CHAPTER 3

LAND USE

FRAMEWORK
RESIDENTIAL NEIGHBORHOODS
BUSINESS AND INDUSTRY
FOCUS AREAS
BEYOND THE CITY LIMITS

The Land Use Element is the centerpiece of the General Plan. It contains the maps and strategies that will shape the physical form of San Leandro over the next 15 years. The Chapter identifies those areas of the City where change will be encouraged and those areas where the existing land use pattern will be maintained and enhanced. Perhaps more than any other part of the General Plan, this Chapter reflects the substantial input provided by the General Plan Advisory Committee, the City Council, and the community at large in the General Plan Update process.

This Element contains five sections, or *sub-elements*:

- "Framework" describes the major themes of the General Plan and presents the City's Land Use Map.
- "Residential Neighborhoods" contains goals, policies and actions for the City's residential areas.
- "Business and Industry" contains goals, policies, and actions for the City's commercial and industrial areas.
- "Focus Areas" contains strategies for specific areas of the City where change is likely during the next 15 years.
- "Beyond the City Limits" provides general direction for San Leandro's Planning Area and Sphere of Influence. These are unincorporated areas with issues that could affect San Leandro's future.

FRAMEWORK

A. OVERVIEW

Although San Leandro was virtually "built out" by the early 1960s, the City continues to change and evolve. Obsolete uses are constantly being replaced by more profitable uses. New businesses replace old businesses, and homes are expanded and remodeled every day. The City is dynamic—its look and feel are constantly being reshaped.

The potential for change may increase in the future as the Bay Area rethinks its historic growth patterns. Today, concerns about congestion and urban sprawl are creating more pressure on older cities and suburbs to make more efficient use of land. There is a growing push to reinvest in the region's established communities. This trend will potentially have a major impact on San Leandro during the next two decades.

As a mature community, it is critical that San Leandro thinks strategically about how and where reinvestment takes place. The overarching goal is to conserve those parts of the City that are successful and to direct redevelopment to areas where land may be underutilized. These areas are described in the General Plan as **"Focus Areas"**, recognizing that they may require more attention and direction than other parts of the City. The strategies in this Plan ensure that the future development of the Focus Areas addresses local concerns and reinforces the things that are best about San Leandro.

B. MAJOR PLANNING CONCEPTS

What "Smart Growth" Means for San Leandro

During the past decade, there has been growing interest in the concept of "smart growth." Although the term means different things to different people, the common thread is that it promotes more efficient use of land within existing urban centers before building on farmland and open space.

Although smart growth is a regional goal, its achievement begins at the local level. In San Leandro, this means taking advantage of the opportunities presented by the BART stations, the AC transit bus corridors, and the supply of vacant and underutilized commercial and industrial land. Reinvesting in these areas not only makes sense for our region, it offers the potential to boost our local economy and tax base, provide new housing opportunities for San Leandro residents, and bring new jobs and services to the City. Moreover, reinvestment can create a new image for parts of the City that currently lack a strong identity or present a negative impression to residents and visitors.

Smart growth does not mean building big apartment complexes in our single family neighborhoods or putting high rise buildings in Downtown San Leandro. In fact, one of the major premises of the General Plan is that the character of our neighborhoods should be preserved. Applying smart growth principles in our neighborhoods means making them safer places for pedestrians and bicyclists, more convenient places for local shopping and recreation, and more attractive alternatives for young families who might otherwise relocate to new subdivisions in the Central Valley. Smart growth also capitalizes on transit opportunities, reducing the need to drive and thereby enhancing environmental quality.

The idea is not to bring the "big city" to San Leandro, but rather to reintroduce village scale development to a few carefully selected locations within our community. Before World War II, most of San Leandro was built at the village scale. Residents walked to the Bancroft Avenue streetcar, shopped at the corner store, and perhaps lived in an apartment over their place of work. This General Plan anticipates a return to this pattern around the Downtown BART station, and along parts of the East 14th Street, MacArthur Boulevard, Washington Avenue, and San Leandro Boulevard corridors. In these areas, new development may include medium and higher density housing, pedestrian-oriented commercial buildings and mixed use projects combining housing and commercial uses in a single structure.

The San Leandro General Plan aspires to reshape the industrial areas of West and Central San Leandro to meet the demands of the new economy. Although San Leandro does not have abandoned "brownfields" or a large inventory of empty industrial buildings, it still presents opportunities for more productive economic use of land, buildings, and infrastructure. Smart growth means encouraging more efficient use of this industrial land as property is sold or redeveloped.

In commercial areas, including Downtown, the General Plan encourages urban design changes and mixed use infill development. These changes may range from simple tree planting programs to complex schemes for the redesign of shopping centers and arterials. In either case, the idea is to make shopping in San Leandro more convenient,

more attractive, and more enjoyable. Residents should not feel compelled to drive to other communities for basic goods and services.

The General Plan recognizes that smart growth strategies will not succeed unless other quality of life factors are addressed at the same time. Reinvigorating our neighborhoods and shopping centers cannot take place unless we also provide quality schools and education, invest in parks and other community facilities, address concerns about crime and safety, and provide a clean, healthful environment. This Plan places particular emphasis on collaboration with the San Leandro and San Lorenzo Unified School Districts to sustain and enhance our public schools. It also seeks creative solutions to provide more parkland, address neighborhood crime and security issues, and resolve noise and other environmental challenges.

Building A More Sustainable City

The San Leandro General Plan embraces the concept of sustainability. Like smart growth, sustainability is an evolving concept that can be interpreted in many ways. The basic idea is to accommodate current needs without jeopardizing the resources of future generations. Sustainable development strives for equilibrium between economic goals and environmental goals. It seeks to make the most of existing resources, promote conservation in all forms, and encourage the participation of every citizen in shaping the future of the City.

In San Leandro, several fundamental choices have been made within this context.

First, the City is making a conscious decision to grow at a "human scale," placing the needs of pedestrians above those of cars. Although the importance of a convenient roadway network is fully acknowledged, the General Plan favors transportation modes and development patterns that conserve energy and reduce the need for an automobile. Mixed use development plays a major role in this philosophy, by decreasing the distance between the workplace and residential areas. During the next 15 years, most new housing in San Leandro will be located within a quarter mile of the Downtown BART station and along major transit corridors such as East 14th Street. Many of the General Plan's transportation policies, from the promotion of employee BART shuttles to the provision of bike lanes on area streets, are influenced by the principle that travel without a car should be more convenient and affordable.

Second, the City is making a commitment to protect the natural environment and tackle environmental problems. The wetlands, the shoreline, the hills, and San Leandro Creek are resources to be protected and cared for. Tree planting will be promoted, with the goal of enhancing our urban forest and making our city a greener, more beautiful place. The City will continue to work with others in the region to strive for cleaner air and water. A continued effort will be made to reduce the negative impacts of industrial uses, from cleaning up hazardous sites to limiting truck traffic in residential neighborhoods.

Third, economic development programs will emphasize clean, emerging technologies. A greater emphasis will be placed on renewable and reliable sources of energy. The City will strive to make the best use of local resources and assets. Where feasible, existing buildings and building materials will be "recycled" instead of discarded. New industrial development should provide the City with the capacity to be more self-sufficient and should help San Leandro restore its infrastructure and sustain or improve local services. Economic growth should capitalize on San Leandro's strengths, while providing a unique, marketable identity for the City.

A final choice associated with a more sustainable future is to bring the concept of social equity into land use planning. Preparation of the General Plan itself embraced this principle, with hundreds of voices heard in the identification of the City's needs and issues. The concept also suggests that the City plan for a variety of housing types, matching the needs of diverse groups, and for social services which respond to the City's changing demographics. If all San Leandro residents are to benefit from this Plan, then access to cultural, community, and recreational facilities must be improved. All cultures must be respected, and all must be encouraged to participate fully in community life. Our notions of "community" must be updated as times change and new residents arrive.

The policies in this Plan are guided by the social, economic, and environmental challenges associated with modern-day life in the Bay Area. Although these challenges go well beyond urban planning, they define our responsibilities as we think about how the City will grow.

Creating A "There"

San Leandro is a city of high-quality neighborhoods and diverse business districts. Yet, there is a sense that the sum of these areas is less than it might be—that if gaps were filled, edges improved, and stronger linkages made between different parts of the community, the City could be more vital than it is today. One of the pervasive messages conveyed at General Plan workshops and in General Plan surveys was that San Leandro must be more than just a "pass through" city for travelers on their way to somewhere else. This General Plan endeavors to create a more distinct and positive image of San Leandro; to create a "there" there.

The projected addition of almost 1,500 new homes and over 9,000 new jobs during the next 15 years provides San Leandro with an opportunity to reinforce and strengthen its civic identity. By strategically directing new development, the City has an opportunity to create attractive new gathering places and focal points. Although the most obvious opportunities for such development are at places like Bayfair Mall and the Downtown BART Station, there are many places in the City where a reinvigorated San Leandro can shine.

Neighborhood beautification and commercial revitalization programs can create a stronger and more positive identity for areas that are already well established. General Plan policies call for gateway improvements along major thoroughfares, undergrounding of utilities, planting of street trees and landscaping, and an overall "greening" of the City. The idea is to strengthen the identity of the City as a whole by weaving together neighborhoods, creating more distinct activity centers, establishing more easily-recognized gateways, and addressing physical barriers within the City such as freeways and railroads. The architectural qualities that define and distinguish San Leandro's neighborhoods should be maintained and

celebrated. Within each neighborhood, schools, parks, and shopping areas should engender a strong sense of pride and identity.

Perhaps the greatest opportunities to create a stronger sense of place within the City are on East 14th Street. General Plan surveys identified the East 14th corridor as the City's highest priority for civic improvement. The Plan envisions reshaping this thoroughfare from a three-mile commercial strip into a series of "districts" each with a unique form and function. The focal elements are already there—San Leandro Hospital, the Bal Theater, the Downtown Plaza, Bayfair Mall, and so on—but they have yet to be clearly defined or differentiated from one another.

Over the next 15 years, a combination of streetscape improvements, rehabilitation, and infill development should change the face of this corridor. East 14th Street should be the gateway to the neighborhoods it adjoins instead of their back door. The changes will not happen overnight, but they cannot begin until a vision has been set forth.

C. CITY STRUCTURE

With the preceding principles in mind, Figure 3-1 illustrates the "City Structure" for San Leandro. The City Structure Map augments the Land Use Diagram (which is described later in this chapter) by providing a broader overview of San Leandro's physical form. The Map offers a citywide perspective on how the various parts of San Leandro fit together to create a cohesive community. The basic elements shown on the Diagram are described below.

Downtown

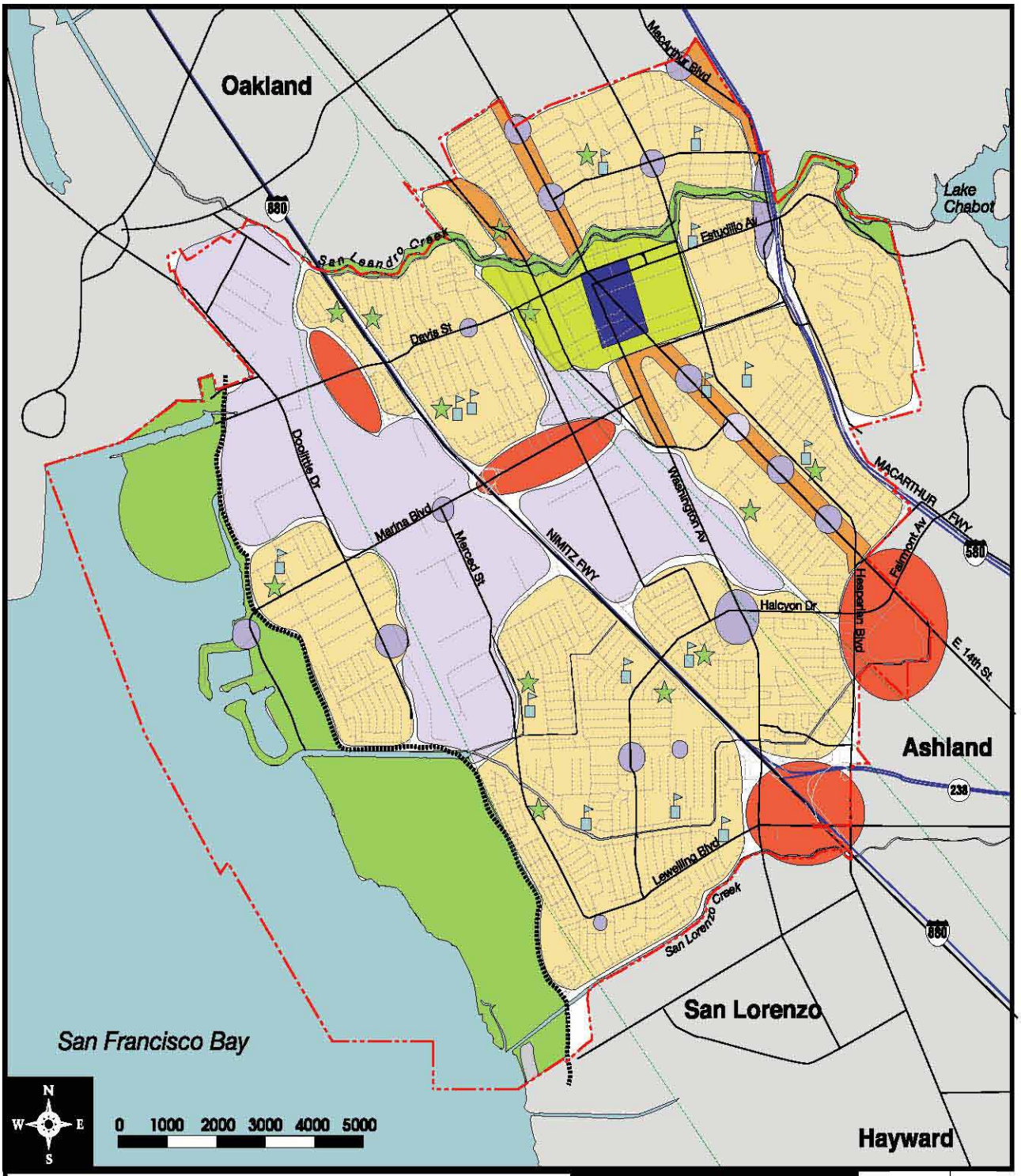
Downtown is San Leandro's central business district and civic heart. The General Plan envisions a pedestrian-oriented district with office, retail, and housing development, public gathering places, a blending of historic buildings and compatible new buildings, and easy access to public transit. The Downtown Core and the Downtown BART Station areas have both been identified as Focus Areas and are addressed later in the Land Use Element.

Residential Neighborhoods

San Leandro's residential neighborhoods are large and diverse. An entire section of this Element is dedicated to their conservation and enhancement. Neighborhoods contain housing, parks, schools, local shopping areas, and other features which give them definition and character.

Residential neighborhoods form a crescent around Downtown San Leandro and extend east into the hills, south to Ashland and San Lorenzo, and west to the San Leandro Marina. The neighborhoods to the north and east of Downtown contain most of San Leandro's pre-1940s housing stock and are built on a traditional grid pattern. To the south and west of Downtown, most of the neighborhoods date from the 1940s and 50s. On the western edge of the City, the Marina-Mulford Gardens area contains a mix of older country-style homes and more conventional subdivisions, townhomes and apartments. On the eastern edge, the Bay-O-Vista area is characterized by view-oriented single family homes on large lots.

The existing land use pattern in San Leandro's residential neighborhoods is well established. The General Plan policy emphasis is to enhance the quality of these areas. This will be done by upholding community aesthetic standards, protecting neighborhood character, beautifying City streets, and enhancing local parks, schools, and shopping areas. For those neighborhoods with distinct or historic architectural character, special care will be taken to preserve their scale and form. In all neighborhoods, an effort will be made to improve neighborhood edges, especially where they abut commercial and industrial areas.



LEGEND

- Residential Neighborhood
- Employment District
- Mixed Use Corridor
- Downtown Core
- Downtown Perimeter
- Open Space/Recreation
- Neighborhood/Community Commercial Center
- Regional Commercial Center
- Neighborhood Park
- Public School

CITY STRUCTURE

FIGURE 3-1

San Leandro General Plan Update, 2002

Business Districts and Corridors

San Leandro has a diverse array of business districts, ranging from heavy industrial areas to office parks and regional malls. Some of the business districts are expansive and far removed from the residential areas; others are very much a part of the fabric of surrounding neighborhoods.

In terms of acreage, the largest business districts are the West San Leandro, South-of-Marina, and Mid-Washington Avenue Districts (e.g., Washington between the railroad underpass and Halcyon-Floresta). Each of these areas consists of industrial parks, free-standing industrial uses, off-price retailers, and heavy commercial uses (e.g., construction supplies, lumberyards, etc.). Recognizing the potential for change in these areas, the General Plan designates each one as a Focus Area. More detailed recommendations for their future are provided later in this chapter.

The guiding objectives in the City's large business districts are to promote business retention and diversification, maintain mobility and ease of circulation, and promote aesthetic improvements which enhance the City's image and appearance. The General Plan aspires to locate the most intensive industrial uses in the areas that are furthest away from residential neighborhoods, generally located in the northwest corner of the City. Where industrial and residential areas meet, buffer uses such as low-rise offices, live-work units, high-tech industry, and open space are envisioned to minimize the potential for conflicts.

Transportation corridors are another key part of the development framework. Commercial corridors link San Leandro neighborhoods and business districts, and connect the north, south, east, and west sides of town. These corridors present significant opportunities for new transit-oriented housing and shopping, as well as potential focal points for nearby neighborhoods.

Parks and Open Space

The Structure Diagram indicates that San Leandro will continue to be framed by open space on the east and west. On the east, East Bay Regional Park District and East Bay Municipal Utility District landholdings provide a permanent greenbelt, with thousands of acres available for recreation and conservation. On the west, the San Leandro shoreline provides four miles of almost continuous parkland, including a world class golf course, a large marina, a shoreline trail, and one of the East Bay's largest wetland preserves.

The General Plan supports the San Leandro Marina's continued role as a community showcase, with additional public improvements and a limited amount of hotel/commercial development (see Focus Area Discussion). The Plan promotes recreational improvements to the Oyster Bay Regional Shoreline and continued management of the Shoreline Marshlands as a unique natural area.

Elsewhere in San Leandro, smaller parks provide pockets of greenery and areas for recreation. These parks are generally integrated into the fabric of residential neighborhoods, often in association with schools and school athletic fields. San Leandro Creek provides a ribbon of greenery through the northern part of the City, connecting the hills to the bay and defining neighborhood edges along the way.

D. LAND USE DIAGRAM AND DEFINITION OF CATEGORIES

Land Use Diagram

State law requires that every General Plan include a map of the community identifying the "general distribution and intensity of uses of land for housing, business, industry, open space, education, public buildings, and other categories of public and private uses" (1998 California General Plan Guidelines). This map is usually referred to as a General Plan Map or Land Use Diagram. Whereas the City Structure Map (Figure 3-1) is intended to be illustrative, the Land Use Diagram is a policy and regulatory tool. Future land use decisions must be consistent with the designations on the Diagram, as well as the definitions and standards in this section. The City's Zoning Map must also be consistent with the Diagram. However, the Zoning Map is more detailed than the Land Use Diagram, interpreting land use designations at a parcel-specific level and including more precise development standards corresponding to each General Plan category.

State law requires that the categories used on the Land Use Diagram be accompanied by definitions These definitions must establish the density or intensity of development permitted within each category. In residential areas, density is usually expressed as the maximum number of dwelling units allowed per acre of land. In commercial and industrial areas, intensity is usually expressed using floor area ratios (the ratio of building area to lot area). The text box on page 41 provides additional direction on how to calculate density and floor area ratio.

A reduced version of the Land Use Diagram for San Leandro is shown on Figure 3-2. A larger version is included as a foldout poster in the back pocket of the Plan.

A total of 16 land use categories appear on the Diagram, including five residential categories, three mixed use categories three predominantly commercial categories, two industrial categories, and three public/ open space categories. Table 3-1 indicates the land area in each category.

One of the categories—"Transit-Oriented Mixed Use" was added to the General Plan in 2011 in order to implement the Downtown Transit Oriented Development Strategy, including the San Leandro BART Station area. The TOD strategy increased the allowable floor area ratio and densities in this area, thus requiring changes to the land use category definitions and the General Plan Map.

There may be multiple zoning districts within each General Plan category, particularly among the commercial and mixed uses. This will allow finer distinctions to be made between the specific land uses to be allowed and the development standards to be applied within each area of the City. The General
Plan categories are correlated with the City's zoning districts in Table 3-2. The Table indicates which zones are compatible and conditionally compatible with each General Plan category. The use of a zone noted as "conditionally compatible" would only be acceptable if the types of development allowed by that zone are consistent with General Plan goals and policies.

Land Use Categories

Residential Categories

Garden Residential. This designation is intended for detached single family homes in a country or semi-rural environment. Small-scale commercial gardens and animal husbandry, consistent with the residential character of the area, is permitted. Lots typically exceed 8,000 square feet and overall densities range from 1-4 units per gross acre (up to 5.4 units per net acre). In some cases, additional dwellings on a single lot may result in densities that are higher than this range.

Low Density Residential. This designation is intended for detached single family homes and is characterized by lots of 5,000 to 10,000 square feet. This is the predominant residential development type in San Leandro and includes most of the neighborhoods developed between 1925 and 1990. Overall densities range from 3-6 units per gross acre (up to 8.7 units per net acre).

Low-Medium Density Residential. This designation is intended for detached single family houses on small lots and also includes zero lot line and patio home developments. Typical lots range from 3,500 square feet to 5,000 square feet and densities typically range from 7 to 11 units per gross acre (up to 12.4 units per net acre). Although more dense than the "Low Density Residential" category, these areas retain the basic amenities and qualities of a single family neighborhood, including front and rear yards, driveways, and garages.

Medium Density Residential. This designation is intended for attached housing types, such as townhomes and duplexes. Individual homes on smaller (less than 3,500 SF) lots and other clustered or planned unit developments may also occur in areas with this designation. These areas may include common open space and private recreational facilities. Mobile home parks also typically fall within this category. Overall densities range from 12-18 units per gross acre (up to 21.7 units per net acre).

High Density Residential. This designation is characterized by multi-family residential development, such as garden apartments and condominiums. On larger parcels with this designation, common open space areas, landscaping, and other site amenities are typically provided. Overall densities range from 19-25 units per gross acre (up to 29 units per net acre). Pursuant to General Plan policy, densities above this range may be allowed in the vicinity of the BART Stations and along transit corridors, and for projects incorporating affordable housing or serving senior or disabled households.

Commercial and Mixed Use Categories

Neighborhood Commercial. This designation is characterized by small shopping centers or clusters of streetfront buildings with local-serving businesses and services. Typical uses include groceries, video stores, pharmacies, laundromats, dry cleaners, restaurants, and other businesses that serve the daily needs of nearby residential areas. Floor Area Ratios (FAR) are typically in the range of 0.3 to 0.5, but may be slightly higher on existing pedestrian-oriented shopping streets.

General Commercial. This designation is characterized by larger shopping centers, shopping districts, and commercial uses providing a broader range of goods and services and serving a broader market than the neighborhood commercial areas. Typical uses include supermarkets, department stores, apparel stores, theaters, and non-retail services such as offices and banks. These areas also contain primarily auto-oriented uses such as hotels and motels, car dealerships, auto service and repair businesses, and construction suppliers. The uses are generally designed for the convenience of persons arriving by car. Floor area ratios are typically limited to 0.5, but may be as high as 1.0 within older development areas.

Office. This designation includes general business offices, banks, finance, insurance, and real estate offices, medical offices, and similar and compatible uses. The intent of this designation is to establish quality professional office districts that are attractively landscaped and compatible with surrounding areas. Retail uses are strictly limited. Typical floor area ratios range from 0.2 to 0.7, although higher intensities can be achieved if structured or underground parking is provided. Higher FARs may also be found in already developed areas.

Downtown Mixed Use. This designation corresponds to the area that has historically been the central business district of San Leandro. It allows

Table 3-1 Acreage in Each Land Use Type*

Land Use Category	Acreage**	Percent of Citywide Total
RESIDENTIAL	**4,387**	**51.6**
Garden Residential	156	1.8
Low Density Residential	3,269	38.5
Low-Medium Density Residential	199	2.3
Medium Density Residential	430	5.1
High Density Residential	333	3.9
COMMERCIAL/MIXED USE	**990**	**11.6**
Neighborhood Commercial	52	0.6
General Commercial	483	5.7
Office	34	0.5
Downtown Mixed Use	63	0.6
Corridor Mixed Use	206	2.4
Transit-Oriented Mixed Use	152	1.8
INDUSTRIAL	**1,774**	**0.9**
Light Industrial	667	7.9
General Industrial	1,107	13.0
PUBLIC/OPEN SPACE	**1,354**	**5.9**
Public/Institutional	397	4.7
Parks and Recreation	301	3.5
Resource Conservation	656	7.7
TOTAL	**8,505**	**100.0**

Source: City of San Leandro, 2001, 2011.

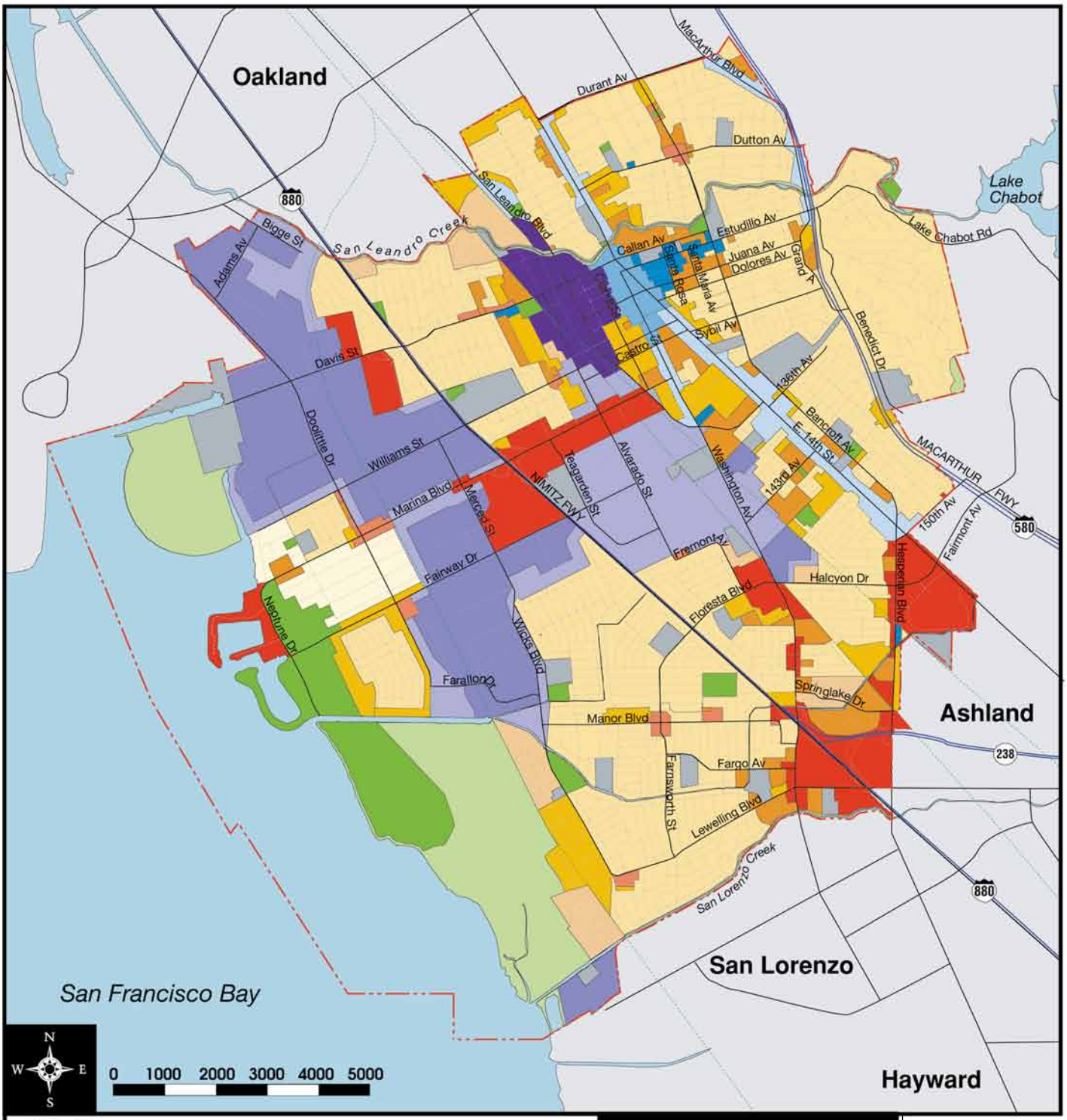
* The acreages shown here include the streets, railroads, freeways, and utility rights-of-way that pass through each area. For this reason, the proportions may be different than those shown in Chart 2-5.
**Acreages do not include adjustments for Cherry Glen (2005) and Kaiser (2010) General Plan Map Amendments.

a range of uses which together create a pedestrian-oriented street environment. It is intended for retail shops, services, offices, cultural activities, public and civic buildings, and similar and compatible uses, including upper story residential uses. These activities may be located within the same building or within separate buildings on the same site or nearby sites. More specific guidance on the mix and design of uses is specified in General Plan policies for the Downtown area and in the 2007 Downtown TOD Strategy. Typical FARs range from 0.2 to 2.0, although the maximum FAR of 2.0 is not permitted in all areas. Mixed use development (with housing) is encouraged in this area, with residential densities ranging from 20 to 75 units per acre. Several Downtown zoning districts have been established to respond to existing land uses and development opportunities, and to facilitate Downtown revitalization goals.

Transit-Oriented Mixed Use. The purpose of this designation is to provide for a mix of high-intensity land uses that capitalize on proximity to BART and opportunities to reduce future greenhouse gas emissions. This designation maximizes the potential for transit-oriented infill development, recognizes existing concentrations of office development, and achieves compatible transitions to adjacent residential districts through design standards and zoning.

Several zoning districts have been established for the Transit-Oriented Mixed Use areas. These districts emphasize the vertical mixing of different uses, with housing being the predominant use in some areas and office/retail the major use in others. The highest intensities are envisioned in the immediate vicinity of the BART station. Some of the transit-oriented zoning districts specify minimum densities (generally 60 to 80 units per acre) and minimum floor area ratios (generally 1.0) to ensure that land is used as efficiently as possible. Some of the zoning districts include maximum densities and floor area ratios, and some do not. Based on comparable settings in the Bay Area, residential densities in areas with this General Plan designation should typically be less than 120 units per acre and non-residential floor area ratios should typically be less than 4.0. These figures may be exceeded in the area covered by the Downtown TOD Strategy, provided that overall development does not exceed the areawide buildout quantities assumed in the Strategy (3,431 new housing units and 839,000 new square feet of non-residential space).

Corridor Mixed Use. This designation includes a mix of commercial and residential uses oriented in a linear development pattern along major transit-served arterials such as East 14th Street. A range of commercial and office uses is permitted, primarily serving neighborhood and community needs. Residential uses may be either free-standing or integrated into the upper floors of mixed use projects. Development should be designed to encourage walking and bicycle use, and should be sufficiently dense to support increased transit services along the corridors. FARs range from 0.2 to 1.0, although higher FARs may be permitted where upper story housing, off-site or structured parking, and/or pedestrian amenities are provided.



LEGEND

Residential Categories
- Garden Density
- Low Density
- Low-Medium Density
- Medium Density
- High Density

Commercial Categories
- Neighborhood Commercial
- General Commercial

Industrial Categories
- Light Industrial
- General Industrial

Public/Open Space Categories
- Public/Institutional
- Parks and Recreation
- Resource Conservation

Mixed Use Categories
- Office
- Downtown Mixed Use
- Corridor Mixed Use
- Transit-Oriented Mixed Use

LAND USE MAP

FIGURE 3-2

San Leandro General Plan Update

Calculating Density and Intensity

A maximum development density or intensity has been identified for each of the categories shown on the Land Use Diagram. Residential densities are expressed in terms of the number of units allowed per gross acre (called "gross density") or net acre (called "net density"). Gross density includes the area given over to streets, easements, utilities, flood control ditches and other areas which are publicly owned or owned in common. It is most often used to describe density in a subdivision or in a residential neighborhood. Net density excludes public or commonly-owned areas and is typically used to calculate the number of units per acre on an individual parcel of land. In single family areas, net density limits may provide the basis for the minimum lot size or square footage of land per unit standards established by the zoning ordinance.

Residential density also may be expressed in terms of the number of people per acre. To calculate persons per acre, the number of units should be multiplied by 2.57, which is the average number of persons per household in San Leandro.

Floor area ratio (FAR) is a measurement of the amount of floor space that can be developed on a particular parcel of land. If a 10,000 square foot parcel has an FAR limit of 0.5, then the floor area on the parcel may not exceed 5,000 square feet. As defined here, floor area excludes unfinished basements, carports, structured parking, mechanical rooms, and other non-habitable spaces. FAR does not dictate the height or shape of a building, or its location on a site. These characteristics are usually defined through the zoning ordinance. FAR also does not address architectural features or materials; these aspects are usually covered by design guidelines.

The description of land use categories on Pages 37 through 42 indicate the net density and FAR associated with each land use category. Development which exceeds these levels may only be allowed where certain conditions (specified in the San Leandro Zoning Code) exist. For example, the City is required by State law to offer a 25 percent "density bonus" for projects with affordable housing or senior housing. Thus, if a qualifying housing project is proposed on a one-acre parcel with a High Density Residential designation, the "bonus" would allow 36 units instead of 29 units. Additional bonuses may be allowed for development adjacent to the BART station or for projects which provide significant public amenities such as parks or plazas.

Table 3-2 Correspondence Between Land Use Diagram and Zoning Designations

Land Use Category	Corresponding Zoning Designations	Conditionally Compatible Zoning Designations
Garden Residential	RO	RS, PS
Low Density Residential	RS, RS-40, RS (VP)	RS (PD), RD, PS
Low-Medium Density Residential	RS (PD)	RD, RS, PS
Medium Density Residential	RD, RM-3500, RM-2500, RM-2000	RS (PD), RD, PS
High Density Residential	RM-1800	RM-2000, RM-2500, RM-3500, PS
Neighborhood Commercial	CN	CC, CR, P, PS
General Commercial	CC, CS, CR, CR-M	CN, P, PS
Office	P, PHD	CN, PS, CC, IP
Downtown Mixed Use	DA-1	RM-1800, RM-2000, RM-2500, CN, CC, P, PHD, PS, DA-2, DA-3
Transit-Oriented Mixed Use	DA-2, DA-3, DA-4, DA-5, DA-6	RM-1800, PS
Corridor Mixed Use	NA-1, NA-2, SA-1, SA-2, SA-3	DA-2, PS, RM-1800, RM-2000, RM-2500, RM-3000, CN, CC, P, PHD, PS
Light Industrial	IL, IP	IG, CC, CS, P, PS
General Industrial	IG, IL, IP	CC, CS, P, PS
Public/Semi-Public	PS	Depends on specific type of public use
Parks and Recreation	OS	PS, CR
Resource Conservation	OS	PS

Source: City of San Leandro, 2001, 2011.

Industrial Categories

Light Industrial. Light industrial areas are characterized by wholesale activities, distribution facilities, research and development or e-commerce uses, business services, and manufacturing operations which produce minimal off-site impacts. The designation also includes campus-style industrial parks. Uses in areas with this designation should be capable of locating adjacent to residential areas without creating adverse effects. Allowances for retail stores within these areas is guided by General Plan policy. Floor area ratios may be as high as 1.0 on smaller parcels, but are generally in the range of 0.4 to 0.8.

General Industrial. General industrial areas are characterized by a wide range of manufacturing, transportation, warehousing, vehicle storage, and distribution uses. Such uses may be subject to performance standards to avoid adverse off-site effects. Allowances for retail stores and requirements for buffering where General Industry abuts residential areas are specified by General Plan policy. Floor area ratios may be as high as 1.0 on smaller parcels, but are generally in the range of 0.4 to 0.6.

Public and Open Space Categories

Resource Conservation. This designation denotes land which is to remain undeveloped due to high environmental sensitivity, or land to be used primarily for passive recreation (such as walking trails). It also includes land within and immediately along the banks of San Leandro Creek. Development is generally not permitted in Resource Conservation areas; the land is to be managed to enhance and restore its natural features.

Parks and Recreation. This designation denotes land which is used for active recreational purposes, including neighborhood, community, and regional parks, golf courses, and the recreational amenities at the San Leandro Marina. Permitted uses include athletic fields and sports facilities, civic buildings with a primarily recreational or social function, and leisure-oriented uses such as picnic areas, boat slips, and tot lots. Coverage by structures should generally not exceed 10 percent of the area within any given park.

Public/Institutional. This designation is used to denote public schools, libraries, post offices, churches, and other public or institutional buildings, and also to denote major utility properties or facilities, including the BART Stations. Floor area ratios of up to 1.0 are permitted.

Related Issues

State law (Government Code Section 65302a) requires the Land Use Element of the General Plan to identify future solid and liquid waste disposal sites, the locations of educational facilities, areas subject to flooding, and the locations of mineral resources. No new solid or liquid waste disposal sites are planned in San Leandro at this time. Solid waste disposal issues are addressed in Chapter 5 and liquid waste disposal issues are addressed in Chapters 5, 6 and 8. The location of future educational facilities is addressed in Chapter 8. Areas prone to flooding are identified in Chapter 6. Mineral resources are addressed in Chapter 5.