



ITEM III: CITY COUNCIL COMMENTS ON THE WORKING DRAFT VISION STATEMENT

BACKGROUND

At its meeting of February 5, 2013, the City Council considered the Working Draft Vision Statement discussed by the East Pleasanton Specific Plan Task Force over the last several months. The City Council's comments on the draft vision included:

- General agreement with the content of the vision. Although there were some objections to specific phrasing, Council members expressed no disagreement with the major themes included in the vision.
- The vision may be "too wordy", and not always clear in its intent. For example, Council-member Cook Kallio was unclear on the meaning of the following: "The El Charro Road design should allow for the uninterrupted planning of land uses and neighborhoods." A more concise version might be: "El Charro Road should not divide the Specific Plan area." Mayor Jerry Thorne preferred the bullet version and commented that the Vision was more like an instructional manual than a concise mission statement. A wording change suggested by Council member Brown was to replace "Lake areas should serve as a *visual* separator...." with "Lake areas should serve as *an urban* separator..."
- A desire to understand infrastructure costs, how much residential zoning will be required for the next RHNA cycle, how much development is needed to support the full construction of El Charro Road (including an underpass), and whether lower intensity development and phasing of infrastructure is appropriate.
- A desire to look at all possible ways to finance infrastructure. For example, Council member Cook Kallio believed that locating an ACE train station in East Pleasanton and planning a Transit Oriented Development node could create opportunities for additional infrastructure funds.

NEXT STEPS

City staff is meeting with ACE staff in early February to discuss the feasibility of a future ACE station in this location; we will report the results of this discussion at the February 7th meeting.

As the City Council was in agreement with the content of the draft working vision, and questions raised by the Council about levels of development and infrastructure costs will be answered over the next several months, staff recommends that any further minor editing of the Vision be considered at the time the draft Specific Plan is prepared.

**EAST PLEASANTON SPECIFIC PLAN
DRAFT VISION STATEMENT IN PARAGRAPH FORMAT**

The vision for the EPSP area is that its future character evolve from the existing open space setting (lakes, natural habitat, and outlying rural lands and hillsides). Scenic views to and from the Plan area should be protected. Lake areas should serve as a visual separator between Pleasanton and Livermore, and development should orient toward and take advantage of the lake environment.

Land use planning should benefit the entire community, integrate with surrounding neighborhoods and outlying specific plan areas, balance development with infrastructure costs, and be flexible to allow for the changing community needs. Development should generally be a low intensity mix of uses, arranged around a central community focus area. Potential land uses that may be appropriate at certain locations within the Plan area might include: open space, park and recreation, trails, a variety of housing types and densities, public and/or private schools, limited local serving and specialty retail, plazas, office and light industrial. Development should be part of a balanced, city-wide approach to meeting General Plan policy guidance and housing goals. It should also be sensitive to school needs and responsive to airport noise, and flood hazard potential. If cost effective, a relocation of the PGS transfer station and/or the City's Operations Service Center may be possible.

Open space should serve two primary functions: it should be protected for its habitat and scenic values; and it should help to meet the recreational needs of the community, including active and passive recreation and inter-connected trails within a safe environment. The use of open space should also be coordinated with the East Bay Regional Park District to optimize park functions (including sports fields and passive recreation), and trails in a safe and well-maintained manner consistent with City park standards. A major focus of development should be on sustainability in terms of environmental resources, energy, and economic and fiscal balance.

The circulation system should minimize or reduce traffic congestion and noise on the outlying City streets and neighborhoods. Sub-neighborhoods should be conveniently interconnected with tree-lined streets, bike paths and pedestrian trails, with trail linkages to the out-lying lakes, parks, neighborhoods, schools and regional trail system. The El Charro Road design should allow for the uninterrupted planning of land uses and neighborhoods. The potential extension of Boulder Street into the EPSP area could help to relieve traffic on Busch Road.

DRAFT VISION STATEMENT IN BULLET FORMAT

East Pleasanton should be a unique and distinct part of the City while blending in seamlessly with the characteristics of the surrounding areas. This area is differentiated by its lakes, wildlife habitat, and open land suitable for development. Future uses should entice residents of Pleasanton to want to visit and stay to enjoy its beauty and uniqueness. The vision for this area is as follows:

Character

- Character should evolve from the existing open space setting (lakes, natural habitat, and outlying rural lands and hillsides).
- Scenic views should be protected and lake areas should serve as a visual separator between Pleasanton and Livermore. Development should orient toward and take advantage of the lake environment

Land Use

- Land uses should benefit the entire community, integrate with surrounding neighborhoods, balance development with infrastructure costs, and be flexible in order to allow for the changing community needs.
- Plan area development should generally be a low intensity mix of uses (such as open space, park, recreation, trails, a variety of housing types and densities, public and/or private schools, limited local serving and specialty retail, office and light industrial), arranged around a central community focus area.
- Development should be part of a balanced, city-wide approach to meeting General Plan policy guidance and housing goals.
- Land use should take into account school needs, airport noise and flood hazard potential.
- The relocation of the PGS transfer station and/or the City's Operation Services Center should be considered if cost effective.

Open Space/Sustainability

- Open space should serve two primary functions: it should be protected for its habitat and scenic values; and it should help to meet the recreational needs of the community, including active and passive recreation and inter-connected trails within a safe environment.
- The use of open space should also be coordinated with East Bay Regional Park District to optimize park functions.
- A major focus of development should be on sustainability in terms of environmental resources, energy, and economic and fiscal balance.

Circulation

- The circulation system should minimize or reduce traffic congestion and noise on the outlying City streets and neighborhoods.
- Sub-neighborhoods should be interconnected with tree-lined streets, bike paths and pedestrian trails, with trail linkages to the out-lying lakes, parks, neighborhoods, schools and the regional trail system.
- The El Charro Road design should allow for the uninterrupted planning of land uses and neighborhoods within the Plan area.