 for employment.

² These forecasts have been derived independently of the ABAG forecasts, based on General Plan policies, strategies, and Land Use Diagram designations. The forecasts are about 100 households lower and 2,500 jobs higher than the ABAG projections for the same period, based on ABAG Projections 2002.

³ Assumes household size of 2.62 in 2015, pursuant to ABAG Projections 2002.

However, “build out” of the TOD area is not expected until 2030, whereas the General Plan horizon is 2015. The longer-term growth projected in the TOD area was evaluated in a separate Environmental Impact Report certified in 2007.