



ITEM 1: SUMMARY OF MEETING #14

Summary of Downtown Specific Plan Update Task Force Meeting #14 Tuesday, May 22, 2018

Task Force Members Present

1	Jerry Thorne, Mayor (Chair)	2	Kathy Narum, City Council
3	Justin Brown, Planning Commission	4	Steve Baker, Economic Vitality Committee
5	Dirk Christinsen, Pleasanton Downtown Association	6	Harpreet Singh Judge, At-Large
7	Jan Batcheller, At-Large	8	Teri Pohl, At-large
9	Jim Merryman, At-large		

City of Pleasanton Staff

1	Gerry Beaudin, Director of Community Development	2	Ellen Clark, Planning Manager
3	Shweta Bonn, Senior Planner	4	Brian Dolan, Assistant City Manager
5	Mike Tassano, City Traffic Engineer	6	Pamela Ott, Director of Economic Development
7	Megan Canales, Assistant Planner	8	Amy Statham, Office Manager

1. Welcome and Prior Meeting Summary Notes

A. Welcome and Agenda Overview.

The Mayor called the meeting to order and staff provided an overview of the agenda.

B. Review and Approval of Meeting #13 Summary.

Approved unanimously.

2. Public Comments

A. Correspondence.

The Task Force acknowledged correspondence was received.

B. Meeting Open to the Public.

Multiple public comments included support for the rezoning of 1056 Division Street to residential. The comments included the topics of parking, traffic, safety, and security of the neighborhood. Additionally, one speaker noted that there is a current section of the code which allows non-conforming uses to remain at a location unless the location is vacant for 90 days. There was a request to modify the code to not allow the continuance of the non-conforming use.

Mayor Thorne noted that staff would review this issue and it would likely be something handled at the Council level rather than at the Task Force level.

There was also a public comment regarding the need for a parking structure downtown, less salons, and the desire to have First Wednesday's back.

3. Review Draft Redlined Plan, Part 3 and Provide Direction

A. Begin Review Draft Redlined Plan, Part 3 and Provide Direction

Staff noted there are three chapters for review by the Task Force tonight- parking, mobility, and economic vitality.

Parking Chapter

The Parking chapter has been revised to reflect the Downtown Parking Strategy and Implementation Plan (Parking Plan) and parking requirements for the Town Square District.

The Parking Plan identifies ways to more effectively manage the existing supply and increase the parking supply as well. The key point is that there needs to be a balance between providing adequate parking and recognizing that we want to maintain the pedestrian nature of the downtown. In light of these objectives, the municipal code identifies ways to provide parking but do it in a flexible way such that the integrity of the compact, walkable downtown is not compromised. Staff presented a chart summarizing the proposed parking standards for the Town Square District (which is a hybrid of the standards from the Municipal Code and Downtown Core Overlay District).

Staff pointed out a few key notes including:

- Commercial uses downtown require one parking space for each 300 square feet
- Office uses on the ground floor along Main Street require one space for each 250 square feet
- Change of use does not require additional parking if the building is more than five years old, however, a new building, or "major enlargement" must provide parking

Staff also outlined reduced parking and parking exceptions for:

- Privately owned parking open to the public
- Providing and on-site amenity

- Bringing unreinforced masonry buildings to code
- Joint uses in C-C and C-S districts
- Parking credits for existing floor area to be rebuilt

There are also exceptions that require a Conditional Use Permit:

- Parking Location- Parking may be located on a different site from which the use that for which the parking is required subject to criteria.
- Discrete Uses- Discrete uses are those that are not in operation at the same time and therefore can share the same parking.
- Excess Parking- A property owner may lease or rent excess parking spaces on a site to other property owners with conditional use permit approval.

Staff also presented information on parking assessment districts and lieu parking agreement.

One objective for the Town Square District is to use the flexibility in the code to ensure that development is efficiently parked and the style of development is compact and pedestrian friendly as is the rest of downtown.

With regards to ACE, parking can be incorporated into the parking structure in the Town Square district if this is the solution mutually agreed upon between the City, ACE, and Alameda County. Also, to acknowledge that future technology may influence car use, a policy has been incorporated to allow flexible use of the parking structure should it become obsolete.

The Task Force inquired how the DSP relates to Parking Plan. Staff clarified that the policies from Parking Plan are incorporated into this specific plan so that it is consistent (as with other policy documents like the Bicycle Pedestrian Master Plan). The Task Force can make recommended changes if it sees fit.

This DSP sets a policy framework for policies within the Downtown. The implementation plan has specific targets and way to carry out the policies.

Public comments on parking included asking for a comparison of what exists today and quantification of how far one may need to walk from parking structure to where they are trying to go.

Questions to the Task Force

1. Does the Task Force find the parking ratio and parking approach for the Town Square District Acceptable?
2. In the Town Square District, should ground floor office be parked at a higher ratio than other commercial uses (as is currently required along Main Street)?
3. Does the Task Force have any other comments on the Parking chapter?

The Task Force members commented that these questions will be hard to answer without knowing the impact of adding parking supply and managing existing supply. Staff clarified that this is status quo, parking requirements are not proposed to change for businesses going in on Main Street today (it is consistent).

The Task Force noted that this may be an opportunity to adjust policies. The Task Force questioned the policy to allow in-lieu fees and if this should be permitted in the Town Square. The goal should be to provide parking. In addition, Item 11 of page 5, this policy should be City-

Wide not just in Town Square District (to require the cost of the in-lieu fee to be actually reflective of the cost of parking).

Staff summarized the comments. When staff returns to the Task Force with a public draft, Staff will highlight the following:

- Businesses that have not paid in-lieu fees (but have agreed to pay them) will have their parking lot become “public” until the in-lieu fees are paid
- Provide existing parking requirements
- Provide background analysis on parking supply/availability throughout day
- Provide information on the supply being added with the transportation corridor

Mobility Chapter

The Mobility chapter aims to improve the pedestrian experience and incorporate the streetscape concepts previously reviewed by the Task Force. The concept of mobility captures importance of movement of people (regardless of mode of travel).

Question to the Task Force

4. Does the Task Force have any comments on the Mobility chapter?

The Task Force questioned the direction for Division Street- fully closed to cars, closed part of the time with bollards, or open always to cars. Most Task Force members recalled that Division Street would be closed only some of the time.

On Page 12, the roadway grid is discussed but the Task Force may not be sold on the layout of the roads so may be hesitant to have the street grid in the specific plan.

The Task Force asked if the equestrian use on the Transportation Corridor is part of the Master Plan for the Downtown Parks and Trails System. Staff confirmed.

The Task Force asked about the City supporting a railway south of the specific plan area. Staff confirmed that the reference is to the Niles Canyon railway concept and that any rail way would have to stop south of Downtown as is indicated in the existing specific plan.

There was a public comment about losing potential parking in the downtown core, while there being lots of parking available in the new Town Square, therefore requiring to draw people to Main Street or transport them to Main. In addition, there was a public comment about scooter programs downtown and concern about them downtown without regulation. There was also a public comment asking the Task Force to consider covering parts of the creek for parking.

Staff noted that the goal and intent is to make sure that as parking is being removed, it is replaced and added somewhere else (as required in the Parking Plan). In addition, the intent is to ensure that downtown is expanded with the Town Square (not take away from the existing downtown). The goal is to have the entire area thrive and maintain the character.

Economic Vitality Chapter

Staff presented that one of the principal changes to the Economic Vitality chapter is the section related to first floor uses. Where the 2002 specific plan discussed discouraging non-retail first floor uses along Main Street, the redlined chapter incorporates discussion about requirements for active ground floor uses with the objective of promoting an active pedestrian environment on the ground floor of buildings along Main Street and within the Town Square District.

Staff also noted that Active Ground Floor Uses Definition was modified per Task Force direction. Since active ground floor uses are proposed along Main Street, the Mixed Use Transitional

district could be an alternative from non-active uses, which also tend to be less impactful to surrounding neighbors, but would still extend the commercial nature of downtown.

Questions for Task Force

5. Any comments on the Economic Vitality chapter?
6. Any comments on the revised definition of active ground floor uses?

The Task force member pointed out that wineries should be removed as an active use but was still included in the redline text. The Task Force also asked if the discussion around rents- if data points from downtown versus outside of downtown were skewed by Class A office spaces.

Staff clarified that the downtown does lack Class A office spaces, but there are other comparable office spaces. The information in the packet is reflective of the market.

The Task Force also noted that on page 3 we should add to encourage special events... “and residents” to capture the residential piece of the downtown. In addition, we should make sure to bring the draft to the Economic Vitality Committee and other Committees and Commissions.

B. Task Force Direction, Comments, and Questions

At the next meeting we will bring back land use discrepancies and zoning changes, along with additional redline chapters.

A member of the public also commented that the parking lot behind the Firehouse Arts Center be considered for a parking structure.

4. Task Force Check-In

A. Task Force Members Comment on Planning Process To-date

No comments.

7. Brief Announcements from Task Force and Staff, Summary and Next Steps

A. Summary of the Meeting and Review of Next Meeting Topics

Staff provided an overview of the Task Force’s progress and upcoming schedule.

The meeting was adjourned at 8:15 p.m.