

APPROVED MINUTES
REGULAR MEETING OF THE
CITY OF ALAMEDA PLANNING BOARD
MONDAY, DECEMBER 12, 2016

1. CONVENE

President Köster convened the meeting at 7:01pm

2. FLAG SALUTE

Board Member Burton led the flag salute.

3. ROLL CALL

Present: President Köster; Board Members Burton, Curtis, Knox White, Mitchell, Sullivan.
Board Member Zuppan arrived at 7:06pm.

4. AGENDA CHANGES AND DISCUSSION

At Staff Member Thomas' request, President Köster moved a portion of Staff Communications to the beginning of the meeting.

5. ORAL COMMUNICATIONS

Mike O'Hara, Tim Lewis Communities, gave an update on the evolving plans for the Encinal Terminals site plan.

*****Staff Communications*****

Staff Member Thomas summarized the work that the board and staff completed in 2016.

Staff Member Tai gave a presentation on Planning Services work for 2016.

6. CONSENT CALENDAR

6-A 2016-3676

Use Permit Review for Smog Check Service at European Auto Repair - PLN12-0230 - 1928 High Street - Applicant: Irman Turanovic. Six- month review of a Use Permit for smog check service at 1928 High Street and consideration of business hours on Saturdays from 9:00 a.m. to 5:00 p.m. This project is categorically exempt from further environmental review pursuant to the CEQA Guidelines Section 15301, Existing Facilities.

Board Member Knox White made a motion to approve the consent calendar. Board Member Curtis seconded the motion. The motion passed 7-0.

7. REGULAR

AGENDA

ITEMS

7-A 2016-3674

Review Strategies Matrix and Provide Direction for Drafting the Economic Development Strategic Plan (EDSP)

Staff Member Fonstein gave a presentation on the EDSP.

Board Member Burton asked how the matrix would drive the plan.

The consultant explained how the implementation actions would be developed after getting board and council direction.

Board Member Curtis asked if the amount of building, cars, and traffic being added was taken into account. He said the additional units and office space and businesses and tourism we are proposing is changing the complexion of what Alameda is all about and the congestion will drive people away.

The consultant said they did analyze the commute flows and found most residents leaving the island in the morning and less incoming traffic. She said adding destinations in Alameda would help reverse that pattern. She said they will be trying to integrate the economic development plan to the TDM plan.

Board Member Zuppan said that the concerns expressed at the workshop centered around maintaining a strong industrial maritime industry. She said the attendees strongly supported making hotel meeting rooms available to the public.

President Köster asked if we track self-employed people in Alameda.

The consultant said their data does not track self-employed residents.

President Köster asked if AirBnB data is collected for Alameda.

Staff Member Fonstein said they are evaluating how to begin reviewing that information.

President Köster opened the public hearing.

Karen Boutilier said the city should make the permitting process easier for businesses. She said we need to fix our transportation issues if we want jobs, visitors, and economic activity. She said “strategic planning is what you do when you don’t know what to do.”

Dan Reidy, Harbor Bay Business Association, said the report contained some good ideas for the business park. He said the city could better encourage new hotel development in the Harbor Bay Business Park by communicating better with outside agencies.

Karen Bey said she was excited about the plan. She said we need to improve the permitting process for small businesses. She said we need to not forget about Park St. and Webster St. She suggested bringing back a committee to help increase tourism.

President Köster closed the public hearing.

Board Member Zuppan said there is a lot of good work in this plan. She said she would like to see greater clarity of the vision for the plan. She said the strategies were good but the connection to the vision were weak.

Board Member Mitchell said the plan is very broad and needs some focus.

Board Member Knox White said the document is not ready to go to the City Council. He said it feels like a statement of where we are today rather than where we want to be in ten years. He said he is concerned with the reliance on subsidizing businesses to come here. He said we should focus on resilience. He said we can attract one business with a hundred employees or help one hundred businesses grow by one employee. He said we have failed to serve and capitalize on our large Asian American population and being near Chinatown and instead just do things like add another Safeway.

Board Member Curtis asked where are we considering the quality of life issues in these plans. He said we are trying to put fifteen pounds of stuff in a five pound bag.

Board Member Sullivan said she would like to see more specificity of our goals.

Board Member Burton said the plan needs a clear voice if it is not going to just sit on a shelf. He said we should focus like a laser on attracting jobs that fit our residents and keeping their money on the island. He suggested using tourism to drive the brand of Alameda in order to attract businesses instead of just visitors. He said we need to focus on north Park St. in the plan.

President Köster reopened the public hearing.

Helen Sause said it is important for the city to direct the developments in the city in the best way possible for the residents.

President Köster closed the public hearing.

President Köster said people know about parts of what Alameda has to offer and not the whole package. He said we need to focus on our transit corridors and small businesses. He said the Moscone Center is closing soon and we could capitalize off of the large spaces available at Alameda Point.

7-B 2016-3675

Provide Comments on the Draft Strategies for the Citywide Transit and Transportation Demand Management (TDM) Plan

Staff Member Thomas introduced the item.

Staff Member Ott and the consultants gave the staff presentation.

Board Member Zuppan asked how many people they need to get out of their cars to make a difference.

The consultant said they are establishing the baseline and would be looking at what the potential impacts of implementing these strategies would be.

Board Member Zuppan asked why we are focusing on the SF bound trips when it has the fewest number of drive alone trips. She asked how many trips we need to remove from the current conditions, before any new projects are completed, to solve our traffic problems.

The consultant said that there are many outside factors that influence congestion, even if they eliminate many trips, which makes targeting a specific number difficult.

Staff Member Ott said that the regional bottleneck (880) could still result in congestion in Alameda even if this plan is successful. She said capturing SF bound commuters with our new growth would help us mitigate our congestion because of the high transit usage for those commuters.

Board Member Zuppan asked what the process was for assessing the effectiveness and ease of implementation of different projects.

The consultants said they relied on their experience with these types of projects and are incorporating input from staff and the community. He said that even with all that, there is still some subjectivity in the evaluations.

Board Member Zuppan said she was confused about how autonomous vehicles rated as more effective than a free shuttle would.

The consultant explained that they studied free bus service, but not the shuttle as described. He said there is a lot of uncertainty around driverless vehicles and their potential for impacting congestion.

Board Member Zuppan said there is a tradeoff between narrowing the streets and quality of life. She asked how the other side of the safety coin is assessed and balanced against Vision Zero goals.

The consultant said the NACTO guidelines are useful. He said each project has to be evaluated on a case by case basis.

Board Member Zuppan said there is a cost to expecting constant vigilance. She confirmed that congestion pricing meant charging people for going through the tubes and over the bridges.

Board Member Knox White asked if someone who drives to BART would be included in the 78% who took transit to SF in the survey.

The consultant said, depending on how they responded, they would likely be included in the transit number.

Board Member Knox White said that would be a reason why focusing on transit for SF commuters could still alleviate congestion at the crossings.

Board Member Mitchell asked how many people from Alameda are traveling to BART.

The consultant said it was around 2,000.

Board Member Mitchell said the lowest hanging fruit would be people driving to BART.

The consultant said BART ridership from Alameda actually decreased from 2008 to 2014. He said Alamedans are switching to the Ferry and Transbay bus.

Board Member Mitchell asked if we are looking at a park and BART shuttle approach.

The consultant said that Lyft and Uber are filling some of that need. He said there is already some informal park and ride going on with people parking near bus stops.

Board Member Burton asked what the current level of service is for using the ferry to get your bike from Alameda to Oakland.

The consultant said it is the South SF ferry that provides the service a few times in the morning and a few times in the evening. He said this might increase when the new Ferry Terminal opens.

Board Member Burton asked if there are specific actions identified for the transportation awareness campaigns.

The consultant said they are looking at using the TMA to help with that item.

Board Member Burton asked what complete streets planning there is for Otis Dr.

Staff Member Payne said they have been receiving lots of complaints from residents about high speeds on Otis and a need for traffic calming. She said they are considering a 4 to 3 road diet.

Board Member Curtis asked where on Otis Dr. we are seeing 70mph speeds.

Staff Member Payne said that they are seeing it between Westline and Grand.

Board Member Curtis said he lives off of Otis and that between 6:30am and 7pm there is no way any car can get above 25 mph.

Board Member Mitchell asked if the consultants are working with Bike Walk Alameda and received their correspondence. He suggested committing to working with them.

The consultants said they received the letter just before the meeting.

Board Member Sullivan said there are no transportation options for the ferry and no parking plans. She asked how they are going to increase ridership if that is the case.

The consultant said that project #5 is a crosstown express bus service that would serve the ferry terminal. He said they are looking for funding to make it happen as soon as possible. He said WETA is working on access plans for both terminals and they want to support that.

Staff Member Ott said they just added 100 parking spaces for Main St. and that the Seaplane Lagoon terminal will have 400 parking spaces. She said Harbor Bay is more complicated. She explained the multi faceted approach they are taking in trying to address the parking situation at Bay Farm.

Board Member Sullivan asked how many Alamedans are using Uber to get to BART.

The consultant said they do not know, but that it is increasing and the companies are creating new products to address price conscious commuters.

Board Member Sullivan said that it will be important to have good data and a means to monitor travel habits.

The consultant said they have all the information available to them.

President Köster asked who is subsidizing the South San Francisco ferry service.

The consultant said it is funded through MTC bridge toll money.

President Köster asked if they study travel times when evaluating these options.

The consultant said that they do and that it is a very important factor. He said that is one of the reasons for including things like express bus service and queue jump lanes. He said having more than one transfer is another major factor in people's decision to drive or not.

President Köster opened the public hearing.

Brian McGuire said Bike Walk Alameda's regular and board members have participated in this process. He said they are concerned about losing the Estuary Crossing Shuttle. He said acknowledging greenhouse gas goals and subsequent funding sources is important, not just people throughput. He said the long term projects have near term actions that should be included in the list of projects. He said we should not wait for Alameda Point to be built out to restripe Main St. with better complete street access to the ferry terminal. He said improving freeway access in Oakland does not further the goals of the plan. He said reevaluating parking requirements for new developments would be a cheap and easy way to help alleviate congestion impacts.

Karen Bey said that it is important to include a water transit program for the northern waterfront. She said each developer should be required to build water transit infrastructure with their projects and put a water transit tax on the ballot. She said we need to use our waterways to help us get around the island.

Helen Sause, Alameda Home Team, says they are concerned that all the development designs seem to end at the water. She said they held a cross estuary panel to talk about the issues and opportunities for developments along the estuary.

President Köster closed the public hearing.

Board Member Knox White said he thinks we made a mistake combining the Transit Plan and TDM Plan. He said we should have a transit section and a TDM section as it moves forward. He said he would like to have seen evaluations of the impacts of each project before giving the thumbs up, rather than the other way around. He said almost everything

on the list have been in Alameda's plans for years and we are not finding much to add to it. He said he would like to see what the experts think we should be doing instead of just responding to what people are saying they want. He said he would like to see using TNCs for paratransit rides come back on the list. He said BART to Alameda deserves its own special category and does not belong in 8+ years. He said he is floored that the only short term bike projects are two projects that should be done by now. He said he is not convinced that Otis is the highest priority, but getting people across the Fruitvale Bridge should be a top priority. He said some of the items on the list are not fleshed out enough. He said there are some projects that are clearly not meeting the definition of TDM, like improved freeway access. He said nobody ever complained about High St. but it is the same width as the new Shoreline. He said liveability is not just how comfortable are you when you are driving. He said we might want to eliminate the goal of getting people to San Francisco and focus on getting people to BART.

Board Member Curtis said the solutions provided were good solutions. He confirmed that the initial rankings are somewhat subjective and that they would develop benchmarks and then revisit the rankings.

Board Member Zuppan said she was disappointed with the lack of detail and lack of inclusion of items that received the most public input. She said the city told the business community that they would study the free shuttle idea. She said it is not properly described and not about getting people transbay. She said we need to stop focusing on getting people off the island and need to focus on getting them used to using transit. She said an in island shuttle would cast a wider net and be more effective at getting people to use transit than just making new homeowners buy a bus pass.

Staff Member Ott said that item 18 is free bus service. She said that they can clarify the idea of providing free bus service with ten minute headways is a good one but paying for it will be very difficult. She said you would need a parcel tax or congestion pricing to pay for it and that is why it is categorized as it is. She said staff does not think they can accomplish it within eight years. She said they can create more nuance in their timeframes, but they have to be realistic in projections.

Board Member Zuppan said they have many one off shuttles that can support a free shuttle.

Staff Member Ott said they are working closely with AC Transit and the private shuttles to make sure they are not undermining their public transit funding.

Board Member Zuppan said that it is not meant to undermine, but supplement AC Transit service. She asked that the electric component of that service be included in the description. She said this still seems like a list of all the things we already have. She would

like to see how they fit the strategies and what impacts they will have before judging what is included in the plan. She said we focus a lot on the stick, making driving miserable. She said somebody driving 70mph on Otis is a policing issue not a transportation issue. She said making it impossible for them to get around is not the solution to our speeding problems and we should hire more police if that is what it takes. She said she would like to focus more on how to make transit easier, then people will be willing to pay for the convenience. She said there is already a lot on the project list and discouraged adding early steps for long term projects in the earlier phases of the list. She said she disagrees about the safety and livability of Shoreline Drive.

Board Member Mitchell said that construction traffic in Oakland has been impacting traffic in Alameda. He said we need a robust plan that has a sense of focus. He said we should revisit the SF bound data for accuracy. He said causing more traffic to make things safe from speeding is counterintuitive. He said we are on a flat island with moderate weather and should look at biking even more as a mode of transportation.

Board Member Burton said the document needs to have a clear voice with concrete actions to take. He said getting Oakland commuters out of their cars and into transit is the obvious way to make a big difference. He said the other top item is to make drastic improvement in the transit and bike infrastructure to get people to schools on the West End. He asked if there was a way to tie the TDM plan to the Economic Development Plan. He said the low/medium/high measurement was not adequate. He said each project should have an estimate of how many cars it would take off the road. He suggested using vehicle miles traveled to gauge success. He said everything in the plan should be tied back to greenhouse gas reduction.

Board Member Sullivan said her issues have been covered and looks forward to the next draft.

President Köster said the connections and timings of our transit is what will ease the tension overall.

Board Member Knox White said that reducing lanes on Otis was not to create congestion, but rather to make sure that you could only do the speed limit. He said that not incenting something is not the same thing as using a stick. He said reducing parking on new construction is reducing the incentive to drive, but not a stick like congestion pricing would be.

7-C 2016-3677

Design Review-PLN16-0232 1208 Saint Charles Street- The Planning Board will hold a Public Hearing to consider Design Review for a project consisting of the demolition of a two car garage built prior to 1942 and the

construction of an accessory structure that will have a three car garage and unconditioned space designated as an artist studio. The proposed accessory structure is approximately 880 square feet which is less than 40% of the required rear yard allowed for accessory structures per Alameda Municipal Code (AMC) Section 30-4.1(d).7. A certified arborist has surveyed the existing Coast Live Oak trees and has provided a list of protective measures to be administered during construction to protect the health of the trees. The property is located within the R-1 (One-Family Residence) Zoning District. Staff is requesting a continuance to the Planning Board Meeting of January 9, 2017.

*****Continued*****

8. MINUTES

8-A 2016-3670

Draft Meeting Minutes - September 12, 2016

Board Member Sullivan made a motion to approve the minutes. Board Member Zuppan seconded the motion. The motion passed 6-0-1. (Abstain: Knox White)

8-B 2016-3671

Draft Meeting Minutes - September 26, 2016

Board Member Mitchell made a motion to approve the minutes. Board Member Curtis seconded the motion. The motion passed 7-0.

8-C 2016-3672

Draft Meeting Minutes - October 10, 2016

Board Member Sullivan made a motion to approve the minutes. Board Member Mitchell seconded the motion. The motion passed 7-0.

8-D 2016-3678

Draft Meeting Minutes - June 27, 2016 - Revised

Board Member Knox White made a motion to approve the minutes. Board Member Zuppan seconded the motion. The motion passed 6-0-1. (Abstain: Curtis)

9. STAFF COMMUNICATIONS

9-A 2016-3573

Zoning Administrator and Design Review Recent Actions and Decisions

Staff Member Thomas summarized recent design review approvals.

9-B 2016-3574

Future Public Meetings and Upcoming Community Development Department Projects

Staff Member Thomas previewed future agenda items for 2017.

10. WRITTEN COMMUNICATIONS

None

11. BOARD COMMUNICATIONS

11-A 2016-3673

Subcommittee with Commission on Disability Issues regarding Universal Design Ordinance

Board Member Burton gave an update on their recent meeting and that progress was being made on the draft ordinance.

11-B 2016-3681

Subcommittee for Alameda Marina

None

Board Member Knox White said he met with the owners of Big O.

Board Member Köster asked if the color on the projector could be improved as the board's holiday present.

12. ORAL COMMUNICATIONS

None

13. ADJOURNMENT

President Köster adjourned the meeting at 10:50pm.