

**Minutes of the Regular Planning Board Meeting
Monday, January 8, 2007**

1. CONVENE: 7:05 p.m.
2. FLAG SALUTE: Member Kohlstrand
3. ROLL CALL: President Lynch, Vice President Cook, Ezzy Ashcraft, Cunningham, Kohlstrand, Mariani, McNamara.

Also present were Planning Services Manager Andrew Thomas, Assistant City Attorney Donna Mooney, Planner III Dennis Brighton, Planner Brian Stanke.

4. MINUTES: Minutes for the meeting of December 11, 2006.

Member Cunningham inquired about the finalized calendar for 2007 meetings. Mr. Thomas noted that the approved calendar had been modified from the calendar in the packet. The packet had suggested canceling the first meeting in November, and it was decided not to cancel that meeting.

Vice President Cook noted that page 2, paragraph 1, should be changed to read, "...to make sure that tree wells, benches and bus shelters, and other items *did not encroach* on the sidewalk that was meant to be walked on."

Vice President Cook noted that page 7, paragraph 4, should be changed to read, "Vice President Cook agreed with much of Member Kohlstrand's comments, *but also* and understood the need for this project to have a specific front function. She challenged the applicant to treat the waterfront differently with future projects and attract future tenants that *do not require parking in front of the buildings, and that* can conform to the design challenge."

Vice President Cook noted that page 8, paragraph 3, should be changed to read, "Vice President Cook noted that the minutes *did not* discussed concerns raised about the status of the conditions of the 2003 PDA."

Vice President Cook noted that page 9, paragraph 1, should be changed to read, "She believed the real issue was how much square footage could be supported on this site without sacrificing the *pedestrian* bicycle access, ~~and number of trees, landscaping and other amenities~~ the Board desired. She believed that the developers did not get *approval for most of the center in the 2003* ~~much of what they wanted from the PDA, and noted that because the Board wanted the developers to improve the project's~~ the Board's desire for waterfront orientation. ~~would force the developers to return and show increased waterfront orientation.~~ She noted that the developers did not appeal ~~the 2003 Planning Board decision that direction to the City Council, and returned with the project.~~ She believed that at this point, the Board was being asked to approve *buildings on a piecemeal basis without regard for the overall site and water orientation of the project.* ~~design, with some buildings having been approved, and some buildings that have been all but demolished except for their shells.~~ She believed the intent of the Planning Board had been extremely clear, and she was concerned that their intent had not been carried *out forward*.

Vice President Cook noted that page 9, paragraph 3, should be changed to read, "Vice President Cook expressed concern that *this* approach would weaken the City's leverage with the developer. She asked whether the Planning Board could look at the *overall* site plan as it was *allowed to* examined in 2003, including the intentions stated at that time.

Vice President Cook noted that page 9, paragraph 6, should be changed to read, "In response to Member Ezzy Ashcraft's request for the specific examples, Vice President Cook replied that *she was concerned about the status of they were*."

Vice President Cook noted that page 10, paragraph 5, should be changed to read, "She also expressed her concern that the Planning Board had approved a PDA for this site with conditions, and that a *at least one* major condition had not been met. She inquired what the Board's options were at this point. She inquired how the developer could proceed in this way by *first* building under the PDA, ~~and~~ *but then*-returning on a building-by-building basis for approval *outside of the PDA*; she would appreciate a response from staff that addressed her concerns."

Vice President Cook noted that page 11, paragraph 7, should be changed to read, "Vice President Cook was disappointed that a waterfront site would have *only* "peekaboo" views of the Bay *from a second floor deck*."

Vice President Cook noted that page 13, paragraph 1, should be changed to read, "Vice President Cook complimented the applicant on their design *details for the part of the project approved and built pursuant to the 2003 PDA work*, ~~especially the fine details~~. . . . She believed *to date* the center was well-done and greatly improved, ~~but and added that it could be~~ *much* better from a waterfront planning perspective."

Member Ezzy Ashcraft noted that page 2, paragraph 5, should be changed to read, "AYES – 4 (Mariani, ~~Cunningham~~ ~~McNamara~~ absent).

Member Ezzy Ashcraft noted that on page 6, she believed the Board had been addressed by the owner of the Zephyr company.

Member Ezzy Ashcraft noted that page 8, paragraph 4, should be changed to read, "He believed it was a moot point, because once the Planned Development Amendment application *was acted upon*, everyone including the applicant acknowledged that everything was back on the table."

Member Ezzy Ashcraft noted that page 10, paragraph 1, should be changed to read, "Member Ezzy Ashcraft noted that she was passionate about the issue of the sidewalk, and disclosed that she did a walkthrough of the property with Harsch, and also with Field Paoli, *and representatives from the Alameda Transportation Commission, Bike Alameda and Pedestrian Friendly Alameda*."

Member Ezzy Ashcraft noted that page 12, paragraph 3, should be changed to read, "She liked the cut-throughs, and did not want to see the issues swept under the rug, and inquired whether the Board could request a date certain *for completion of incomplete items* once the questions have been

clarified.”

Vice President Cook moved approval of the minutes.

Board member McNamara seconded the motion, which carried by the following voice vote: Board members Ezzy Ashcraft, Kohlstrand and President Lynch – 5. Abstentions: Board members Cunningham and Mariani – 2.

5. AGENDA CHANGES AND DISCUSSION:

President Lynch noted that no speaker slips had been received for Item 8-B.

Board member Cunningham motioned to move Item 8-B from the Regular Agenda to the Consent Calendar.

Board member McNamara seconded the motion, which carried by unanimous voice vote – 7.

6. ORAL COMMUNICATION:

Mr. David Howard noted that he had spoken with a woman circulating a petition for a deepwater port at Alameda Point for a cruise ship terminal. He believed that would be worth exploring, and was shocked and dismayed at what he believed to be City staff’s lack of imagination for anything that did not involve building higher density homes and building upward on Alameda Point. He believed that the effort to build a cruise ship terminal could be married to an effort to bring more wineries to Alameda, and replicate the success that Rosenblum Wineries enjoys at Alameda Point. He believed that water taxis to Jack London Square and San Francisco could be added to the services, and that more tax dollars could be spent in Alameda.

7. CONSENT CALENDAR:

- 8-B. **Variance – V06-0010/Minor Design Review MDR06-0237 – Applicant/Appellant: Carrie Blanche 1821 Grand Street (BS).** The property owner is requesting a Variance and Minor Design Review for a 4 foot side yard setback where either a zero or a 12 foot setback is required to add a 60 square foot addition to an existing single-family house. The site is located within a C– M, Commercial – Manufacturing Zoning District.

Board member Cunningham motioned to move Item 8-B from the Regular Agenda to the Consent Calendar.

Board member McNamara seconded the motion, which carried by unanimous voice vote – 7.

Board member Cunningham moved to adopt Planning Board Resolution No. PB-07-01 to approve a Variance and Minor Design Review for a 4 foot side yard setback where either a zero or a 12 foot setback is required to add a 60 square foot addition to an existing single-family house.

Board member Kohlstrand seconded the motion, which carried by unanimous voice vote – 7.

8. REGULAR AGENDA ITEMS:

- 8-A. **Oakland Chinatown Advisory Committee (AT).** A presentation by representatives of the Oakland Chinatown Advisory Committee describing efforts between Alameda and Oakland to improve existing transportation systems serving Chinatown and Alameda and reduce transportation impacts on pedestrians and the quality of life in Oakland's Chinatown and Alameda.

Mr. Thomas presented the staff report. He introduced the presenting members of the Oakland Chinatown Advisory Committee.

Mr. Alan Yee, Oakland Chinatown Advisory Committee, thanked City staff and the Board for hosting this presentation and Board Member Mariani for her invaluable input on the Committee.

Ms. Lynette Lee recognized Oakland Planning Commission Suzy Lee, who served on the Committee and was in attendance. She provided a brief history of Oakland Chinatown and described the transportation and traffic challenges faced by both Oakland Chinatown and Alameda. She noted that the one-way street system was a particular traffic and pedestrian safety challenge.

Jenny Ong – Executive Director, Chinatown Chamber of Commerce, noted that Oakland Chinatown had grown tremendously during its history, and added that the 600 small businesses contributed significantly to the City's tax base. She noted that regional transportation connections converged in Chinatown, creating significant traffic congestion. She noted that there were many senior centers, schools and community centers in Chinatown, which made pedestrian safety a particular concern. She noted that Chinatown had the highest rate of vehicle and pedestrian collisions, and most of the victims were seniors; one-third of Chinatown's population consists of seniors. She described the efforts to improve transportation systems and pedestrian safety.

Julia Liao, staff, Oakland Chinatown Advisory Committee, noted that one of their goals was to enhance pedestrian safety in an area that was near a major junction of freeways. They also hoped to enhance mobility for the seniors and disabled, as well as to improve the attractiveness of the shopping district. They also hoped to involve the community in the process, and to unify the diverse groups to seek the long-term solutions.

Mr. Yee described the Committee's involvement in the regional perspective, and noted that they would develop proposals to supplement the CEQA and EIR process currently in place. They would study alternatives and would work on the proposal made to both Alameda and Oakland for alternative analysis and guidelines to address the issues. They intended to explore the issue of impact fees, and hoped that Oakland would be able to follow Alameda's example of using impact fees to address Chinatown. They intended to revive the planning studies and implementation of the proposals, especially as the Webster and Posey Tubes affect traffic in and out of Alameda. They hoped to bring those recommendations to the Planning Board going forward.

Member Ezzy Ashcraft inquired how the proposed Oak to Ninth Street project impacted the Committee's plans. Mr. Yee replied that Oak to Ninth would impact the Jackson Street on-ramp.

Member Ezzy Ashcraft inquired whether there would be any response on the state or federal level regarding funding for the Broadway/Jackson proposal. Mr. Yee replied that they had worked with the State and made recommendations; he hoped they would help seek funds and implement one of the recommendations.

In response to an inquiry by President Lynch whether they were working with MTC and ABAG to prioritize some of their goals for access via the Tube and 880, Ms. Ong replied that they had spoken with the developer of the Oak to Ninth property, and they had signed an agreement with the Chinatown Chamber and Asian Health Services to contribute funds to improve traffic congestion in Chinatown.

Mr. Thomas noted that the Alameda/Oakland subregion should be better at advocating for state and federal money. He noted that other cities have joined together to get priority for transportation funds for regional improvements. He noted that they were working with ACTIA and CalTrans to prepare a Project Study Report (PSR), and that the Chinatown Committee was very effective in getting the Oakland City Councilmembers to attend the meeting with the City of Alameda and ACTIA so that the Oakland Councilmembers would emphasize the need to make the ramp system the priority in the study.

Member Ezzy Ashcraft noted that Ron Dellums, Oakland's new mayor, had significant experience in Washington, D.C., and she hoped that would assist in getting federal funds.

Member Kohlstrand complimented the Committee on their cooperative efforts, and believed that traffic improvements would be part of the solution. She would like a briefing on the Broadway/Jackson proposal. She believed that transit in both cities would also be part of the solution, because of the constraint at the Tube. She noted that the development in Jack London Square and west of the freeway would place increasing demand on the road network; she added that area was somewhat isolated from the transit service. She inquired whether the City of Oakland had looked at other traffic inbound into Oakland; she noted that many of the broad, wide Oakland streets have not used their capacity. She encouraged creative ways of lessening the impact on Chinatown, and would encourage traffic calming methods on the most impacted streets.

Member Kohlstrand inquired whether the City was working with a consultant. Ms. Ong replied that they were, and that they had received an MTC grant for Chinatown improvements; bulbouts were part of that plan.

Vice President Cook stated that she viewed the Estuary as a positive and unifying element between Oakland and Alameda, rather than a dividing force. She shared the concerns about Oak to Ninth, and noted that it was a huge project. She noted that the larger projects were connected with the Port, which did not always see eye-to-eye with the City of Oakland from a planning perspective. She would recommend some planning and real estate representation from the Port on the committee.

Member Cunningham believed it was interesting how two communities could work to affect the other. He believed it would be beneficial to discover the lessons that would be learned from this study

as some potentially larger developments are examined. He thought the analysis of the CEQA shortcomings was interesting, and that developers coming into Alameda would be asked to do similar studies.

Mr. Thomas noted that the City's thresholds for analyzing projects focused on the car, which was discussed by the Chinatown representatives in 2002-3 when discussing some of Alameda's and Oakland's EIRs. He noted that many felt that the impact on pedestrians, transit and bicyclists needed to be addressed more thoroughly. He noted that the Transportation Commission and then the Planning Board had also been raising the same concerns that the analysis had been centered on cars. He noted that the two cities could work together in developing a common methodology to benefit both cities.

Member Kohlstrand noted that as a transportation planner, she knew that many cities were grappling with that issue, and that it was intended for applications in suburban environments where lanes could be added. She noted that the resulting wide streets became very difficult for pedestrians to cross. She noted that San Francisco was still struggling with that issue, and believed it would be beneficial to examine the measures being implemented by San Francisco.

President Lynch inquired whether there was any response provided to the Oakland Mayor's office or City Council when they suspended the cumulative impact analysis for developments in Oakland.

Mr. Thomas replied that that legislation was passed just before this committee was established.

President Lynch noted that the Mayor requested a waiver from the cumulative impact analysis within the documents for the City of Oakland and their projects; that was approved by the State legislature. He believed that creative thinking would be necessary in the design aspects of streets and questions raised about the social impacts, social interaction, air quality and quality of life.

Member Mariani noted that it had been a pleasure serving on this committee, and that she would continue to do so.

No action was taken.

8-C. **Appeal of Major Design Review Approval – DR06-0064 – Applicant/Appellant: Grace Villa 1811 Eighth Street (DB).** The property owner is appealing a condition of Design Review approval that requires the removal of a driveway gate that reduces access to required parking in a detached two-car garage. The site is located within an R-2, Two-Family Residential Zoning District.

Mr. Brighton summarized the staff report, and noted that he had distributed a letter from a neighbor who opposed any proposal that would inhibit off street parking.

The public hearing was opened.

Italo Calpestri, project architect, noted that the applicant believed the gate was a necessity because of a number of security breaches that had occurred. The plan shown had more bedrooms added to the lower floor, and the security of those bedrooms was paramount to the applicant. Mr. Brighton had recommended that the gate be placed at the back of the building, which would make access to unauthorized people along the driveway very easy. The applicant filed the appeal because having the gate at the rear did not meet their security needs.

President Lynch suggested that this item be suspended to allow a sidebar conversation to take place between staff and the applicant to discuss gate alternatives.

Board member Cunningham moved to continue the item until later in the meeting.

Board member Kohlstrand seconded the motion, which carried by unanimous voice vote – 7.

9. WRITTEN COMMUNICATION: None.

10. BOARD COMMUNICATION:

- a. Oral Status Report regarding the Northern Waterfront Plan (Vice-President Cook).

Vice President Cook advised that no further meetings had been held since her last report.

- b. Oral Status Report regarding the Oakland/Chinatown Advisory Committee (Board Member Mariani).

There was no additional information following the agenda item.

- c. Oral Status Report regarding the Transportation subcommittee (Board Member Kohlstrand).

Member Kohlstrand advised that there was nothing new to report. She had been invited to participate in a meeting with Planning staff and a representative from the Transportation Commission to discuss transportation issues as they relate to Alameda Point and Catellus.

- d. Oral Status Report regarding the Alameda Climate Protection Task Force (Board Member Cunningham).

Member Cunningham noted that their first meeting would be held January 10, 2007, at 6:30 p.m. in the new library.

Member Ezzy Ashcraft noted that she would like to see the City adopt some green building ordinances to add to the building codes. She had conducted some research at the Waste Management Authority for Alameda County on other municipalities that already had green building ordinances. She met with Karen Smith, the Executive Director of WMA, who attended the ribbon cutting ceremony for the LEED-certified library. She noted that the new Zephyr building would have some green building elements, as would the Habitat for Humanity homes. She applauded those entities for their voluntary application of green building elements, but believed the City had a responsibility to the community and the environment to have these ordinances on the books. There were only two cities in Alameda County without some sort of green building ordinance on the books: Alameda and Piedmont. She would like the Planning Board to make a recommendation to the City Council to adopt green building requirements.

Mr. Thomas noted that staff was working on these issues, and believed the green building initiative could be brought to the Climate Protection Committee, and the Planning Board for consideration.

Member Cunningham noted that previous discussions of a green building ordinance had been sidelined due to funding and staffing constraints.

A discussion of building codes and building practices ensued as it related to applying a green building ordinance.

Mr. Thomas noted that his tour of the Peet's Coffee building during the inspection was enlightening, and added that the Clif Bar building was attempting to achieve a LEED platinum certification.

Board member Cunningham moved to reopen Item 8-C.

Board member Ezzy Ashcraft seconded the motion, which carried by unanimous voice vote – 7.

8-C. Appeal of Major Design Review Approval – DR06-0064 – Applicant/Appellant: Grace Villa 1811 Eighth Street (DB). The property owner is appealing a condition of Design Review approval that requires the removal of a driveway gate that reduces access to required parking in a detached two-car garage. The site is located within an R-2, Two-Family Residential Zoning District.

The public hearing was reopened.

Mr. Calpestri noted that he and Mr. Brighton had agreed to disagree, and that the sticking point was the need for an automatic opener or operator on the gate. He resisted the idea of an operator due to its expense, which could approach \$2,500, and another \$1,000 for installation. He requested that the Board support the first alternative given in the staff report, without providing an operator.

In response to an inquiry by President Lynch regarding the necessity of an operator, Mr. Brighton replied that it encouraged the use of the on-site parking.

Ms. Susan Villa, noted that she was representing her mother Grace Villa (the applicant). She noted that her mother was 82 years old, and has become increasingly frail. She had lived in this home since 1947, and it was her hope to stay there. She and her eight siblings would like this expansion to be approved so that caregivers and other family members may be accommodated there in order to care for their mother. Her mother had experienced several frightening incidents when people came up the driveway. This, combined with her age and decreasing sight, had made her quite fearful, and she was adamant that she would like a gate. She noted that her mother did not own a vehicle, and noted that there would be one vehicle at the house from either a caregiver or a family member. She did not believe it would be a problem to use the gate and gain access to the garage. She understood the concern about offstreet parking, and believed this would not contribute to the problem.

In response to an inquiry by President Lynch whether she would agree to the alternative which called for a five-foot-high iron/steel fence, Ms. Villa replied that she would not be opposed to that alternative.

The public hearing was closed for Board discussion.

Member Ezzy Ashcraft inquired about the public policy or rationale requiring the gate to be see-through. She believed that it would be a common-sense solution to have the gate swing toward the front of the house, rather toward the side of the house, which would impede the driveway. She believed that people should be encouraged to improve their homes, especially the older homes. She also wanted to support older residents in being able to stay in their homes as long as possible.

In response to an inquiry by President Lynch regarding the idea that having an operator was an onerous condition, Mr. Brighton replied that the floor area was being doubled with more bedrooms and bathrooms. He believed the additional \$2,500-\$3,000 in light of the major construction investment was a minor consideration for the long-term use of the property, and the long-term benefit of the community to have offstreet parking.

Member Mariani thanked staff for the additional information, and noted that the Board had been concerned about offstreet parking. She noted that with the increase in square footage, up to six people could potentially live in this house. She believed that an additional \$2,500 when compared with the cost of the construction was relatively minor, and she agreed with staff's assessment.

Vice President Cook agreed with the staff report. She understood the security concerns, but had also seen a thief jump a neighbor's fence when a gate had been installed. She believed the number of bedrooms, number of cars, and accessibility to the garage were the Board's main concerns.

Member Kohlstrand believed it was an onerous requirement to have the automatic gate opener, and she did not know whether it had been required before for a residential property. She agreed with Member Ezzy Ashcraft's assessment, and would support the condition of a new gate, but without the opener on it.

Member Ezzy Ashcraft inquired whether the City would continue to require mechanical gate operators on all driveways that were less than stated in the Code. She noted that a neighbor had such an operator, and added that it was very noisy when it worked; it was also expensive to repair the motor. She appreciated the thoroughness of staff's report, as well as the addition of the Code sections. She did not see any reference to mechanical openers in the Code.

In response to an inquiry by Member Cunningham regarding the definition of "see-through," Mr. Brighton replied that 50% of the volume must be unobscured.

Board member Cunningham moved to uphold the appeal, and to suggest the installation of a five-foot see-through fence on the southeast corner without an electric operator.

Board member Ezzy Ashcraft seconded the motion, which failed by the following voice vote: Board member Kohlstrand – 3. Noes: Vice President Cook, President Lynch, Board member Mariani – 3. (Absent: Board member McNamara – 1.)

President Lynch suggested that this item be suspended for further discussion between staff and the applicant.

Board member Mariani moved to suspend discussion of this item in order to resolve the outstanding issue of the mechanical gate.

Board member Ezzy Ashcraft seconded the motion, which carried by a unanimous voice vote – 6. (Absent: Board member McNamara – 1.)

11. STAFF COMMUNICATION:

- a. Status Report on upcoming Public Forum related to Measure A and Alameda Point.

The public hearing was opened.

Ms. Jean Sweeney noted that she was dismayed at the amount of support she has seen for overturning Measure A. She believed that issue should go to the voters, and she would not like to see further public sessions in pursuit of that goal. She believed that overturning Measure A would increase the density in Alameda, which she opposed. She did not want Atlantic Avenue widened to eight lanes, which would greatly impact entrances to the Tube.

Ms. Diane Lichtenstein, representing Homes, believed the recommendation was to fold the forum into the station area plan that would come before the public soon. She believed that would not be the best way to approach this issue. She noted that Ms. Woodbury's memo based the station area plan on transportation and transit orientation. She believed the conceptual development plans with and without Measure A would be discussed as well. She believed that if Measure A was folded into the community forums as a discussion point, it would dominate the purpose of what the station area plan was, which was to discuss transportation and transit, not Measure A. She requested that the Board go forward with the proposal to hold a forum, and noted that it had been three years since the last forum at Kaufman Auditorium. She believed it would be fair to hear the public's views on such a hot issue, especially since many things had changed since then.

Mr. David Howard objected to the use of MTC funds to explore non-Measure A-compliant alternatives. He also objected to the Measure A forums being combined with the station area plan discussion, and also objected to the existence of the Measure A forums in general. He was concerned that a study of a non-Measure A-compliant alternative as proposed may eventually undermine Measure A. He did not believe that was a good use of funds, and did not want it to become a backdoor way to undermine Measure A.

Ms. Helen Sause, representing Homes, complimented the Board's plans to schedule a hearing on the impacts of Measure A across the City, not just Alameda Point. She believed it was important to separate this hearing from the work that will be done by WRT in analyzing the transportation development alternative for Alameda Point. She noted that it was encouraging to allow people to speak about the impacts of Measure A. She was concerned that linking it with the transportation study, that polarized positions would result, and added that no one was suggesting eliminating it. She believed that citywide, people deserved to have the chance to speak their minds about the possibility of modifying Measure A. She hoped the issue could be discussed civilly.

The public hearing was closed for Board discussion.

Member Mariani believed that while the speakers had opposite points of view, they did agree that the discussions should not be held together in a combined forum.

Member Cunningham did not believe the issues could be examined effectively without considering

both options. He agreed that whether the MTC funds were used to study Measure A, it would take more money than that to complete the study. He suggested doing a noncompliant Measure A scheme to see the implications, and believed that would be prudent planning.

Mr. Thomas provided background information regarding the settlement agreement that led to this study, as well as the Oakland-Chinatown Advisory Committee and the MTC grant money.

Member Mariani thanked Mr. Thomas for the clarification, because the memo distributed to the Planning Board did not contain that information.

Vice President Cook believed that the study should go forward, and that the Measure A *study forum* should also occur. She was also interested in other aspects of the Measure A debate besides only transportation. She was very concerned about ensuring that there was a middle ground between housing for the very rich and the very poor. She inquired whether the ferry would be viable when it is moved. She supported looking at a policy such as Measure A objectively, and would like to hear all the perspectives on the issue. She was concerned about urban design issues that flowed from urban design and density. She had felt that there were places in the City where Measure A should be tightened up, and other places where it did not make sense. She supported an informational forum with a skilled facilitator.

Member Kohlstrand agreed with Vice President Cook's comments, and supported having the MTC study, as well as an independent forum on Measure A.

President Lynch appreciated the public comments, but was somewhat disappointed in the characterization of some of the comments that he had heard during his time on the Planning Board in that Measure A is not just about density. He noted that it was also about design, and when some people become demonized for wanting to have a public discussion, that does not mean the next step would be to overturn Measure A. He believed a discussion about an existing ordinance was entirely within the public purview.

In response to an inquiry by Member Kohlstrand, Mr. Thomas replied that the intent of the MTC scope of work was to gather resources and information that the City could use to inform the work that would be done by the master developer.

President Lynch noted that part of the discussion was how to design the 1800 new residences, and what kind of homes they would be. He noted that the impacts on open space must also be examined with respect to placement of the homes, bike paths and transportation schemes. He noted that the answer would not be known until the possible scenarios could be laid out. He did not believe that examining these questions would necessarily lead to overturning Measure A.

Member Kohlstrand believed that the standards for block sizes should be followed regardless of Measure A compliance, and that obtaining more information would be helpful. She suggested using the AC Transit guide that addressed transit-oriented design. She also met with the general manager of the Hacienda Business Park in Pleasanton last week, who noted that 93% of their users arrived by car. He noted that they built the development with four parking spaces per thousand square feet, and

he added that they had “way too much parking.”

Member Kohlstrand noted that the MTC study, undertaken through the Alameda Reuse and Redevelopment Agency, stated that the Planning Board members could participate as Alamedans. While she believed that was positive that all Alamedans had an opportunity to participate in this process, it seemed strange that a fundamental planning issue would not come before the Planning Board, nor was there a mention of the Planning Board having a special presentation on this issue.

Mr. Thomas apologized for that information not being included in the memo. He noted that the products of the MTC scope of work included the recommendation for new designs for parking standards, block sizes and other public improvement standards and parking standards. He noted that these findings would be implemented as zoning text amendments, which would come to the Planning Board for recommendation to the City Council. He noted that the parking studies and other tasks were designed to inform the Planning Board and the City Council.

Member Ezzy Ashcraft agreed that the City needed additional expertise from people who have worked on outside projects in different communities. She noted that she recently spent five days in Vancouver, British Columbia, which was a vibrant water-oriented community.

Vice President Cook agreed with Member Ezzy Ashcraft that this should not be viewed as strictly a Measure A forum.

President Lynch noted that it would be one of the vehicles where the public could speak about Measure A as it applied to a particular area and different design concepts.

Member Ezzy Ashcraft inquired whether the workshops could be televised. Mr. Thomas noted that the venue had not been selected yet.

Vice President Cook noted that some people cannot watch the telecast because they already had schedule conflicts.

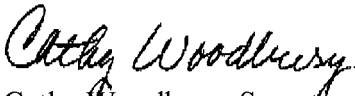
Mr. Thomas noted that it may be videotaped and reshow on the cable channel.

President Lynch requested an update on Item 8-C. Mr. Thomas advised that staff and applicants had met, and the applicant understood that the appeal failed. The applicant would live with the current requirement, which was to remove the gate. They would work with staff to examine some of the options in the staff report, which can be approved without coming back to the Planning Board.

12. ADJOURNMENT:

9:55 p.m.

Respectfully submitted,


-Cathy Woodbury, Secretary
City Planning Board

These minutes were approved at the February 12, 2007, Planning Board meeting. This meeting was audio and video taped.