Task Force Meeting No. 40 Synopsis
May 24, 2010

Task Force Members Present*:
Jackie Adams, Shiloh Ballard, Michele Beasley, Judy Chirco, Gary Chronert, Pastor Oscar Dace, Harvey Darnell, Brian Darrow, Dave Fadness, Leslee Hamilton, Sam Ho, Nancy Ianni, Lisa Jensen, Frank Jesse, Matt Kamkar, Charles Lauer, Karl Lee, Shirley Lewis, Linda LeZotte, Sam Liccardo, Pierluigi Oliverio, David Pandori, Dick Santos, Erik Schoennauer, Neil Struthers, Alofa Talivaa, Michael Van Every, Jim Zito.

Task Force Members Absent:
Teresa Alvarado, Pat Dando, Enrique Fernandez, Patricia Sausedo, Judy Stabile.

City Staff and Other Public Agency Staff Present*
Ru Weerakoon (Mayor's Office), Peter Hamilton (D9 Council Office), Hans Larsen (DOT), Manuel Pineda (DOT), Nanci Klein (OED), Wayne Chen (Housing), Joe Horwedel (PBCE), Laurel Prevetti (PBCE), Susan Walton (PBCE), Andrew Crabtree (PBCE), Lee Butler (PBCE), John Baty (PBCE).

Public Present*:
Carlos Babcock (SVBC), Jonathan Schuppert (Garden Alameda Neighborhood), Helen Chapman (SHPNA), Rosylin Dean (Coalition for a Downtown Hospital), Eric Meece (Cool Cities), David Dearborn (WGNA), Susan Marsland (District 1, SJSU Grad Student), Tim Niewsome, Richard Zappelli (WGNA), Janet Maleski, Peter Rothschild (Rothschild & Assoc.), Larry Ames, Bill Rankin (Save our Trails), Leah Toeniskoetter, Jessica Zenk, Jim Parker (SunPower), Mauricio Astacio (Neighborhoods Commission), Martin Delson (Save Our Trails).

*As verified by registering attendance on Sign-In Sheets.

1. **Welcome**

   The meeting convened at 6:35 p.m.

2. **Review and approval of May 17, 2010 synopsis**

   The synopsis was approved.

3. **Transportation**

   Hans Larsen and Manuel Pineda gave a presentation on transportation mode shift goals and proposed policies for Vehicle Miles Travelled (VMT) reduction.

   The Task Force discussion included comments in support of the revised proposal for VMT reduction, which includes a phased approach to higher levels of VMT reduction tied to Horizons.

Regarding the proposed policies for achieving VMT reduction, a few Task Force members cautioned against the use of too many restrictive policies and encouraged consideration of additional incentives, while several Task Force members supported a more aggressive approach. Some Task Force members expressed concern about moving too quickly to reduce required parking so that the community would not be impacted, and Joe Horwedel explained incremental reductions in required parking in Downtown, neighborhood business districts, and in sites near transit that have been occurring in the City in recent years. In response to Task Force member concerns about the proposed policies potentially penalizing car drivers, Hans Larsen reminded the Task Force of the Envision 2040 Land Use/Transportation Scenario Guideline to "Plan for people not cars" and commented that achieving this objective means not only finding a better balance amongst different modes, but maintaining a continued interest in moving vehicles more efficiently on the city's roadways. He commented that it could be 5 to 10 years before the city would be ready to move to a policy of 20% VMT reductions when the transit system and bicycle network will both be more fully developed.

4. Goals, Policies, and Implementation Actions

Economic Development. Task Force member Brian Darrow presented suggested economic development goals and policies that he had outlined in a letter sent to the Task Force. He commented that he had revised several of his prior policy suggestions to respond to prior Task Force discussion and comments from the Co-chairs, especially to respond to the concern that the policies in the General Plan should be closely related to land use. Laurel Prevetti indicated that staff from the Office of Economic Development had assisted in refinement of staff's revised proposed Economic Development policies, and that a broader set of economic development policies are appropriately contained in the City's 5-Year Economic Development Strategy. Lee Butler explained specific changes staff made to several policies and noted that staff had worked to incorporate several themes from Mr.Darrow's proposals. After considerable discussion, several Task Force members supported Mr. Darrow's suggestions for policy language to encourage development of a middle class city and promote creation of higher quality jobs, saying they would support the Diversity and Social Equity element of the Envision process. Other Task Force members expressed concern that such policy language was beyond the scope of the General Plan, stating that there was not agreement about what would constitute a "higher quality" job or a "middle class" city. Brian Darrow commented that similar policies were included in the General Plan for the City of San Diego which had been provided as a general plan example to the Task Force and other Task Force members commented that general plans in communities such as San Francisco, Stockton and Pasedena were inclusive of such broad goals. Councilmember Pierluigi Oliverio stated he was concerned that the City has little control over the nature of jobs provided in any development, that the City needs all jobs here, and that the type is not up to the City.

Co-chair Sam Liccardo commented that he could understand the interests of many on the Task Force to include such policies regarding the economic welfare of the city's residents, and that some policies crafted for other sections of the Plan were similarly aspirational regarding the public good. He commented that even though these statements of city goals are positive and are valued, they should not be included in the General Plan. Specific to the Economic Development policies, Co-chair Liccardo reminded the Task Force that there is a separate Economic Development Strategy document used by the Council. Co-chair Pandori stated that the City Council direction specified that policies in the General Plan should be related to land use, and suggested that those policies which are not should be taken out of consideration. He expressed concern that the interest in higher

quality jobs included the principle of "living wage" and that language in the General Plan regarding type of jobs would both be outside the City's control and could conflict with other General Plan goals, such as attracting large-scale retail uses like Lowes, Target or Walmart when Council or staff would need to make such land use decisions. He also commented that there should be an economic development policy regarding the fixed guideway transit system proposed to connect the Airport with BART and light rail on North First Street.

Community Engagement. The Task Force had no comments on the draft Community Engagement goals and policies and made a recommendation to accept them after public comment.

Fiscal Stability. Task Force members had specific concerns about a number of Fiscal Stability policies and some general suggestions about simplifying and/or changing language to be worded positively. Several Task Force members felt that the proposed policies were not supportive of housing. Erik Shoennauer expressed concern regarding the requirement for preparation of a Village Plan and a fiscal analysis before a project that includes new housing can be approved in a Village. Joe Horwedel responded that to achieve the goals set out through the Envision process, before commercial employment lands are "converted" to allow residential, the City should have a plan. He clarified that the City is contemplating a quick 4-6 month plan process which is needed to work with the community and identify sites for amenities such as parks and plazas, and to show how planned dwelling units and jobs could successfully fit. Mr. Schonnauer commented that the policies were too rigid, and that it appeared that a Village Plan would be required for even one dwelling unit in a proposed project, and also stated it wasn't clear who would perform the fiscal analysis. Co-chair Shirley Lewis agreed with concerns that the language in some of the draft policies had a negative tone and asked that staff work to phrase desired outcomes more positively since the City does not want to do anything to discourage development. Councilmember Pierluigi Oliverio suggested that staff could bring several pending General Plan amendments to use as case studies so the Task Force could better understand how the policies would work with real projects. Co-chair David Pandori stated that it would be very important for staff and the Task Force to work to build respect for the General Plan so that there would be confidence that the City Council would be guided by the General Plan policies. Pastor Dace expressed concern that the limitations on conversions of industrial employment lands would constrain options for church locations, and staff noted that the discussion of Land Use policies for community gathering facilities was scheduled for the next meeting on June 7, 2010. Several Task Force members commented that the language about clarification of the City's Urban Service Area (USA) boundary and Urban Growth Boundary locations relative to the 15% slope line should be tightened up, that any movement of the line on the Land Use/Transportation Diagram should be down slope, and that the policies should be phrased that the USA should not be expanded, except in a few rare situations.

Task Force member Dave Fadness referenced a handout distributed to the Task Force with some suggested changes he had proposed. Staff indicated they had worked to incorporate many of his suggestions in staff's draft policies provided to the Task Force.

5. Public Comment

Nine members of the public spoke. Several members of the public spoke in favor of or stated they were encouraged by the proposed 40% VMT reduction goal and strongly supported policies to increase biking and walking, commenting that climate change is a global issue, and that VMT reduction would help the City address recent legislation in AB 32 and SB 375. Comments were

made to add bike trails, to work to develop better bicycle routes around freeway overpasses and underpasses, to work with employers to provide bike parking and showers, and to be aware of mobility issues such as wheelchair use when designing housing and shopping developments. Several members of the public endorsed elements of Task Force member Brian Darrow's recommendations on economic development goals, policies and actions, and stated they supported the concepts of social equity and moving toward prosperity for all residents that those policies reflected. Other speakers supported developing fixed transit to the airport and noted that the creative class is attractive to pedestrian- and bicycle-friendly areas.

6. Task Force Recommendations

The Task Force voted unanimously to accept the Community Engagement Goals, Policies, and Implementation Actions.

The Task Force voted unanimously to accept staff's recommendation to include a phased approach to the reduction of Vehicle Miles Traveled (VMT) in the General Plan, and requested that staff bring back to the Task Force the related goals, policies, and implementation actions in the same format used for other goals and policies for final review by the Task Force.

No vote was taken on Economic Development or Fiscal Sustainability goals, policies and actions.

7. Announcements

Task Force member Michael Van Every invited Task Force members to attend one of the community meetings on the Ohlone project to better understand the project.

8. Adjourn

The meeting adjourned at 9:15 p.m.