

Castro Valley Business District Specific Plan

Community Visioning Workshop

May 3, 2023

6:00-8:00 PM

Virtual: Zoom

In-person: Castro Valley Library, Chabot Room



Welcome & Introductions

Alameda County

Albert Lopez, Planning Director

Rodrigo Orduña, Assistant Planning Director

Lisa Wise Consulting, Inc.

Kathryn Slama, Director

Monica Szydlik, Senior Associate

Raimi + Associates

Eric Yurkovich, Principal

Alessandra Lundin, Associate

TJKM

Mark Doty, Senior Planner

Himangi Mutha, Transportation Planner

Tonight's Agenda

1. **Welcome and Project Background (6:05 - 6:20)**
2. **Envisioning the Future of the CVBD (6:20 - 6:50)**
3. **Small Group Discussion (6:50 - 7:35)**
4. **Report Back (7:35 - 7:50)**
5. **Wrap-up and Next Steps (7:50 – 8:00)**

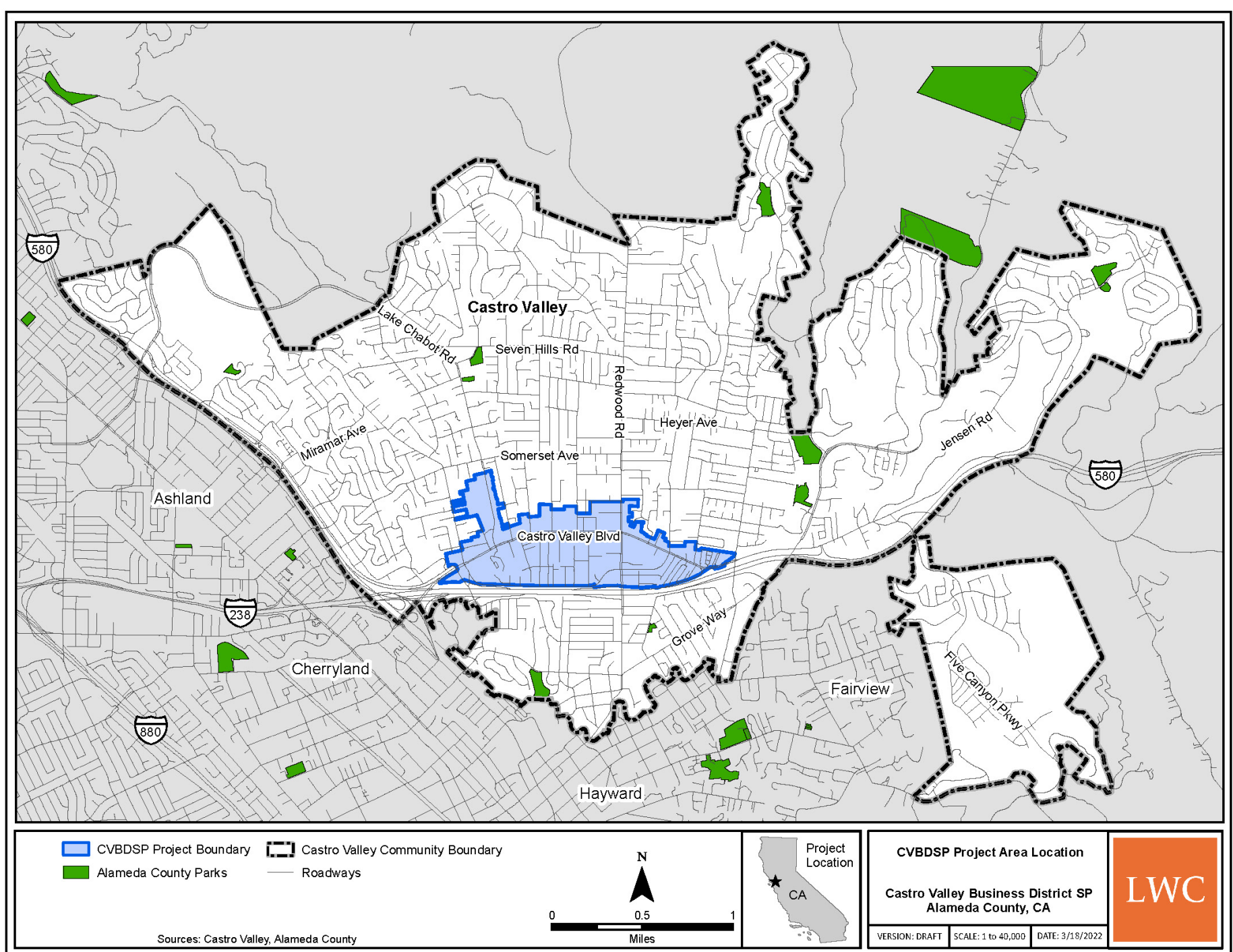
Project Background

Project Area

Castro Valley Business District Specific Plan (CVBDSP) Project Area

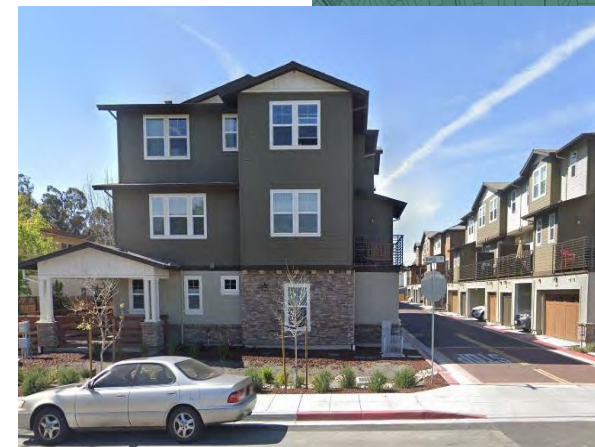
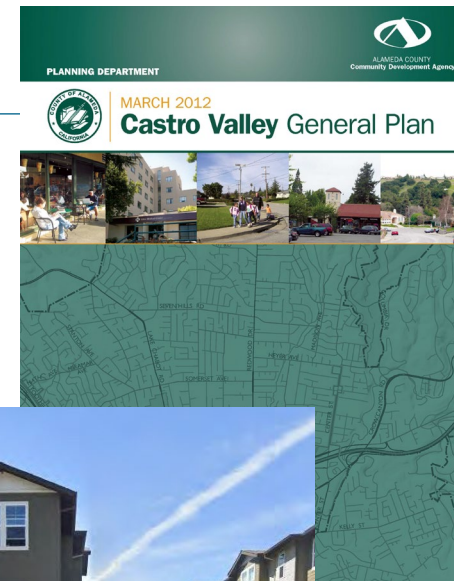
Approximately:

- 290 acres
- 765 parcels

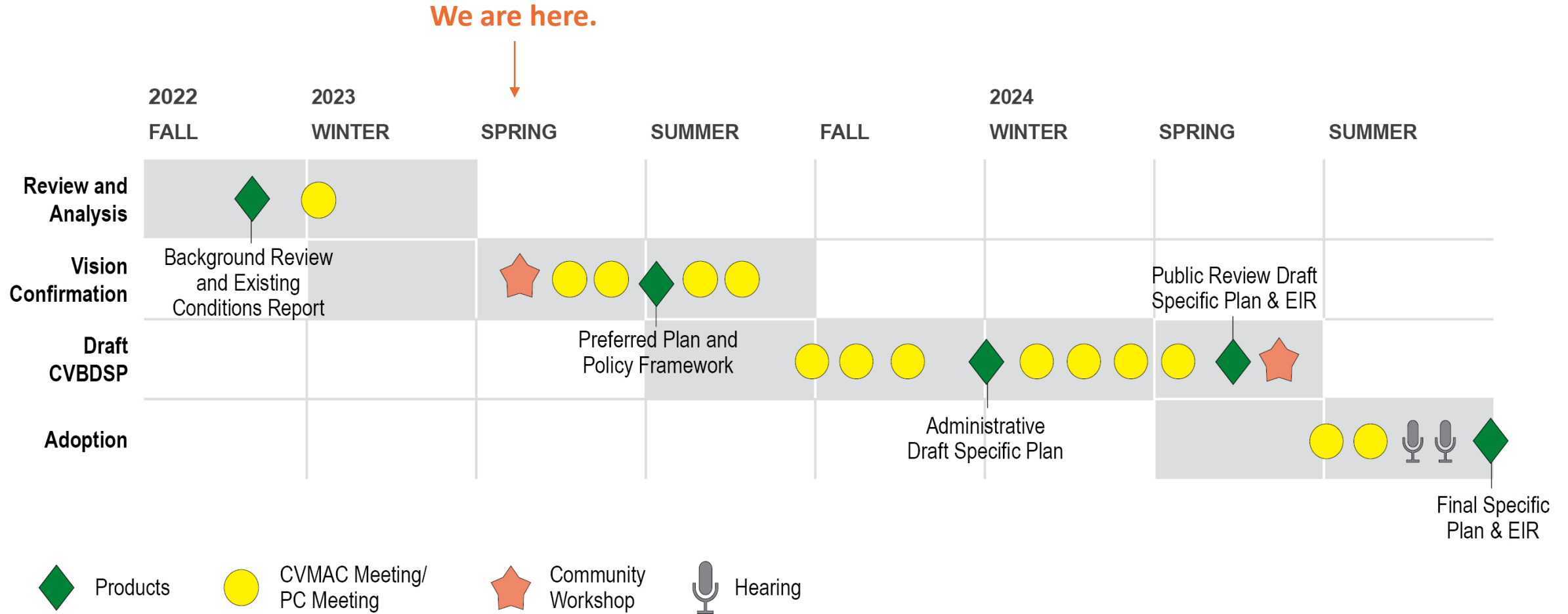


Project Objectives

- **Implement the 2012 Castro Valley General Plan**
- **Update and modernize the 1996 CVBDSP**
 - *Confirm the community's vision for downtown*
 - *Robust community involvement*
 - *Develop goals, policies, programs*
 - *New/updated regulations*
 - *Environmental review (CEQA)*
- **Reflect 25+ years of change, including:**
 - *Changing mobility and land use patterns and preferences*
 - *Changes to State law and regional requirements (e.g. BART)*
 - *Alameda 6th Cycle County Housing Element*



Schedule



Final Specific Plan & EIR

Context

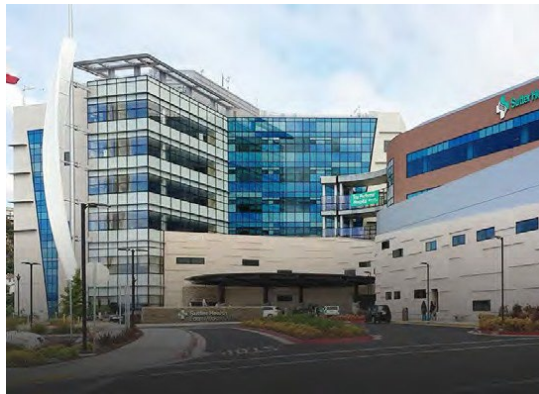
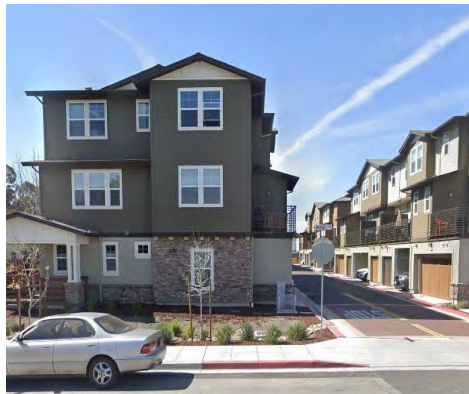
- **AB 2923 (effective 2020)** - Castro Valley BART parking lot must comply with BART's TOD Guidelines, which mandate the following baseline standards:
 - *Min. 75 du/ac*
 - *Min. 5 stories*
 - *Residential parking: Max. 1 space/unit; no min.*
 - *Office parking: Max. 2.5 spaces per 1,000 sq ft*
- **Housing Element (2023)** - Site inventory includes:
 - *Over 400 units on the BART parking lot.*
 - *About 1,100 units over a total of 26 sites across the CVBD planning area*

Estimated Demand, 2020-2050

Demand could be absorbed by existing vacancies, redevelopment, or new construction.

- **Residential Demand:** 3,950 - 5,450 net new housing units*
- **Office Demand:** 50,800 - 169,200 net new sq ft
- **Creative/Production Demand:** 48,800 - 195,100 net new sq ft*
- **Retail Demand:** 153,100 - 209,500 net new sq ft

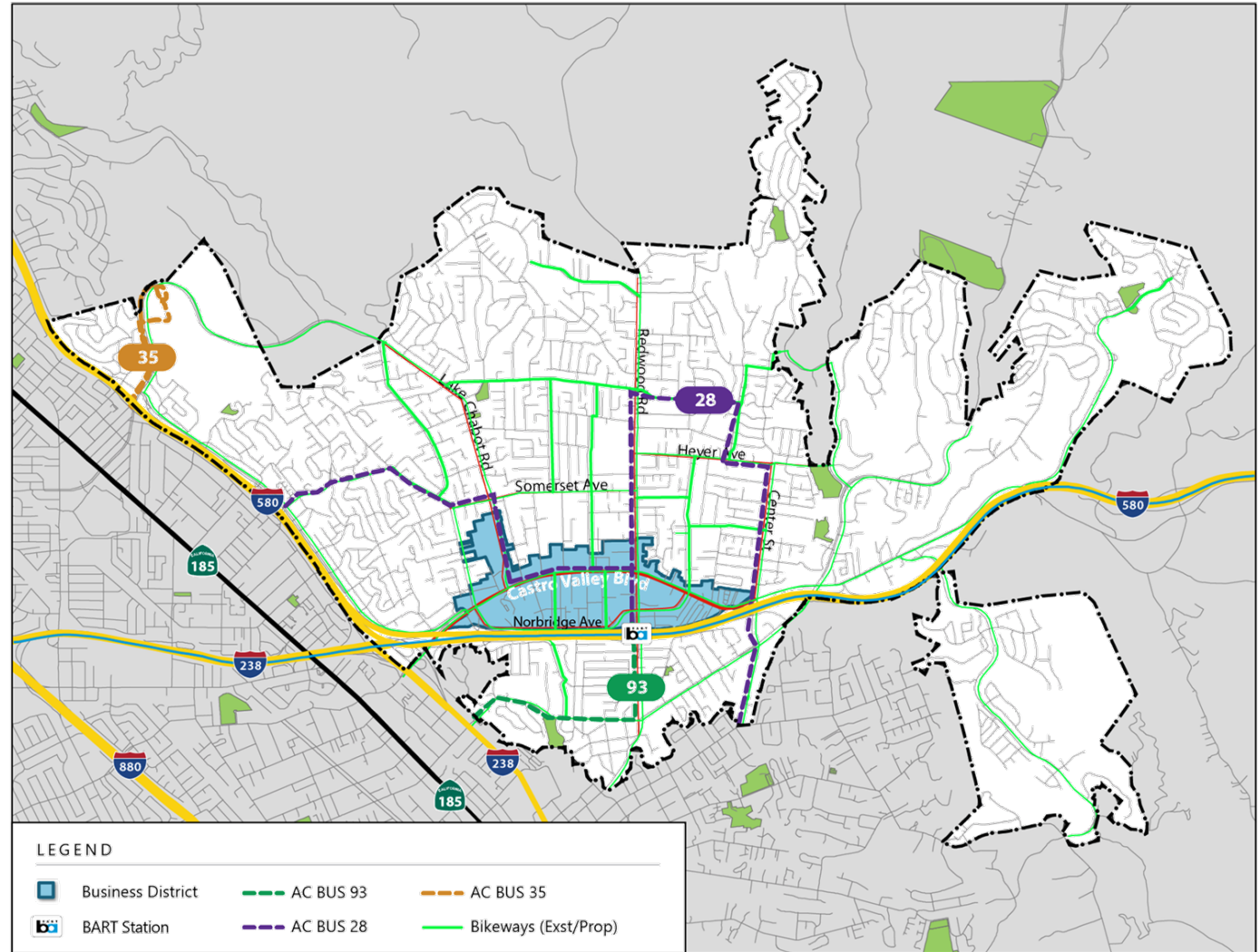
**Only a portion of this demand is forecast for the Specific Plan Area*



Access and Connectivity

Network Overview

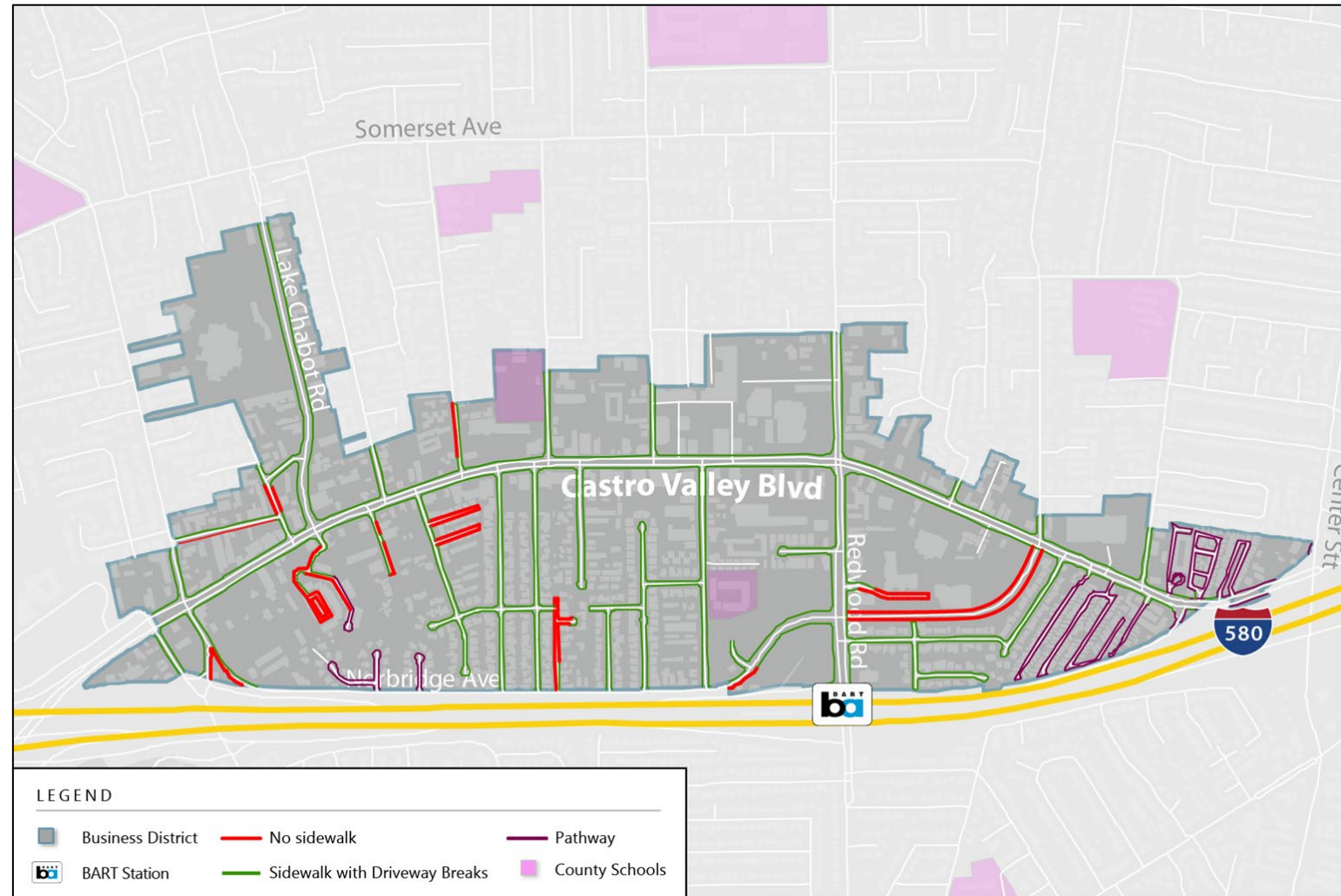
- Study area: Castro Valley
- Focus area: Business District
- Bus lines: 28, 93, 35
- 1 BART station
- 2 Interstate freeways in/near planning area
- Critical corridors: Castro Valley Blvd, Lake Chabot Rd, Redwood Rd, Center St



Existing Pedestrian Network

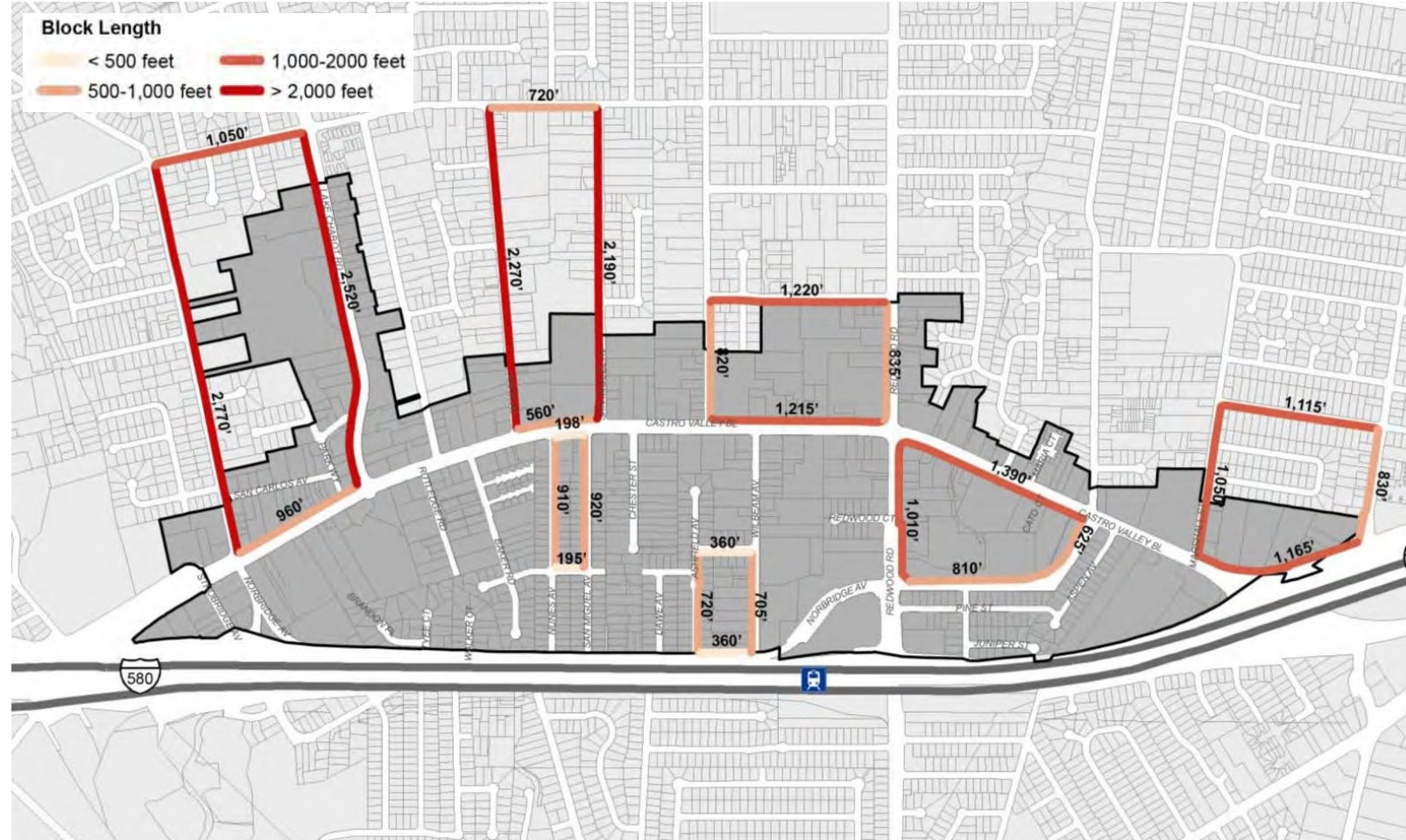
Pedestrian Blocks and Gaps

- Sidewalks are technically present throughout the majority of the Business District, but they often have a sloping curb and are riddled with driveway breaks



Block Length

- Blocks in Downtown Castro Valley are generally large and rectangular shaped
- Most block lengths are **over 1,000 feet long (walkable block lengths are generally <400 ft)**
- South of Castro Valley Blvd., many blocks terminate in cul-de-sacs, requiring travelers to go to Castro Valley Blvd. to travel east-west
- Additional connectivity (i.e., paseos, walkable alleys, midblock pedestrian connections) needed through large blocks, particularly in the northern part of the plan area



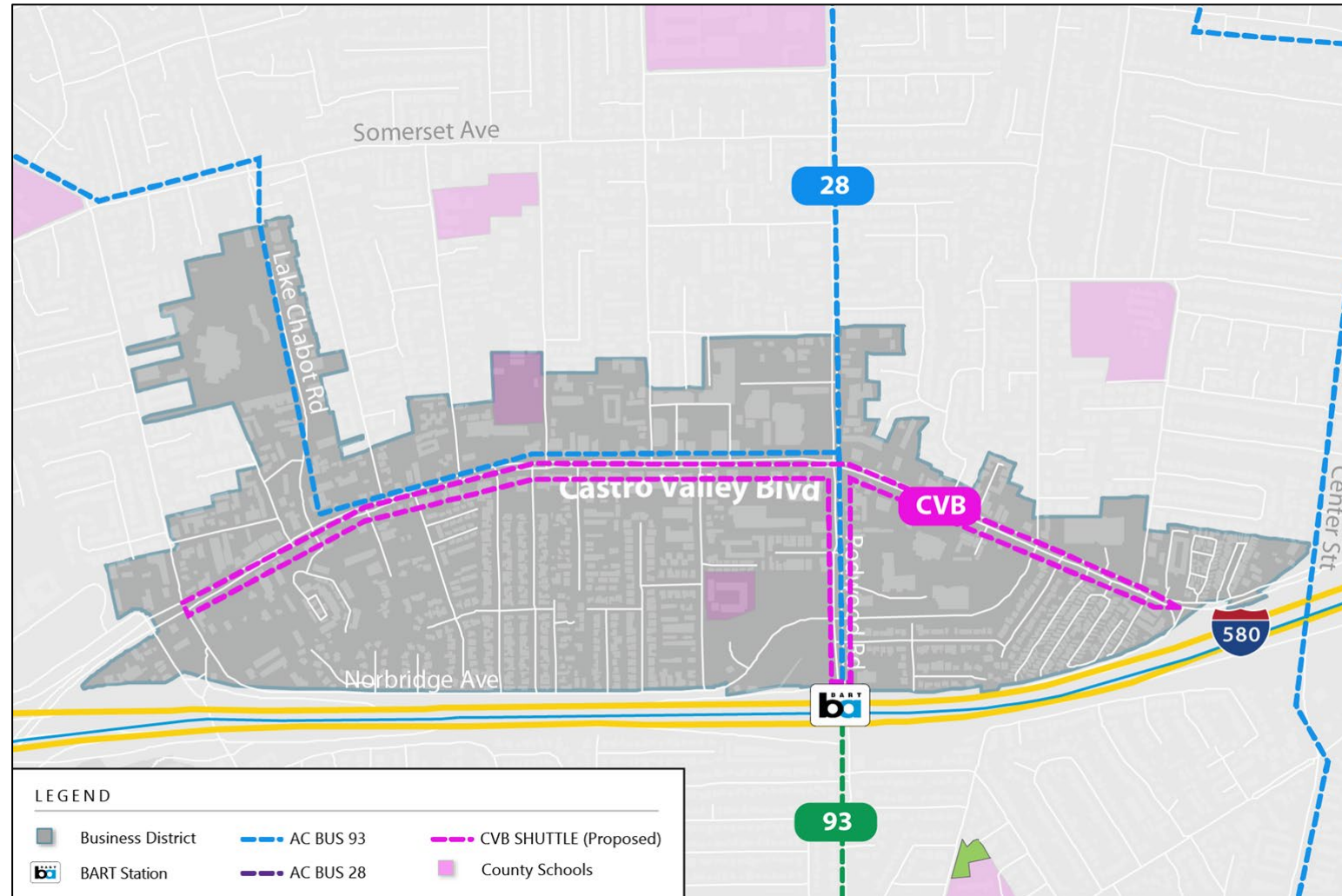
Existing Transit Network

Transit routes

- AC transit Route 28
- AC transit Route 93

BART Blue Line

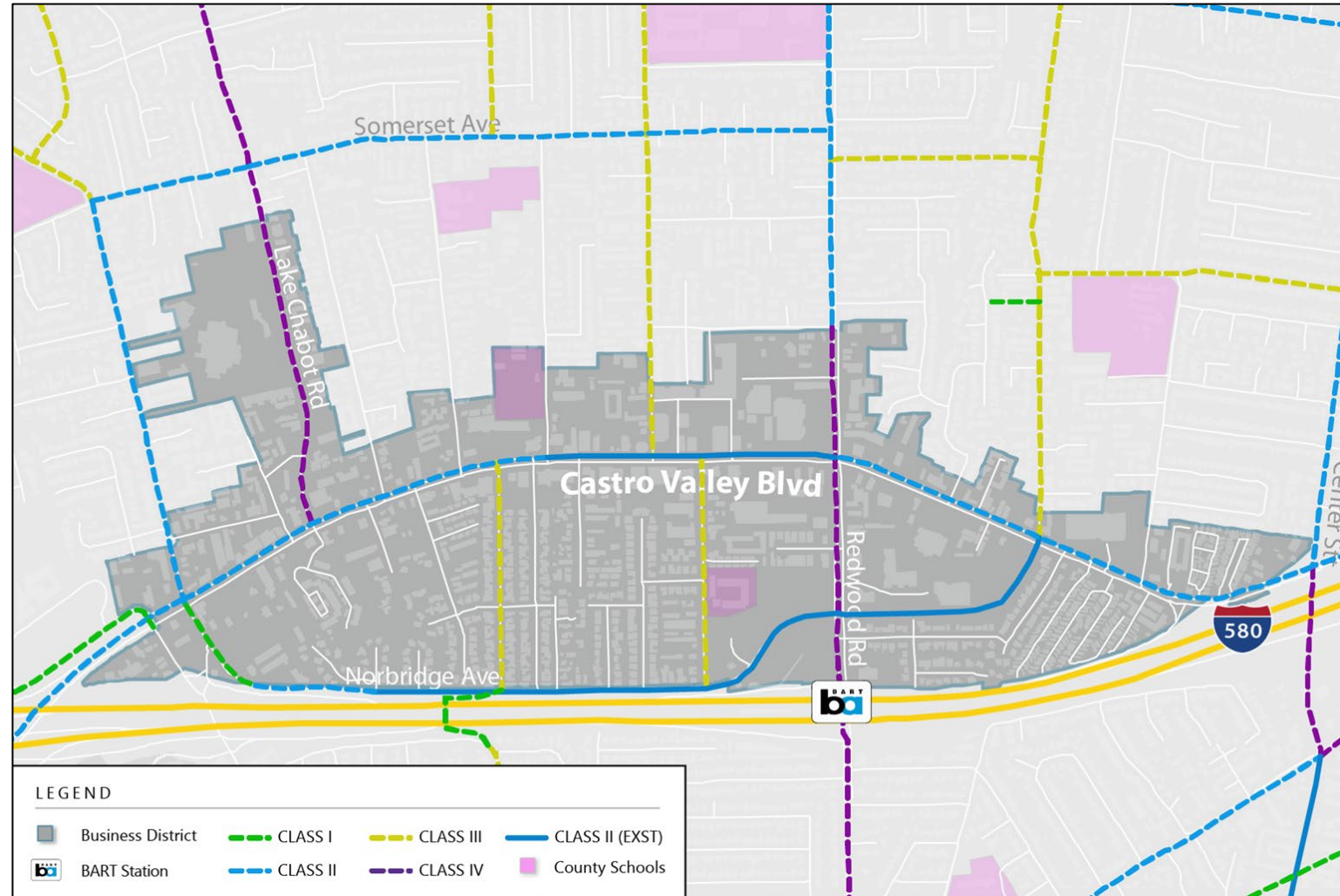
- Dublin/Pleasanton to Daly City



Existing Bike Network

Bikeways

- Existing and proposed bikeways correspond to key roadways, connect with primary transit routes
- Class levels insufficient to induce mode shift; typically support only experienced cyclists
- Conflict points regularly occur between bikeways and moving/parking vehicles



Parking Supply

Street Parking

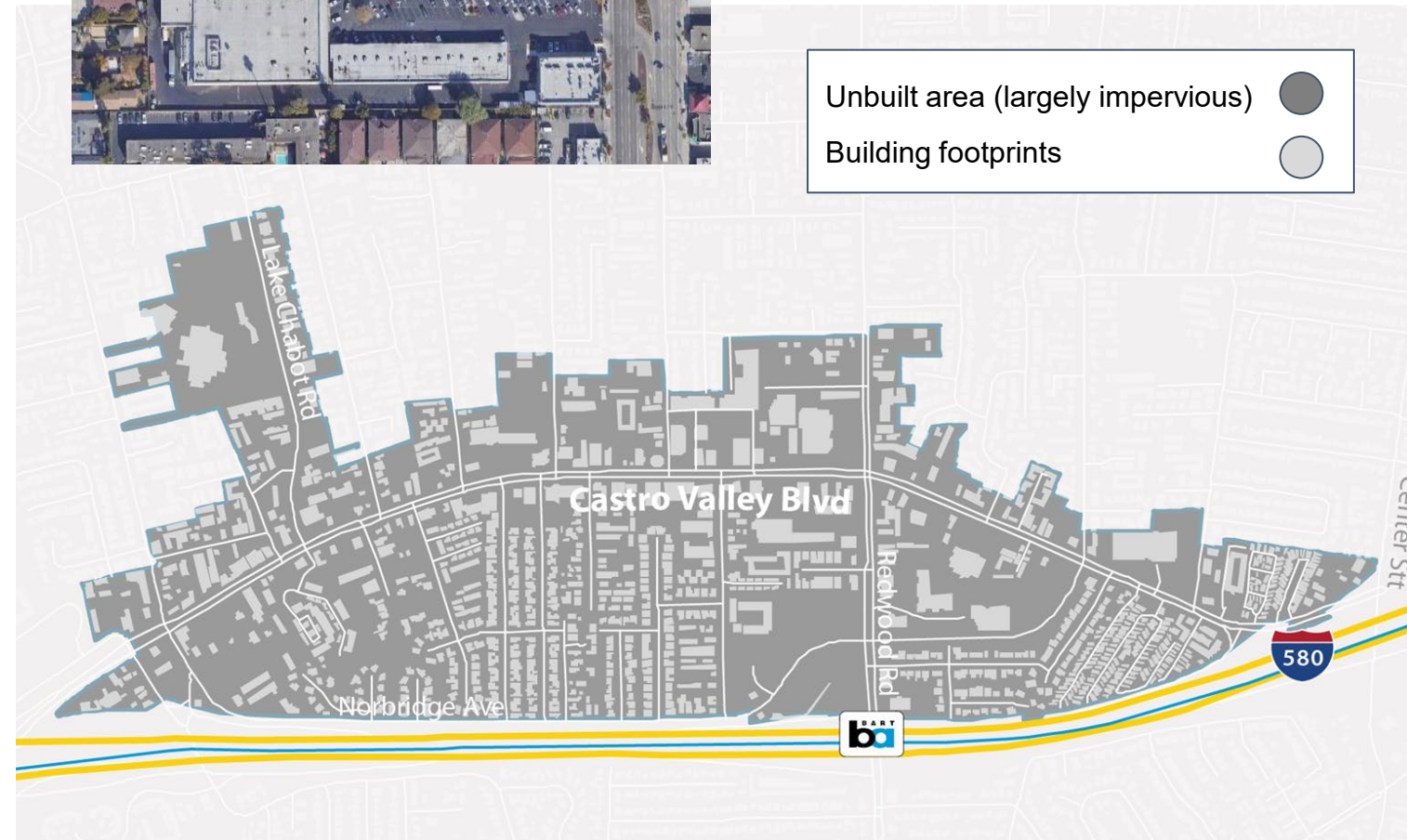
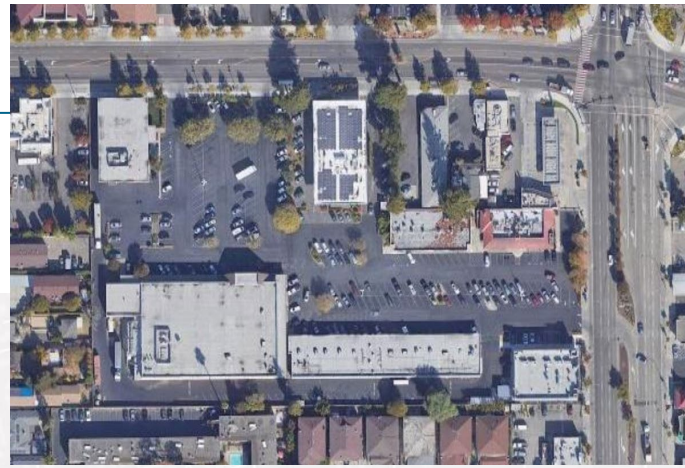
- Street parking available throughout, including Castro Valley Blvd
- Cars frequently park over sidewalks

Parking Lots

- Surface lot using valuable real estate
- BART lot largely unused; has not been developed to TOD

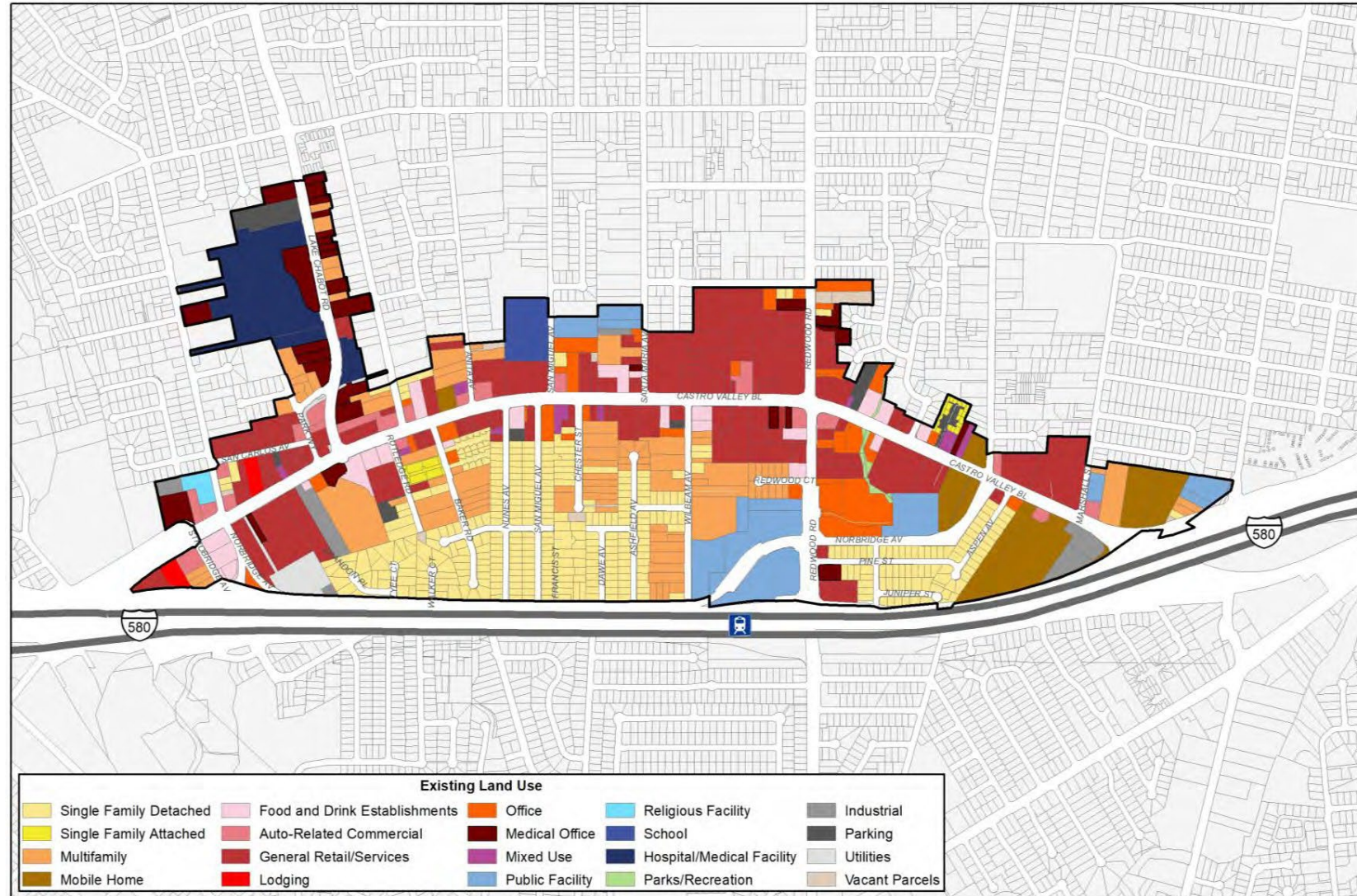
Parking Garages

- None at this time (consider further study to determine need)



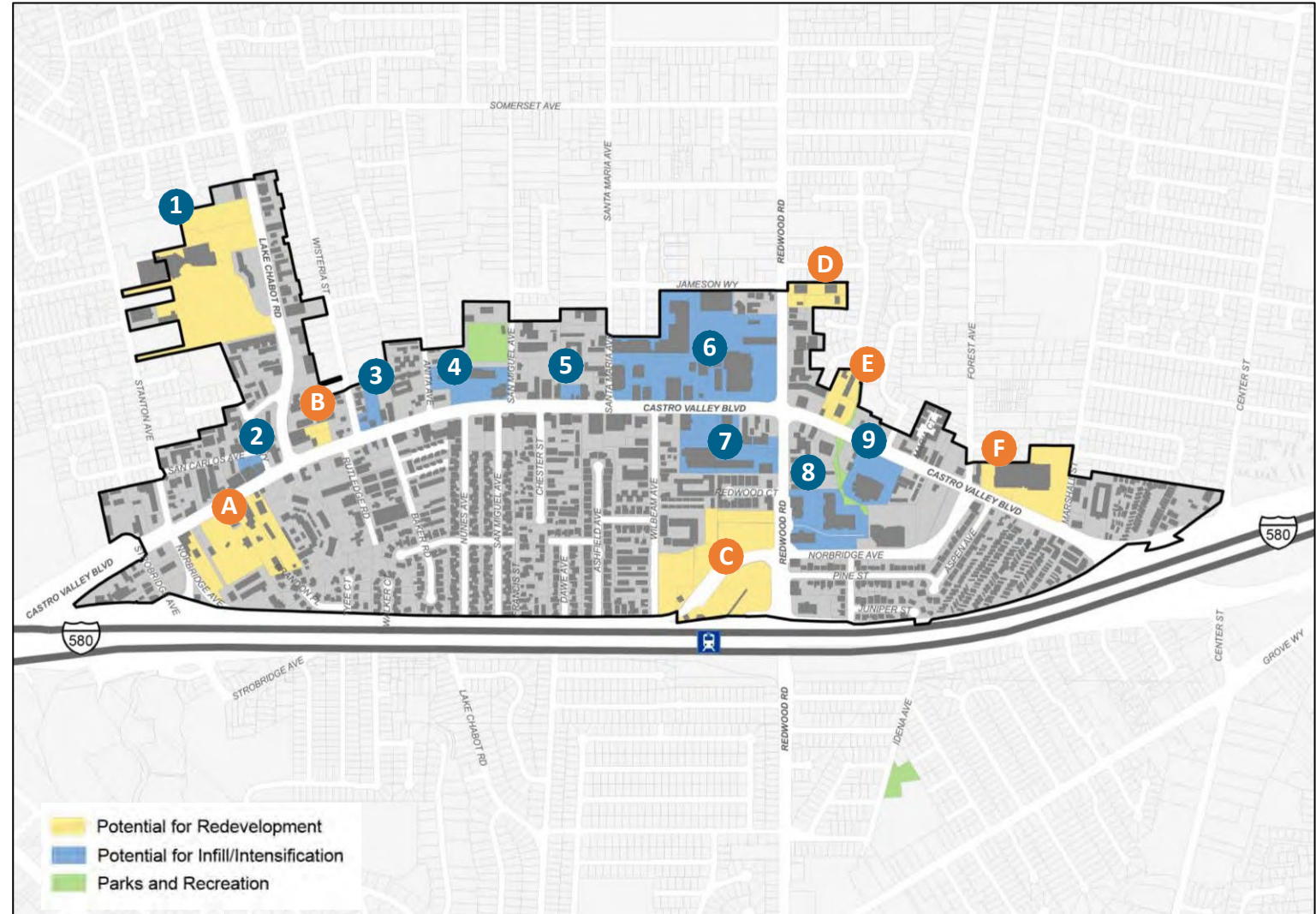
Existing Uses

Use	Acres	% of total
Commercial	87.6	27%
Multifamily Residential	63.4	20%
Single Family Residential	59.3	18%
Office	39.9	12%
Public Facility	19.0	6%
Mobile Home	16.4	5%
Medical Facility	15.9	5%
Industrial	4.9	2%
Parking	4.5	1%
Utilities	3.1	<1%
Mixed Use	1.9	<1%
Vacant	1.8	<1%
Religious Facility	1.1	<1%
Parks/Recreation	1.9	<1%
School	1.9	<1%
Total	323.2	100%



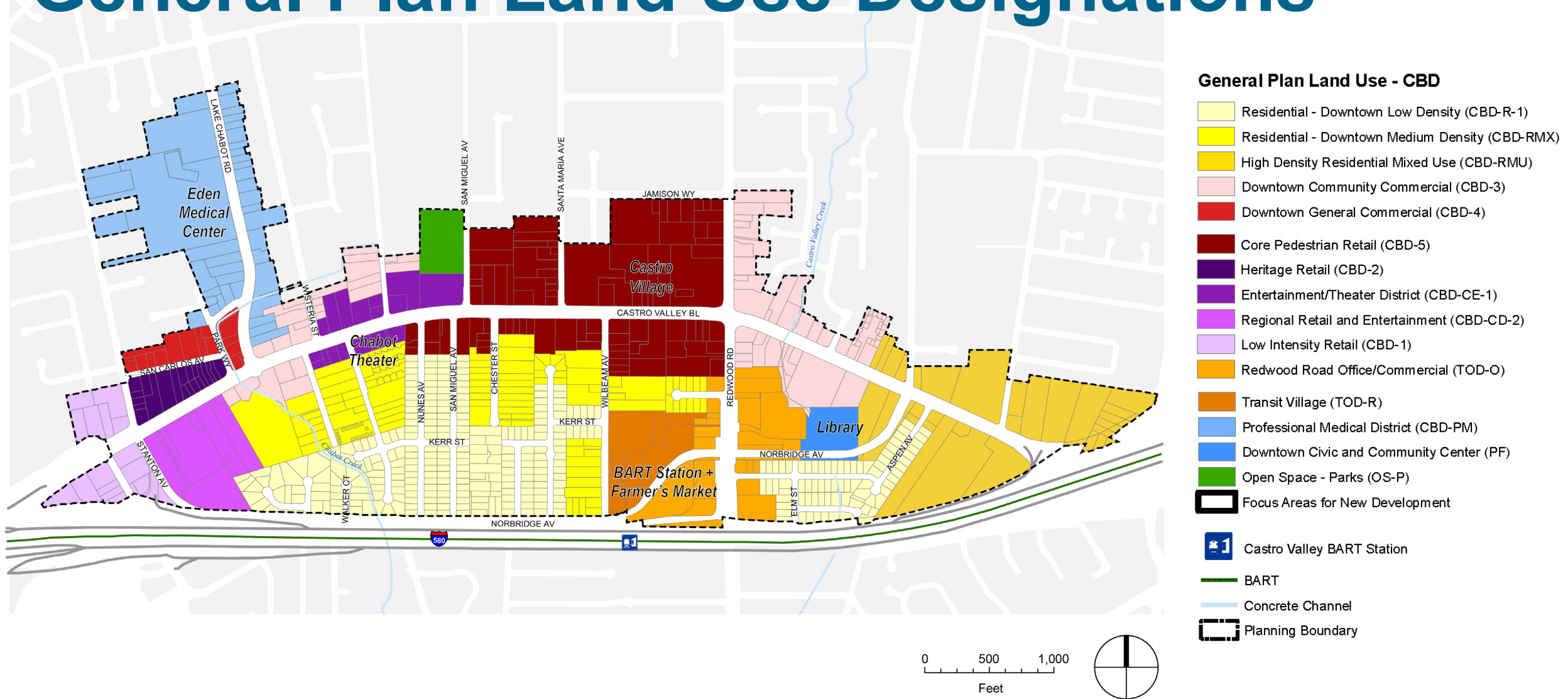
Opportunity Areas

#	Potential Opportunity for Infill/Intensification
1	Hospital parking lots
2	Opportunity on rear of parcels along San Carlos (parking)
3	Smog shop, vacant lot, and underutilized parking next to Vons Chicken
4	Shopping center with underutilized parking (anchor store O'Reilly Auto Parts)
5	Underutilized commercial site; interest in developing a biergarten
6	Castro Valley Shopping Center
7	Shopping center with underutilized parking (anchor store Lucky Grocery)
8	Castro Valley Business Plaza
9	CVS (underutilized surface parking frontage)
#	Potential Opportunity for Redevelopment
A	Lumberyard, Golden Tee Golfand, hardware store/auto body repair
B	Underutilized parking lot and auto body repair shop
C	BART station parking lots
D	Vacant lot with opportunity for residential development (currently commercial required) + adjacent underutilized commercial lot
E	Underutilized commercial site with bowling alley/sports lounge
F	Rite Aid with underutilized parking. Lease likely to end soon. Owner interest in redeveloping with more intense use.



Envisioning the Future of the CVBD

General Plan Land Use Designations

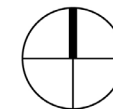
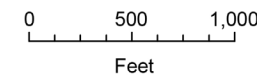
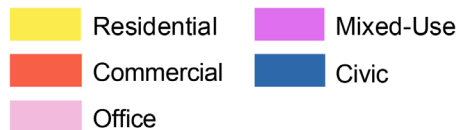
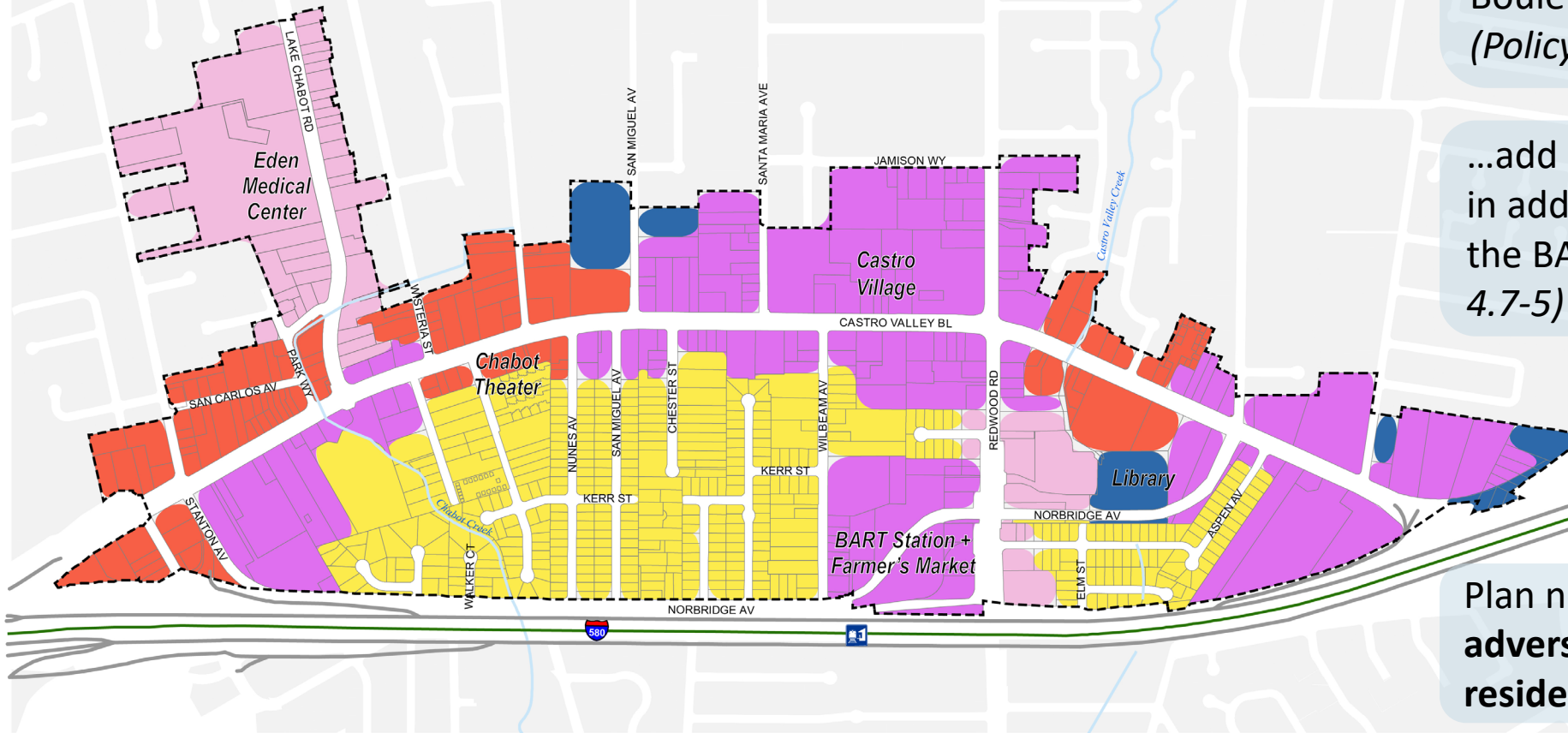


Core and Mixed-use Areas

Create a **central pedestrian-friendly shopping and restaurant area** on a few blocks along Castro Valley Boulevard and key side streets. *(Policy 4.7-1)*

...add **housing, office and retail uses** in addition to **structured parking** on the BART station parking lots. *(Policy 4.7-5)*

Plan new development... **to minimize adverse effects on surrounding residential areas.** *(Policy 4.8-4)*

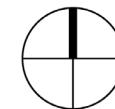
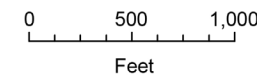
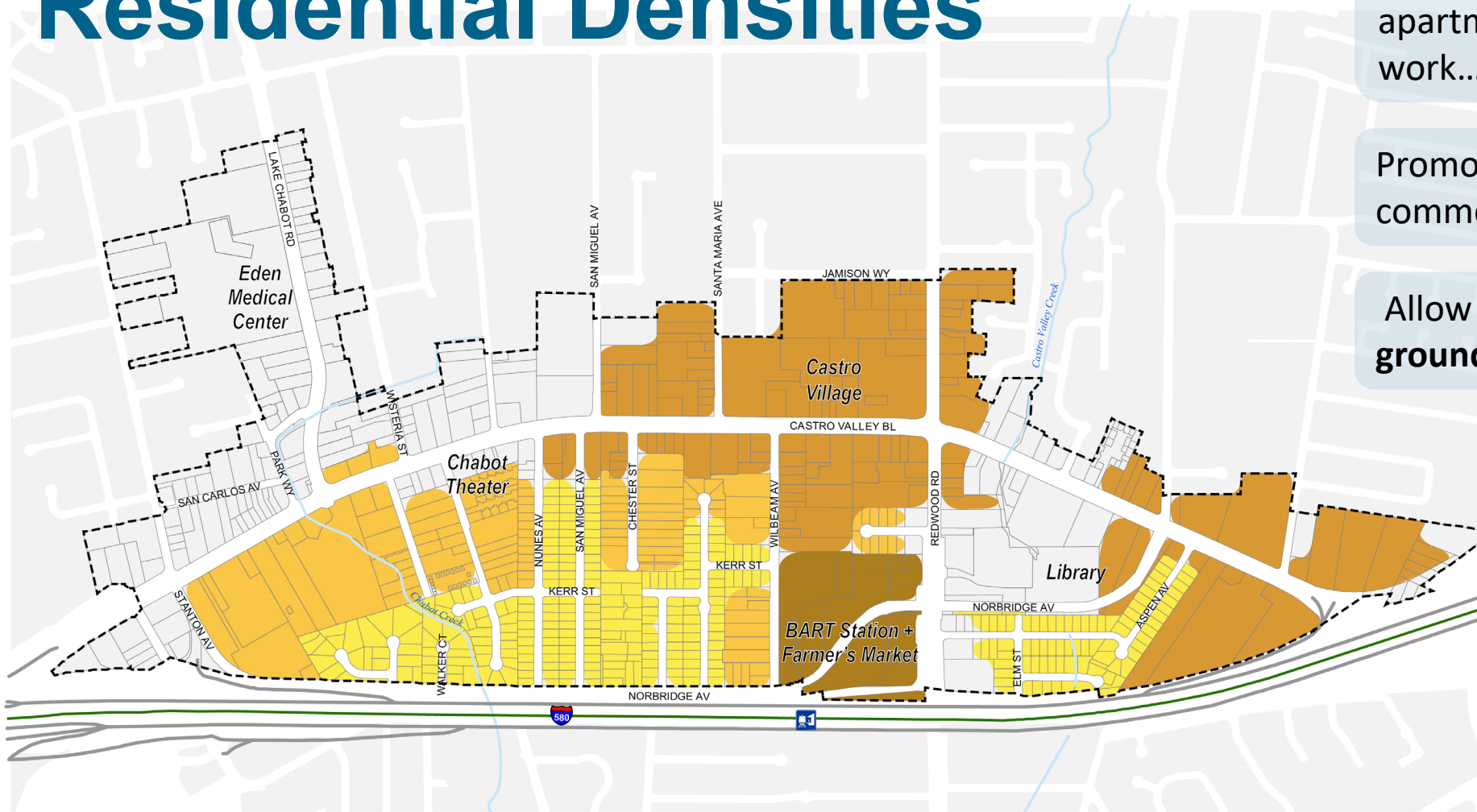


Residential Densities

Create additional housing, including apartments, condominiums, and live-work... (Policy 4.7-6)

Promote **live-work development** in commercial districts. (Action 4.7-3)

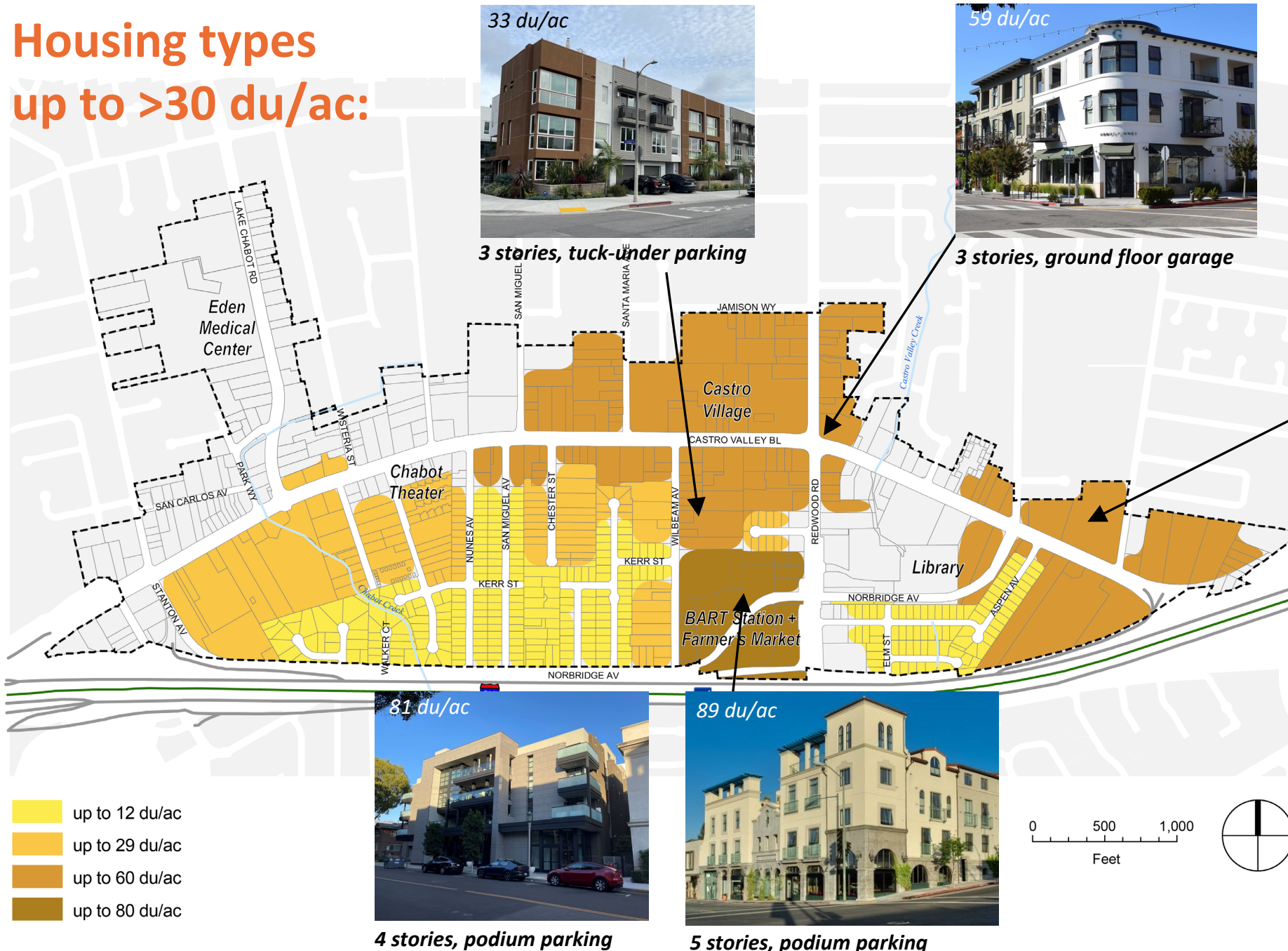
Allow **residential uses above the ground floor**. (Action 4.7-8)



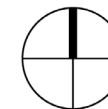
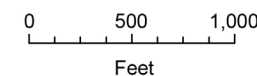
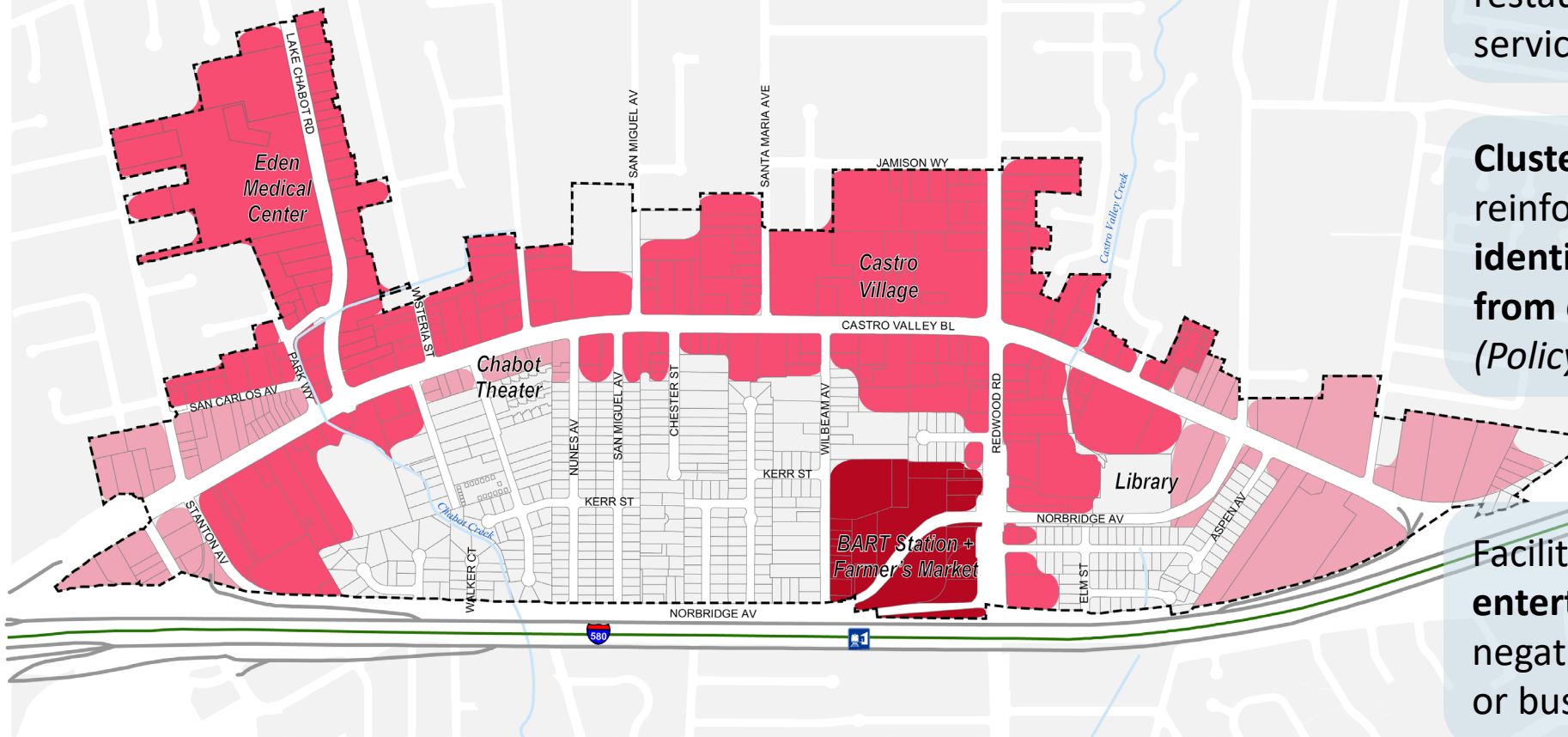
Housing types up to 30 du/ac:



Housing types up to >30 du/ac:



Non-Residential Intensities



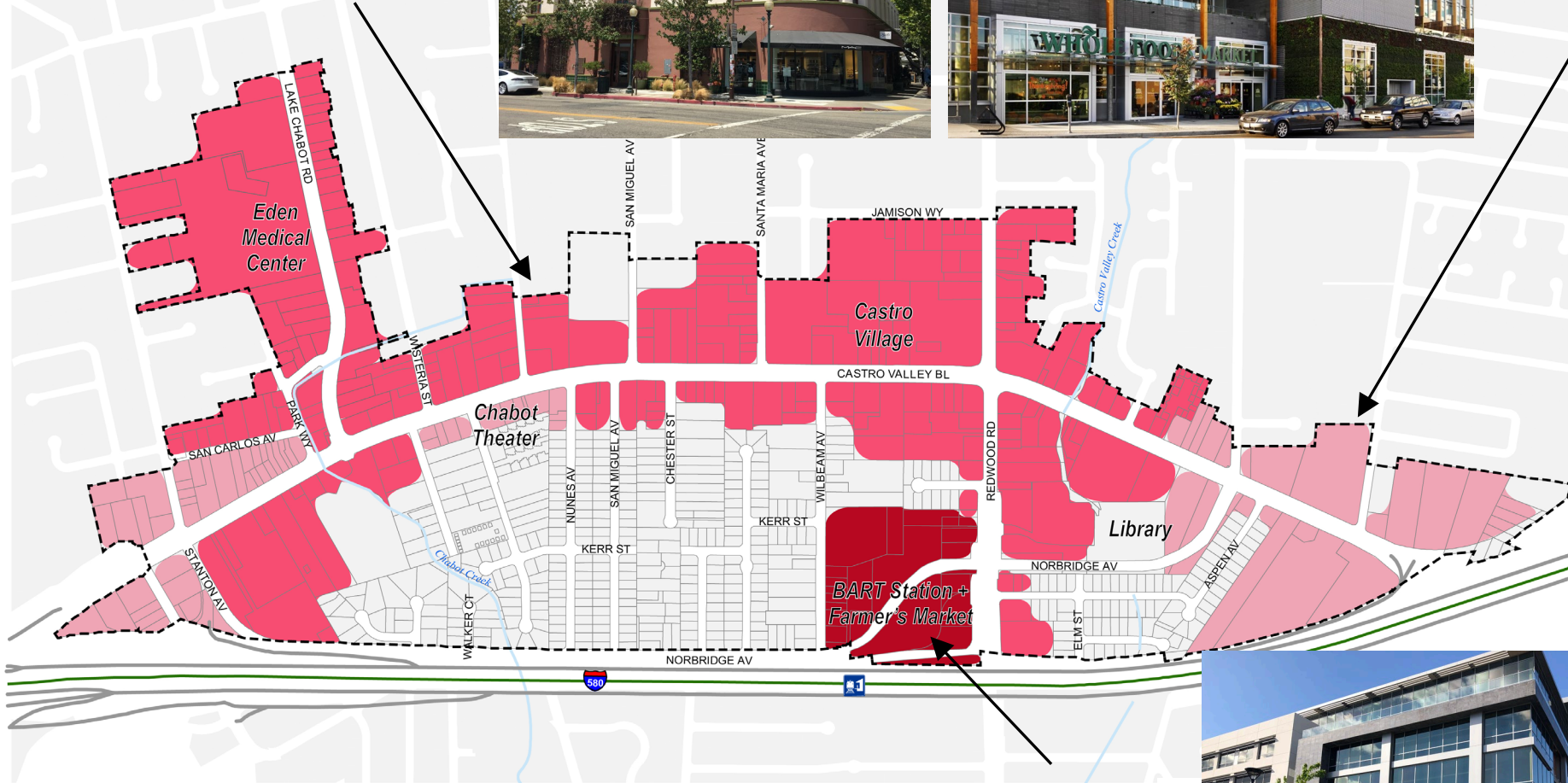
...a vibrant medical office and commercial district on Lake Chabot Road... with employment, restaurants, retail, and personal services. (Policy 4.8-3)

Cluster retail and services...to... reinforce a **strong community identity**... allow people to **easily walk from one business to the other**... (Policy 4.7-4)

Facilitate...more **cultural, arts, and entertainment venues**...that...do not negatively impact adjacent residents or businesses (Policy 4.7-3)

FAR up
to 2.0:

FAR up
to 1.5:



- up to 1.5 FAR
- up to 2.0 FAR
- up to 3.0 FAR

FAR up
to 3.0:

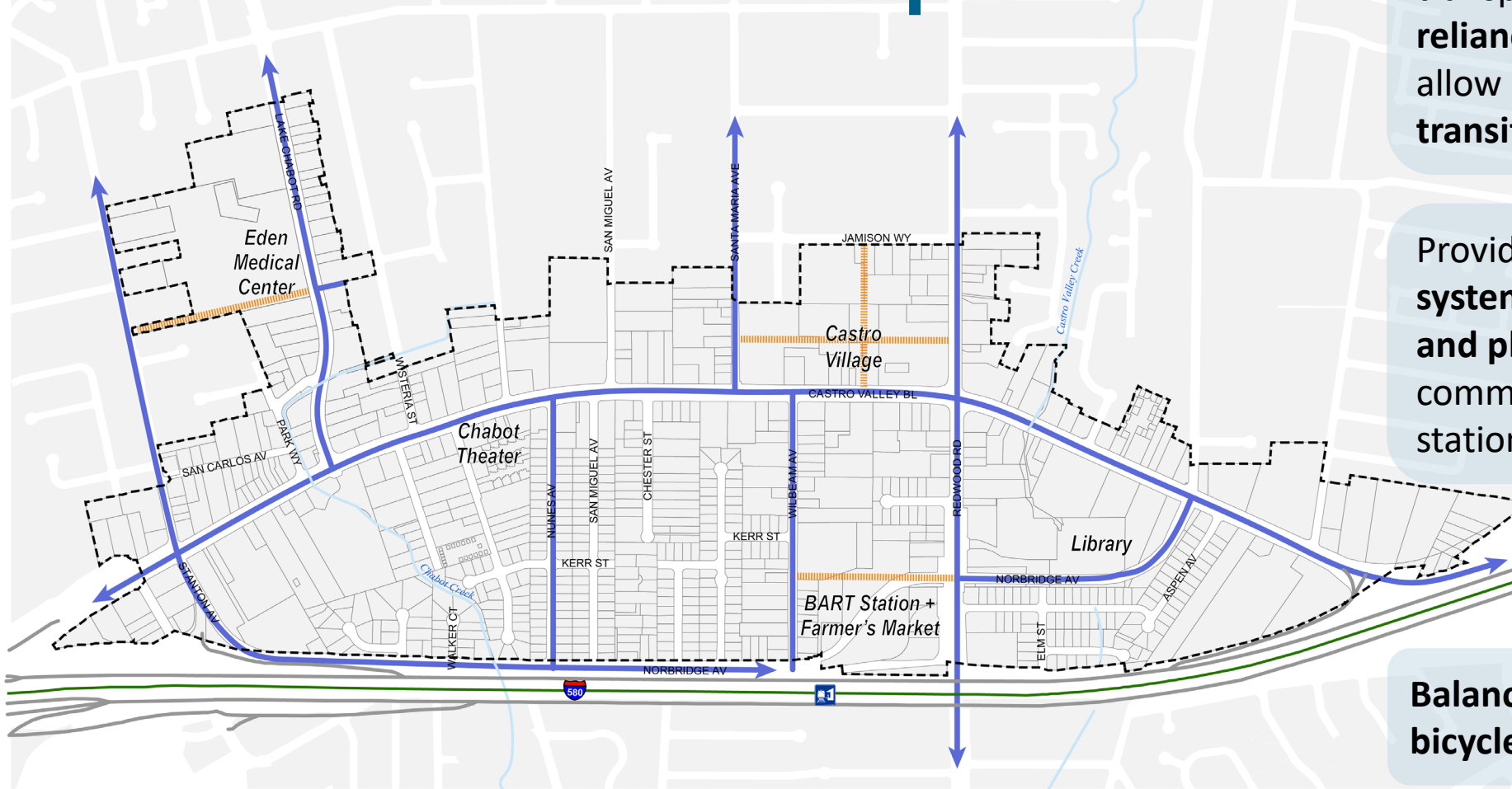


Vehicular and Bike Improvements

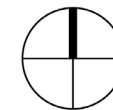
Promote a **multi-modal transportation system... reduce reliance on the private automobile... allow higher density mixed-use near transit (Policy 6.1-3)**

Provide a **comprehensive bikeway system... coordinated with existing and planned major destinations, community activity centers, transit stations, and schools. (Policy 6.5-1)**

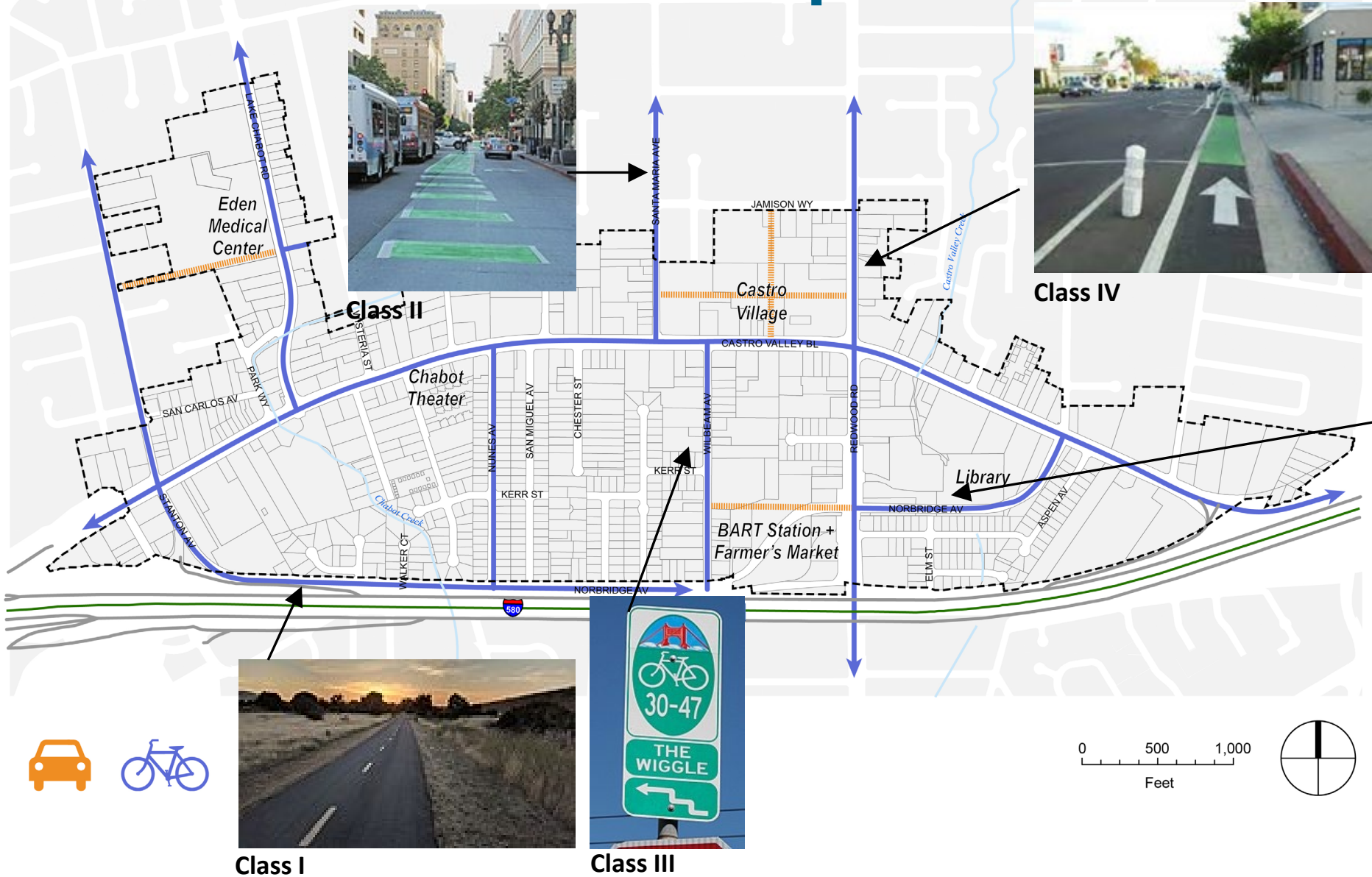
Balance on-street parking needs with bicycle safety. (Policy 6.5-3)



0 500 1,000
Feet

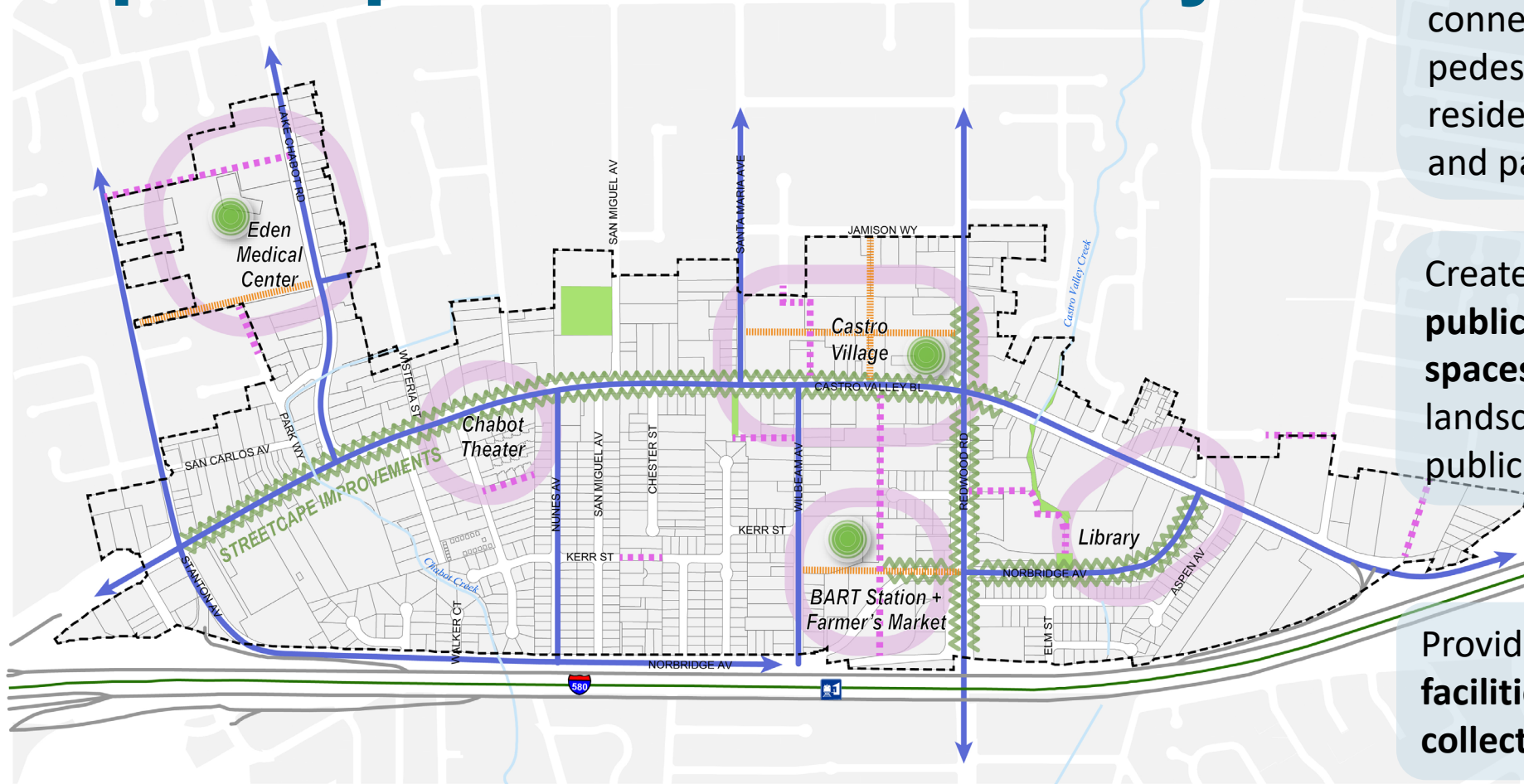


Vehicular and Bike Improvements



Enhanced pedestrian and cyclist accessibility

Open Spaces & Walkability



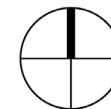
Create an attractive **pedestrian-friendly circulation system...** connections linking the CBD's pedestrian core, downtown residential areas, BART, the library, and parking areas... *(Policy 6.6-8)*

Create a **variety of attractive publicly- and privately-owned public spaces...** include seating areas, landscaping, water features, and public art. *(Policy 4.7-2)*

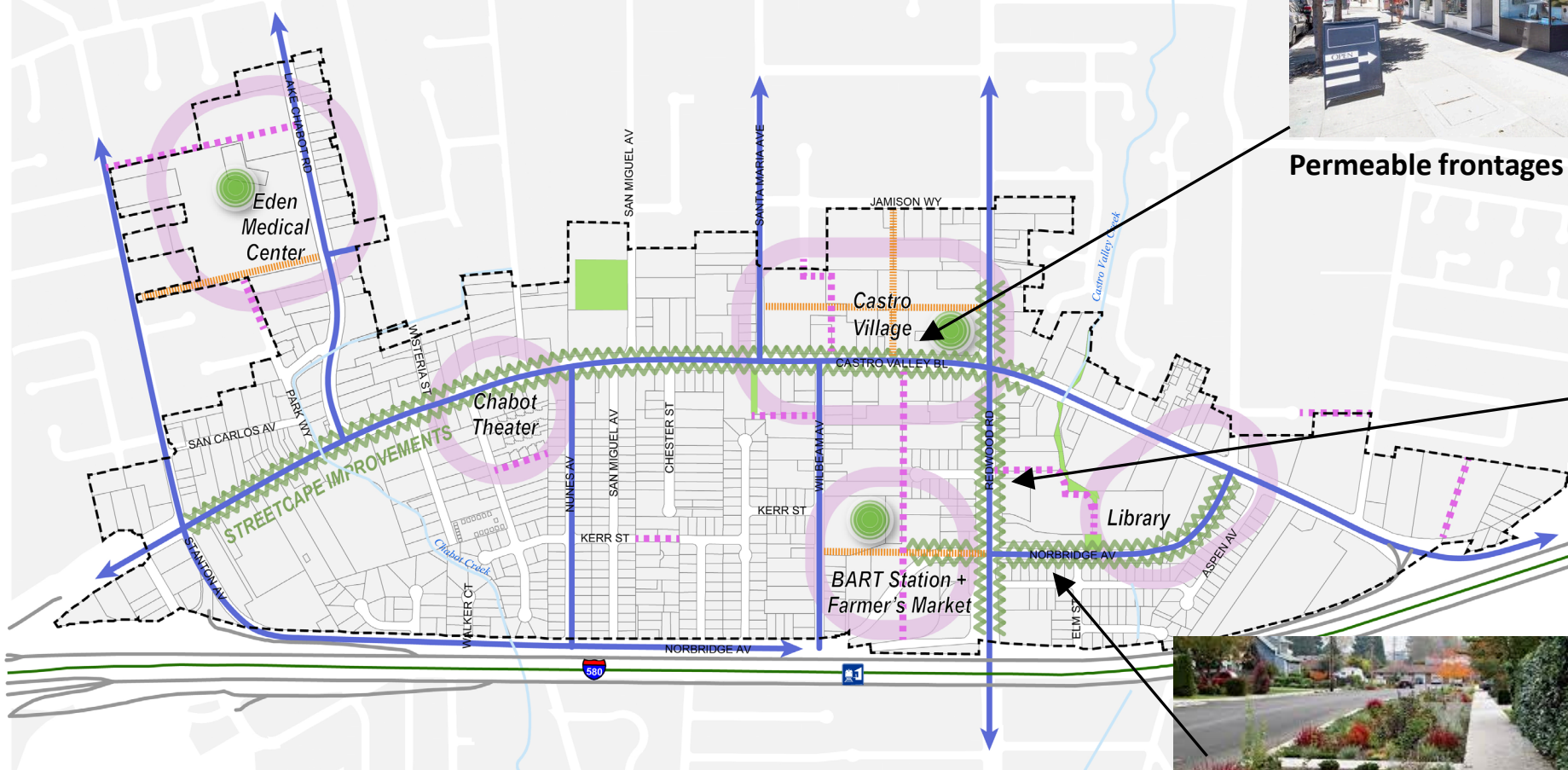
Provide safe and attractive **pedestrian facilities along arterials and collectors...** *(Policy 6.6-3)*



0 500 1,000
Feet



Open Spaces & Walkability



Permeable frontages



Urban open spaces



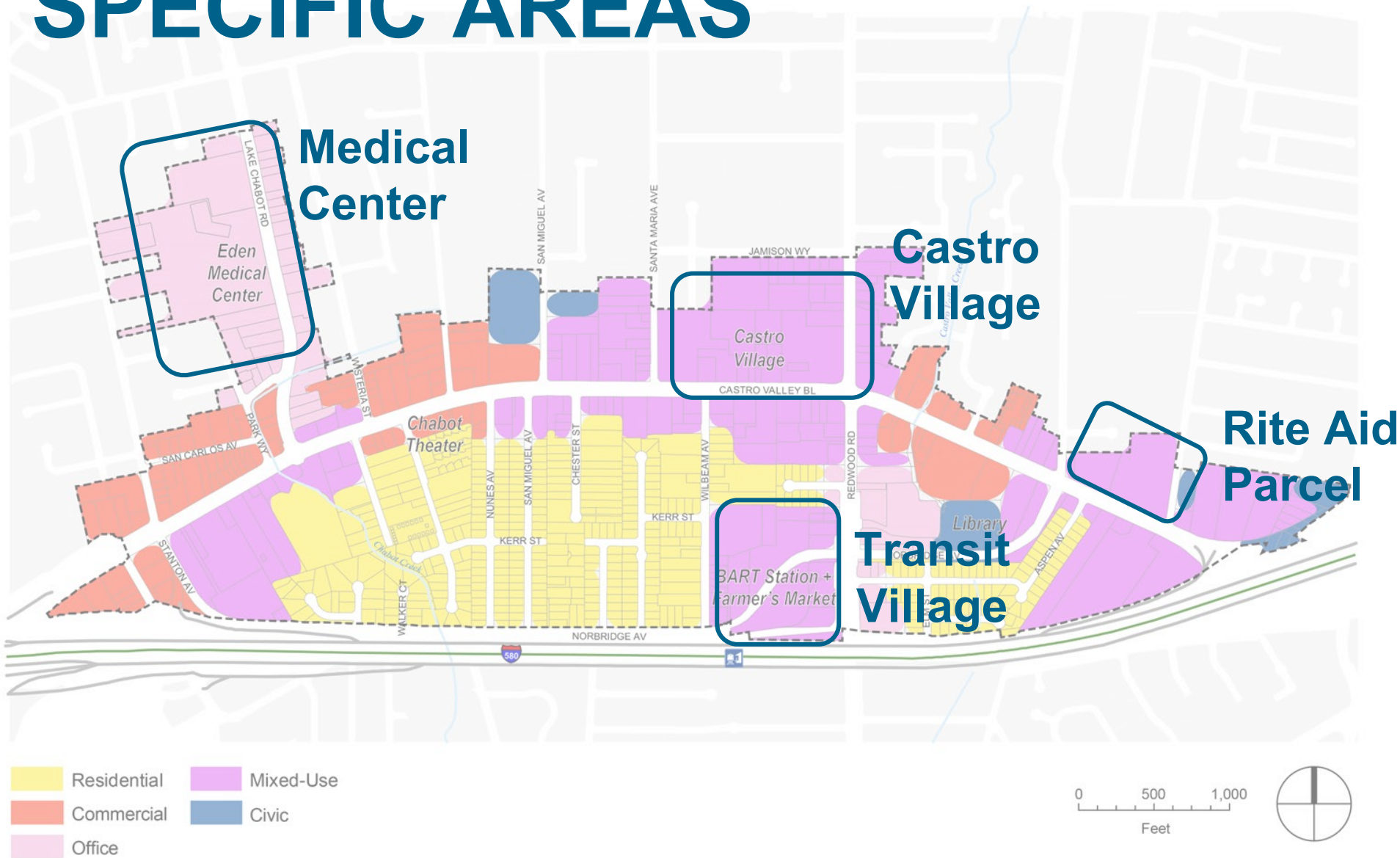
Beacons and curb extensions/bulb-outs at uncontrolled intersections



Sustainable streetscape



SPECIFIC AREAS



Medical Center



Public Plaza/Gathering Space



Consolidate parking into structures



Infill surface parking with medical/office buildings. Bring new buildings up to the street along Lake Chabot Rd

Support the development of a **vibrant medical office and commercial district** on Lake Chabot Road that improves the area's appearance and creates a vibrant district **with employment, restaurants, retail, and personal services** (Policy 4.8-3)



Transit Village



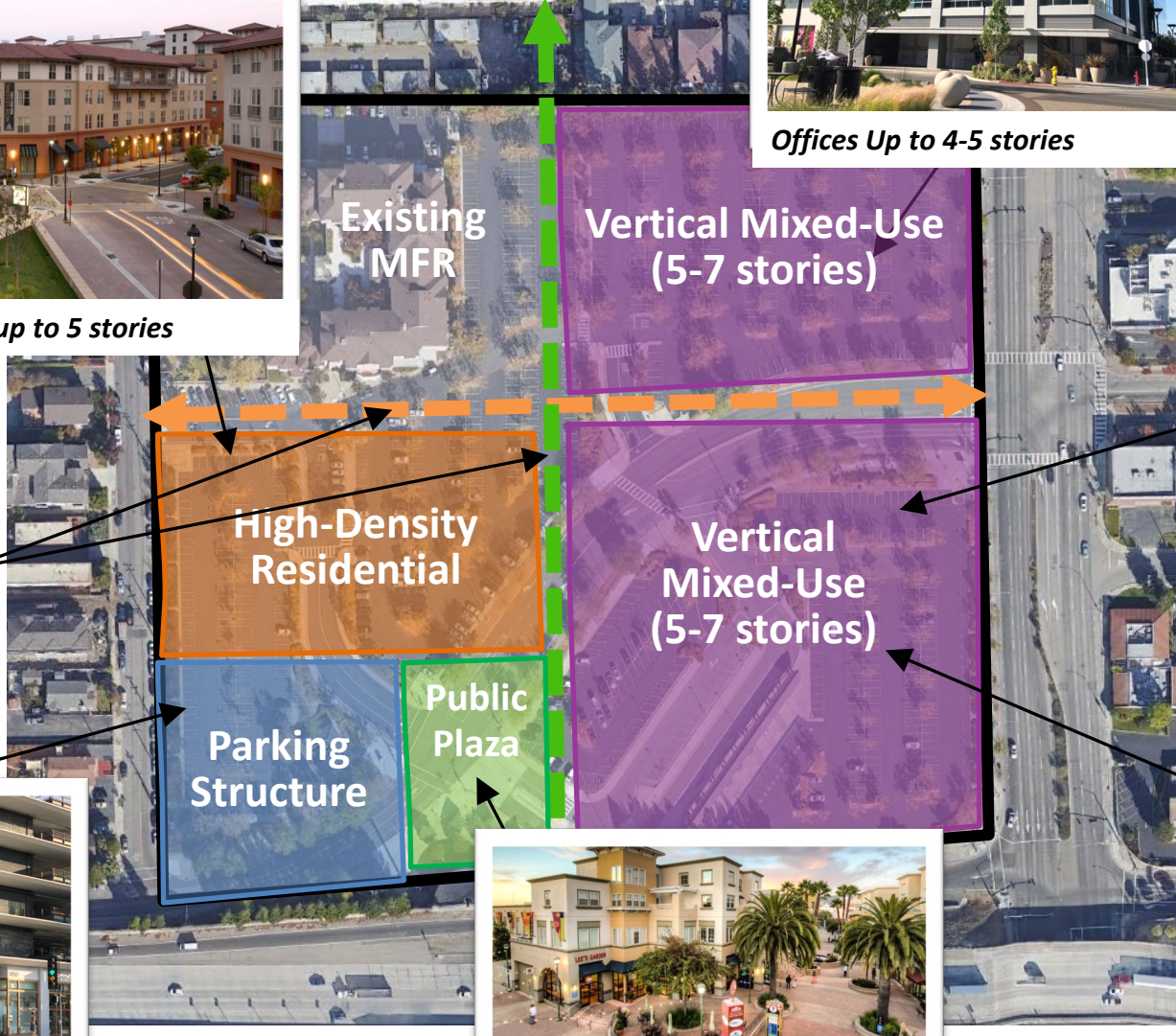
High-Density Residential up to 5 stories



Offices Up to 4-5 stories

...achieve joint development... that includes **high density residential** north of Norbridge; **office and/or retail** on the Redwood Road frontage; and **parking structures, bus access, and vehicle circulation** (Action 4.7-5)

New streets and bike/ped connections through the site



Office/Retail along Redwood Road with residential above/behind.



Consolidated parking



Public Plaza/Gathering Space

Castro Village

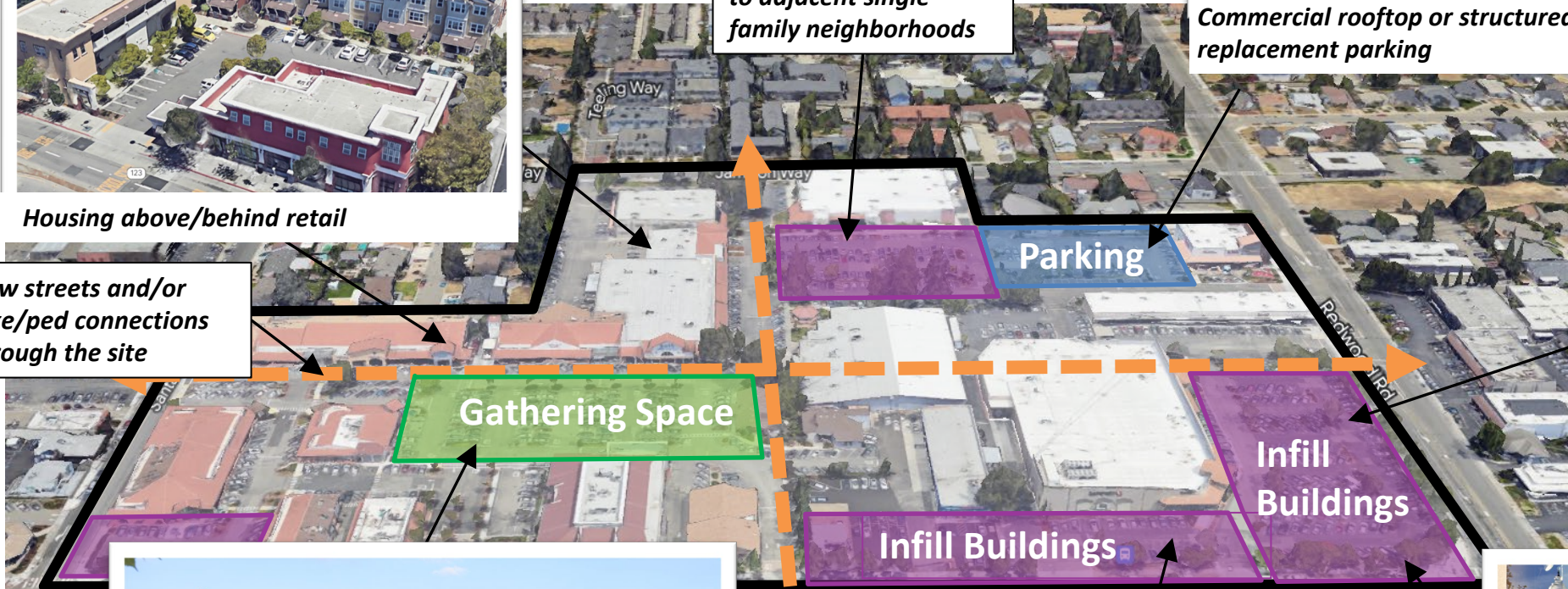


Housing above/behind retail

*Transitions in height
to adjacent single-
family neighborhoods*



*Commercial rooftop or structured
replacement parking*



*Vertical and/or horizontal mixed-use up
to 4 stories, elevated parking*



Village Green/Gathering Space



*Infill surface parking with pad retail or
mixed-use*



*Bring buildings up to the street to activate Castro
Valley Blvd and Redwood Road*

Castro Village

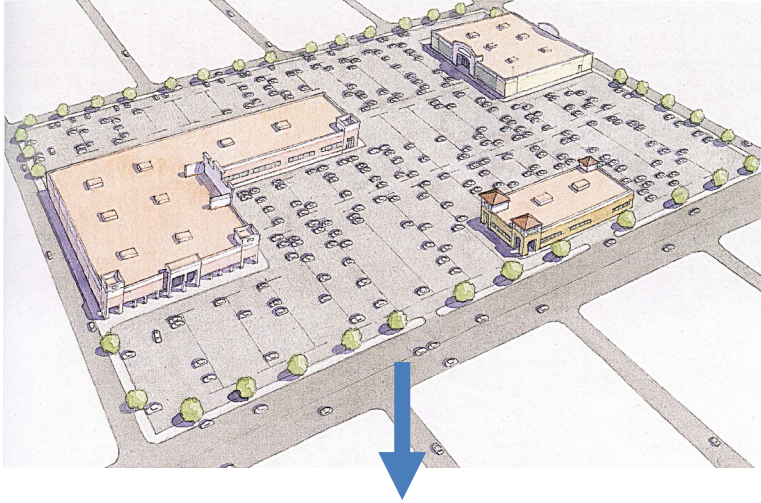


Image Source: Duany Plater Zyberg & Co (DPZ)



Walkable Community Center.
Create a central pedestrian-friendly shopping and restaurant area on a few blocks along Castro Valley Boulevard and key side streets, including Castro Village Shopping Center (*Policy 4.7-1*).

Create a Village Green. (*Action 4.7-4*)



Rite Aid Parcel



Housing with height transitions to adjacent SFR homes

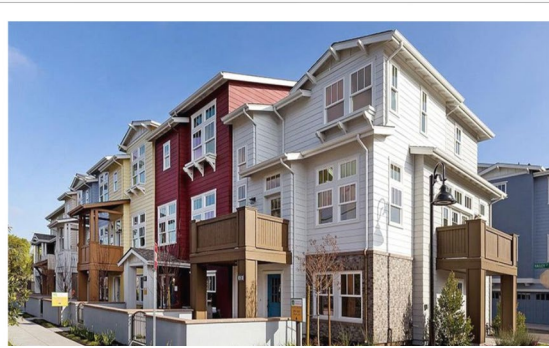
Townhomes/Low-rise Multi-Family Residential

Parking

Vertical or Horizontal Mixed-Use (4-5 stories)



Vertical or horizontal mixed-use up to 4-5 stories. Bring buildings up to the street.



Create **additional housing**, including apartments, condominiums, and live-work, in and within walking distance of the Central Business District (*Policy 4.7-6*).



Ground floor retail along Castro Valley with parking behind buildings




Bring buildings up to the street to activate Castro Valley Blvd. Orient entries towards the street.

Group Discussion Questions

- How do you prefer to access the CVBD? On foot? Bike? Vehicle? Transit? Other? **What kinds of modes should the Specific Plan prioritize?**
- What's your **favorite part of the CVBD?** Why?
- Think about the **Castro Valley Blvd and Redwood Rd roadway improvements**. Where have they been most successful? Why? Where have they had the least impact? Why? Would you like to see them extended?
- What kind of **uses would you like to see**, or see more of, in the CVBD?
- What **one or two changes do you think the CVBD needs most** in terms of accessibility, convenience, usability? Think about the BART station, the edges of the CVBD, the Core blocks, bike access, intersections, other areas.
- What kinds of uses and open spaces do you envision **in the area around the theater?**
- What types of **open space activities** would you like to see in new plazas and public gathering spaces? What kinds of amenities?

Small Group Discussion Notes

Report Back - Group 1



Report Back - Group 2



Report Back - Group 3



Report Back - Group 4



Thank You.

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