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

We are here.

- **2022**
  - **FALL:** Review and Analysis
  - **WINTER:** Vision Confirmation: Background Review and Existing Conditions Report

- **2023**
  - **SPRING:** Draft CVBDSP: Preferred Plan and Policy Framework

- **2024**
  - **SUMMER:** Adoption: Administrative Draft Specific Plan
  - **WINTER:** Public Review Draft Specific Plan & EIR
  - **SPRING:** Final Specific Plan & EIR

- **Products:**
  - CVMAC Meeting/PC Meeting

- **Community Workshop**

- **Hearing**
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

<table>
<thead>
<tr>
<th>Use</th>
<th>Acres</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>87.6</td>
<td>27%</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>63.4</td>
<td>20%</td>
</tr>
<tr>
<td>Single Family Residential</td>
<td>59.3</td>
<td>18%</td>
</tr>
<tr>
<td>Office</td>
<td>39.9</td>
<td>12%</td>
</tr>
<tr>
<td>Public Facility</td>
<td>19.0</td>
<td>6%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>16.4</td>
<td>5%</td>
</tr>
<tr>
<td>Medical Facility</td>
<td>15.9</td>
<td>5%</td>
</tr>
<tr>
<td>Industrial</td>
<td>4.9</td>
<td>2%</td>
</tr>
<tr>
<td>Parking</td>
<td>4.5</td>
<td>1%</td>
</tr>
<tr>
<td>Utilities</td>
<td>3.1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>1.9</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Vacant</td>
<td>1.8</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Religious Facility</td>
<td>1.1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Parks/Recreation</td>
<td>1.9</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>School</td>
<td>1.9</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>323.2</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Opportunity Areas

<table>
<thead>
<tr>
<th>#</th>
<th>Potential Opportunity for Infill/Intensification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hospital parking lots</td>
</tr>
<tr>
<td>2</td>
<td>Opportunity on rear of parcels along San Carlos (parking)</td>
</tr>
<tr>
<td>3</td>
<td>Smog shop, vacant lot, and underutilized parking next to Vons Chicken</td>
</tr>
<tr>
<td>4</td>
<td>Shopping center with underutilized parking (anchor store O’Reilly Auto Parts)</td>
</tr>
<tr>
<td>5</td>
<td>Underutilized commercial site; interest in developing a biergarten</td>
</tr>
<tr>
<td>6</td>
<td>Castro Valley Shopping Center</td>
</tr>
<tr>
<td>7</td>
<td>Shopping center with underutilized parking (anchor store Lucky Grocery)</td>
</tr>
<tr>
<td>8</td>
<td>Castro Valley Business Plaza</td>
</tr>
<tr>
<td>9</td>
<td>CVS (underutilized surface parking frontage)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#</th>
<th>Potential Opportunity for Redevelopment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Lumberyard, Golden Tee Golfland, hardware store/auto body repair</td>
</tr>
<tr>
<td>B</td>
<td>Underutilized parking lot and auto body repair shop</td>
</tr>
<tr>
<td>C</td>
<td>BART station parking lots</td>
</tr>
<tr>
<td>D</td>
<td>Vacant lot with opportunity for residential development (currently commercial required) + adjacent underutilized commercial lot</td>
</tr>
<tr>
<td>E</td>
<td>Underutilized commercial site with bowling alley/sports lounge</td>
</tr>
<tr>
<td>F</td>
<td>Rite Aid with underutilized parking. Lease likely to end soon. Owner interest in redeveloping with more intense use.</td>
</tr>
</tbody>
</table>
Envisioning the Future of the CVBD
General Plan Land Use Designations

- Residential - Downtown Low Density (CBD-R-1)
- Residential - Downtown Medium Density (CBD-RMX)
- High Density Residential Mixed Use (CBD-RMU)
- Downtown Community Commercial (CBD-3)
- Downtown General Commercial (CBD-4)
- Core Pedestrian Retail (CBD-5)
- Heritage Retail (CBD-2)
- Entertainment/Theater District (CBD-CE-1)
- Regional Retail and Entertainment (CBD-CD-2)
- Low Intensity Retail (CBD-1)
- Redwood Road Office/Commercial (TOD-O)
- Transit Village (TOD-R)
- Professional Medical District (CBD-PM)
- Downtown Civic and Community Center (PF)
- Open Space - Parks (OS-P)
- Focus Areas for New Development

- Castro Valley BART Station
- BART
- Concrete Channel
- Planning Boundary

Alameda County– Castro Valley Business District Specific Plan Update | Community Workshop #1
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:

- **26 du/ac**
  - 2 stories, tuck-under parking

- **20 du/ac**
  - 2 stories, parking behind

- **24 du/ac**
  - 3 stories, tuck-under parking

- **29 du/ac**
  - 3+ stories, tuck-under parking

- **24 du/ac**
  - 3+ stories, podium parking
Housing types up to >30 du/ac:

- 3 stories, tuck-under parking
- 3 stories, ground floor garage
- 3+ stories, podium parking
- 3 stories, underground parking

**Legend:**
- up to 12 du/ac
- up to 29 du/ac
- up to 60 du/ac
- up to 80 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)
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)
Vehicular and Bike Improvements

Enhanced pedestrian and cyclist accessibility
Create a variety of attractive publicly- and privately-owned public spaces... include seating areas, landscaping, water features, and public art. \(\text{(Policy 4.7-2)}\)

Provide safe and attractive pedestrian facilities along arterials and collectors... \(\text{(Policy 6.6-3)}\)

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... \(\text{(Policy 6.6-8)}\)
Open Spaces & Walkability

- Eden Medical Center
- Chabot Theater
- Castro Village
- Library
- BART Station
- Farmer’s Market

- Permeable frontages
- Urban open spaces
- Beacons and curb extensions/bulb-outs at uncontrolled intersections
- Sustainable streetscape

Open Spaces & Walkability

- Open Spaces & Walkability
- Permeable frontages
- Urban open spaces
- Beacons and curb extensions/bulb-outs at uncontrolled intersections
- Sustainable streetscape
SPECIFIC AREAS

- Medical Center
- Castro Village
- Rite Aid Parcel
- Transit Village
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

...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)

- High-Density Residential up to 5 stories
- Vertical Mixed-Use (5-7 stories)
- Parking Structure
- Public Plaza
- Consolidated parking
- Vertical Mixed-Use (5-7 stories)
- Offices Up to 4-5 stories
- New streets and bike/ped connections through the site
- Office/Retail along Redwood Road with residential above/behind.
Castro Village

- Housing above/behind retail
- New streets and/or bike/ped connections through the site
- Villages Green/Gathering Space
- Transitions in height to adjacent single-family neighborhoods
- Infill Buildings
- Infill surface parking with pad retail or mixed-use
- Parking
- Vertical and/or horizontal mixed-use up to 4 stories, elevated parking
- Commercial rooftop or structured replacement parking
- Bring buildings up to the street to activate Castro Valley Blvd and Redwood Road
Castro Village

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

**Rite Aid Parcel**

- Improved intersection and connection to BART along Norbridge Ave
- Vertical or horizontal mixed-use up to 4-5 stories
- Bring buildings up to the street
- Parking

**Townhomes/Low-rise Multi-Family Residential**

- Housing with height transitions to adjacent SFR homes

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

- 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


• 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?
Thank You.

CVGPimplementation.com