

**TOWN OF MORAGA
PLANNING COMMISSION MEETING**

Council Chambers & Community Meeting Room
335 Rheem Boulevard
Moraga, CA 94556

August 29, 2016
7:00 P.M.

MINUTES

1. CALL TO ORDER

Chairperson Woehleke called the Special Meeting of the Planning Commission to order at 7:00 P.M.

A. ROLL CALL

Present: Commissioners Korpus, Kovac, Mallela, Chairperson Woehleke

Absent: Commissioners D'Arcy, Kuckuk, Marnane

Staff: Ellen Clark, Planning Director
Brian Horn, Associate Planner
Coleman Frick, Associate Planner

B. Conflict of Interest

There was no reported conflict of interest.

C. Contact with Applicants

There was no reported contact with applicants.

2. PUBLIC COMMENTS

There were no comments from the public.

3. ADOPTION OF CONSENT AGENDA

- A. June 20, 2016 Minutes
- B. July 18, 2016 Minutes

Chairperson Woehleke provided written changes to Pages 16 and 17 of the June 20, 2016 minutes to staff and asked that the meeting minutes be modified accordingly.

On motion by Commissioner Korpus, seconded by Commissioner Mallela to approve the Consent Agenda, subject to modification to the minutes of the June 20, 2016 meeting, as submitted. The motion carried by the following vote:

Ayes: Commissioners Korpus, Kovac, Mallela, Woehleke
Noes: None
Abstain: None
Absent: D'Arcy, Kuckuk, Marnane

4. ADOPTION OF MEETING AGENDA

For the record, Planning Director Ellen Clark explained that agenda Item 6A had been re-agendized for the subject meeting although it had been continued from the Planning Commission meeting of July 18, 2016 to a date certain of September 19, 2016.

On motion by Commissioner Korpus, seconded by Commissioner Mallela and carried unanimously to adopt the meeting agenda, as shown. The motion carried by the following vote:

Ayes: Commissioners Korpus, Kovac, Mallela, Woehleke
Noes: None
Abstain: None
Absent: D'Arcy, Kuckuk, Marnane

5. PUBLIC HEARING

A. Bella Vista Subdivision Sales Trailer CUP

Applicant: SummerHill RL LLC, 777 S. California Avenue, Palo Alto, CA 94304

Consider Resolution __-2016 Amending Conditional Use Permit (UP 04-15) to allow for the temporary use of Lot 7 of the Bella Vista (formerly Rancho Laguna II) Subdivision for a temporary sales office trailer as an alternate to the previously approved location (Lots 23, 24, and 25) for a Sales Office and Model Home Facility and associated Signage.

CEQA Status: The Town Council certified an EIR for the subdivision on January 26, 2011. An Addendum to the EIR was prepared pursuant to CEQA Guidelines Section 15164(a) which addresses the project and associated approval actions.

Associate Planner Brian Horn presented the staff report dated August 29, 2016, and identified a typographical error to the last sentence of Section 3, Parking and Access, as shown on Page 8 of the staff report, which he asked to be revised to read:

There would also be additional off-site parking spaces available on the east side of Sonora Drive in front of the sales office and parking lot.

Mr. Horn also asked that the date shown in the first sentence of Condition 1 of the Conditions of Approval shown as Attachment A to the staff report be revised to read: August 29, 2016; and that the first sentence of Condition 5 be revised to read: *This use permit is for a two-year period of time that will commence with the issuance of the occupancy permit for the sales trailer.*

Mr. Horn recommended due to the project's consistency with the Zoning Ordinance and General Plan, with minimal impact to surrounding properties, the adoption of Planning Commission Resolution No. __-2016 to modify Conditional Use Permit UP 04-15 pursuant to Moraga Municipal Code (MMC) Section 8.52.040 subject to the Conditions of Approval, as shown and subject to the identified modifications.

Commissioner Korpus questioned why the applicant had requested a change from the approved use of a model home to an Idea Home, and asked whether there was precedence in Moraga for the use of sales trailers as opposed to model homes.

Mr. Horn explained that the Camino Ricardo Subdivision had also used a sales trailer. In this case, the sales trailer would be much smaller than that used at the Camino Ricardo Subdivision, described as a basic trailer, to be located up and over the hill and not visible from Rheem Boulevard. The Camino Ricardo Subdivision sales trailer had been visible from the road. If the application was approved, the sales trailer would be removed when the last home had been built, and the applicant had two years or the end of the sale of the homes to use the sales trailer.

Commissioner Kovac clarified with staff that Table 3, as shown on Pages 5 and 6 of the staff report, allowed the applicant to have up to four flags that would not be counted towards the total allowed signage since the applicant was not allowed to include any advertising on the flags. The flags would be 96 feet by 30 inches in size. In this case, Rheem Boulevard would be used as the frontage, allowing up to 150 square feet of signage, subject to limitations for individual signs. The applicant had proposed a 12-foot sign at the entryway with informational signs to guide one through the facility, which would not impact the primary frontage on Rheem Boulevard.

Ms. Clark suggested it made sense to use Rheem Boulevard as the frontage for the overall sales and marketing of the subdivision. At some point, each of the homes would have its own frontage. When the homes were occupied, signage would be subject to the Town's residential standards.

Commissioner Kovac again clarified with staff the four flag signs that would be allowed, which would have 18-foot tall flag poles, lower in height than the homes to be built on the other side of the ridge but visible from the north. The homes would be over 18 feet in height and not all would be visible over the ridge. He also clarified with staff the previous approval and asked whether the applicant had addressed concerns that had been raised in the past about safety to the public given the entrance to a construction zone, and requested clarification of the emergency ingress/egress to the semi-public areas.

Mr. Horn advised that the issuance of a Final Building Permit would not occur for any of the homes or sales trailer until the road was complete and found to be compliant with Public Works standards.

PUBLIC HEARING OPENED

John Hickey, SummerHill RL LLC, 777 S. California Avenue, Palo Alto, offered a PowerPoint presentation and explained that the application was an amendment to an

existing Conditional Use Permit (CUP). Previously SummerHill had planned to use two model homes and one parking lot located on Lots 23, 24, and 25, and SummerHill had previously proposed the use of a sales gallery within the garage of the model homes. SummerHill had decided it made more sense to have a sales trailer on Lot 7 and not build the model homes on Lots 23 and 24. An Idea Home had also been planned for Lot 26. Lot 7 would be landscaped with a small parking area and the sales trailer would be sunk into the ground to hide the skirting. A trellis and bench area with a vista point would allow views of the area. The approach had been proposed rather than model homes given that there would be six plan sites for the 27-home development, each of the lots was unique, and there was a desire to use other marketing tools for prospective homebuyers. The new approach would allow views with panoramic photos of the lots offering a better feel of the homes on the lots.

Mr. Hickey explained that Lot 7 was an upper lot with access via Rheem Boulevard, Fay Hill Road, and along Sonora Drive. The flags would not be visible from Rheem Boulevard but would serve as an entry for those driving along Sonora Drive. A sign program had previously been approved for the subdivision with the signs to be located on the approved plan, with the exception of a couple of signs that were no longer needed. An entry monument sign would be located at the corner of Rheem Boulevard and Fay Hill Road facing Rheem Boulevard; one sided, facing out, guiding people into the subdivision to serve as a wayfinding sign and not a marketing sign. The monument sign had also been modified in response to comments from the Planning Commission and staff to be sturdier. Temporary real estate signs would also be used and be removed at the end of the day.

The Idea Home was not intended to present all of the options or be the primary source of visualization to potential buyers as a model home, and would not be ready for anyone to see until well after the sales trailer was open due to the phasing of the subdivision. The Idea Home would allow people to step in and see the quality of some of the workmanship and would be the first production home to be landscaped in the back and be fully furnished. The Idea Home would not be open to the public and would only be viewed with the assistance of a Sales Associate.

Mr. Hickey reiterated the changes from the prior approval, suggested the changes were minor and consistent with what had previously been approved, and urged the Planning Commission to approve the amendments.

In response to the Chair, Mr. Hickey provided an update on the site development of the subdivision; identified the public project, the Lower Rheem Boulevard Stabilization Project, the on-site subdivision, and explained that while they were two separate projects, there were certain aspects of the project that were related in terms of sequencing and movement of dirt. He described in detail the pier wall and grade beam work for the Lower Rheem Boulevard Stabilization Project which was expected to be completed soon, with the tieback work due to be completed in the next 10 to 15 work days. Once the tieback work was complete, work could commence on the keyway related to the location of the Emergency Vehicle Access (EVA). The process for the grading had commenced and was expected to be complete somewhere around the end of September. He also identified dirt that had been stockpiled on the site located near a trail that diverted from Sonora Drive, and which he acknowledged had been a concern

of residents; the dirt needed to be moved from the upper to the lower area and could not be moved until they were further along with the work on lower Rheem Boulevard.

Mr. Hickey again described the grading work underway where the grading for the upper lots was complete and the grading for the lower lots would be complete at the same time as the keyway was complete. On-site paving would occur in December. Depending on circumstances, the on-site paving for the portion of the sales trailer could be done well before that. He identified temporary power poles that ran up Fay Hill Road, which were in place temporarily to allow re-grading and the relocation of Fay Hill Road, and once complete the lines would be placed back underground, and Fay Hill Road would be complete prior to the opening of the sales office. The public would access the sales office from Fay Hill Road and the road would be used for both the public and construction (pick-up trucks) accessing the site for vertical construction, but not any grading which would be in place by that time. A Traffic Management Plan (TMP) had been included as a condition of approval for the CUP and the details would be worked out with SummerHill construction management.

Mr. Hickey further clarified, when asked, that SummerHill had no intention for anyone to sign any waivers of potential liability; the street location for the Idea Home would be blocked off until it was ready to be opened; and a condition of approval would require that the Idea Home would not open to the public until that section of the road to Fay Hill Road was complete to the satisfaction of the Moraga-Orinda Fire District (MOFD) and the Moraga Public Works Department. He reiterated that the Idea Home could only be accessed with a Sales Associate.

Kevin Ebrahimi, Vice President of Development, SummerHill RL LLC, 777 S. California Avenue, Palo Alto, emphasized that SummerHill had meetings with the MOFD over the course of the design of the project and during the pulling of permits over the different phases of the project. He noted that all SummerHill developments had construction and potential buyers in the area at the same time. A plan would be in place prior to the sales office opening to the public. No secondary access to the upper lots would be provided and the MOFD had signed-off on the absence of the secondary egress.

Mr. Hickey also clarified that the proposed use of signage with pears on the signs had been proposed to be used in the SummerHill Homes Camino Ricardo Subdivision, not Bella Vista, and the marketing image for the Bella Vista Subdivision would be as outlined in the PowerPoint presentation.

As to why the Idea Home was a ways from the location of the sales trailer, Mr. Ebrahimi explained that the current technology for potential buyers was different than in the past, which had led to the use of the Idea Home to allow potential buyers to view the articulation, design, and elevation of the interior sections. Given the number of different plans and the Moraga market, an Idea Home had been proposed and would allow the sales trailer to function absent model homes.

Mr. Ebrahimi described the Idea Home as a production home, the first home to be constructed. Due to the way the subdivision was moving forward, it would start with the lower lots on Rheem Boulevard and then the upper lots. The first home would be the first home available for potential buyers to see, and when sold the next set up

production homes would be available. The Idea Home had been sited the way it had since it was not a model home to be kept open for the duration of the project. Full landscaping would be provided with furnishings that could be moved to another lot.

In response to concerns with the outer appearance of the sales trailer and a request by Commissioner Korpus that it appear more like the homes that would be built, Mr. Ebrahimi reiterated the temporary nature of the modular building, which would be in place up to two years, and which was a common design used throughout Northern California. While he acknowledged concerns with the appearance of the sales trailer proposed for the Camino Ricardo Subdivision, in that case, the sales trailer had been visible and after input it had been upgraded. In this case, the sales trailer would not be visible and would only be used as a temporary sales tool for prospective buyers and brokers. SummerHill had decided not to use model homes, as previously approved, for the Bella Vista Subdivision and was now proposing the use of the temporary sales trailer facility which was the application request to the Town. He reiterated the reason why the sales trailer was being sited on the property, as described, allowing a better representation of the project.

Mr. Ebrahimi again provided an update on the construction of the subdivision and clarified that SummerHill would not cut into the hillside in that work would be superficial. A comprehensive landscaping plan for the frontage of the homes and along Rheem Boulevard had been proposed, with trees and landscaping to provide a visual protection for the homes and those traveling on the roadway; essentially a visual barrier between the homes and the major roadway, although there were conditions preventing the planting of too large trees or shrubs that could obstruct the views of the ridgeline. In cooperation with the Town and the developer's landscape team, landscaping that was just high enough that would not break the visual view of the ridge while also providing a visual barrier between the homes and the roadway would be provided.

Randy Rasmussen, 251 Birchwood, Moraga, explained that his residence had views down onto the property. He noted that Fay Hill Road was the main ingress/egress from the project and was now required to be realigned; expressed concern with the fact SummerHill had built haul routes and had removed an oak tree that was to have been preserved; a southern haul route still existed although correspondence from the applicant from June 2015 stated that grading would take no more than six months. He reported that staff had sent a letter to residents in September 2015, which had shown that SummerHill would be allowed to conduct grading on Saturdays allowing extended hours of operation for construction. He offered photographs of the grading conditions, the southern haul route, the northern portion of Fay Hill Road, and understood that while surveyors had found the developer in compliance with the grading, the footprints had been modified one story. He asked for clarification from staff whether the project had changed from the initial approval. He added that the stockpiled dirt at the top of the ridge was a major ridgeline violation and should be addressed, particularly since it was visible from Mulholland Trail, had elevated the ridgeline 30 feet in height, and extended hundreds of yards. He expressed concern that things kept changing with the project.

Responding to the Commission, Mr. Rasmussen stated he wanted to see the dirt be removed from the ridgeline, the grading be completed, and a repair of the cut. He also suggested the Planning Commission not allow a sales trailer at this time but require the

developer to complete the work on the bottom with the realignment of Fay Hill Road by the developer and not by the Town.

Mr. Hickey explained that he had spoken with Mr. Rasmussen via e-mail in an attempt to address his concerns. He acknowledged that SummerHill would have liked to have been further along with the project, although a mutual decision had been made with the Town in 2015 not to move forward with the remedial grading approach but proceed with a better option which resulted in the stoppage of work before certain portions were complete, and prior to the start of the grading season for 2016. SummerHill was following its approved grading plans and was working as quickly as possible to get everything done.

Mr. Hickey clarified the temporary haul routes, one of which had been fully restored in 2015, and a second haul route to be restored in the fall of 2016, with the expectation it would occur sometime in October or November. Approved grading could occur beyond October 2016 during dry phases.

PUBLIC HEARING CLOSED

Commissioner Kovac recognized the project had taken some time, a project of which he had many issues, although he had no issue with the subject application.

Commissioner Mallela understood the importance of effectively marketing the subdivision to prospective homebuyers. Speaking to the Idea Home, he was concerned with its location given the past conditions with the Camino Ricardo Subdivision during a time when debris had been left in the front of that development. As a resident who lived close to that development, he found the Idea Home and its location to be a concern to the nearby neighbors, and suggested alternative locations could be considered to avoid a potential mess along that area of Rheem Boulevard. He wanted the developer to consider an alternative location for the Idea Home in order to avoid any issues and to keep the project in good standing.

Commissioner Mallela reiterated he had no issue with the Idea Home's proposed location, although given the past history with the Camino Ricardo Subdivision he would like to prevent such issues occurring with the Bella Vista Subdivision.

Chairperson Woehleke also recalled the sensitive issues with the Camino Ricardo Subdivision. He had driven past that property often and understood the concerns with trucks blocking traffic, roads with mud, excessive haphazard parking, and the blocking of front lawns of the homeowners.

Commissioner Kovac also recalled that the Camino Ricardo Subdivision had an issue with debris left by workers.

Commissioner Korpus understood the developer's preference for the application based on marketing needs, although she found the original approval with the model homes and sales office together offered a finished look and would be consistent with the area. She was not a fan of the appearance of the proposed sales trailer which she suggested would be inconsistent with its surroundings; suggested the split operations with the

placement of the sales trailer and the Idea Home could result in increased traffic and potential accidents; and neighbors could experience an increase in vehicular and foot traffic.

Commissioner Korpus preferred a consolidated operation and recommended the Idea Home be built at the top of the hill to allow it to be beautiful with as many ideas as possible, allowing views of the area, with the sales trailer operated out of the garage of the Idea Home. Such a scenario would offer an optimal location, less driving up and down, less liability, and fewer people trying to sneak in after hours on the property.

Chairperson Woehleke responded to the comment from Moraga resident, Randy Rasmussen that he could not find in the environmental documentation that Fay Hill Road would be the ingress/egress into the site during construction but had found reference as to "access roads" in plural. Given the complexity of the project, the grading could not be as precise as other pieces of the project, and once complete the grading would be a big milestone. As to the elevation of the footprints during the creation of the pads, he too had been under the impression they were higher than approved, although he had gone back and reviewed the drawings and had found visually, the pads were at where the grading drawings had shown.

Chairperson Woehleke expressed his hope that debris on the property would be addressed and that the developer would consider the recommendation from Commissioner Korpus to place the Idea Home at the top, or keep the application as is, although if a sales trailer would be better than what had been proposed that would be up to the developer and their marketing expertise. He suggested it would also be up to the developer whether to split the sales trailer and Idea Home locations.

Chairperson Woehleke spoke to his experience with sales trailers, Habitat for Humanity work sites, and the use of volunteers, which process worked and where people were generally safe. While he was okay with the application, he re-opened the public hearing to allow the developer to respond to the Planning Commission's comments.

PUBLIC HEARING RE-OPENED

Mr. Ebrahimi acknowledged the past history and issues with the Camino Ricardo Subdivision and explained that SummerHill was working to ensure those issues were not repeated with the Bella Vista Subdivision. He acknowledged the developer must take responsibility for the actions of its subcontractors, such as parking in inappropriate locations and debris left on the site, and noted that the Town's Public Works Department had been very firm to ensure compliance. He reiterated the intent of the Idea Home, as the first phase of construction, first home to be sold, no matter what was done with the sales trailer office. He found the definition of the Idea Home to be a misinterpretation since it was a production home with landscaping updated routinely, and which would allow views of the home, plan type, and landscaping. At all times, prospective homebuyers would be accompanied by a sales associate or outside brokers to the Idea Home. In this market, they had the tools to sell the homes without having to use model homes. He asked that the Planning Commission approve the application as is.

Mr. Ebrahimi re-clarified the purpose of the Idea Home/production home, and in response to Commission concerns explained that the developer might request the approval of a future Idea Home if and when the first production home was sold. He had conversations with Planning staff as to why they had listed the Idea Home in the application and understood staff wanted to identify the Idea Home since it included updated landscaping and furniture. He clarified that the developer would not return with a future application for another Idea Home/production home.

PUBLIC HEARING CLOSED

Commissioner Korpus appreciated the clarification provided by the developer, although she again questioned whether the sales trailer could be upgraded to appear more like a building.

Mr. Ebrahimi commented that in all of the communities in which SummerHill had developed, there had been no issues with the appearance of the sales trailer. SummerHill prided itself on the appearance of its sales trailer which would be sunken to hide the skirting, with landscaping provided. He suggested there was no value to upgrade the temporary sales trailer facility for the developer or prospective homebuyers. Upgrading the sales trailer facility could cost upwards of \$50,000.

Commissioner Kovac and Chairperson Woehleke noted that they could accept the appearance of the sales trailer facility.

Chairperson Woehleke offered a motion to approve the resolution approving Bella Vista Subdivision Sales Trailer CUP, subject to the conditions of approval as shown in Attachment A, as modified by staff. Commissioner Mallela seconded the motion.

On the motion, Commissioner Korpus recommended that the Idea Home be removed from the application as superfluous.

Ms. Clark explained that there were references in the resolution to the Idea Home, although with direction from the Planning Commission the references could be stricken.

Chairperson Woehleke recommended that every reference to the Idea Home be stricken from the resolution.

Commissioner Korpus understood that signage would not be allowed in front of the Idea Home if stricken from the resolution.

Mr. Horn clarified that the signage was informational and a temporary sign would be allowed.

On the discussion, Commissioner Korpus suggested the reference to the Idea Home remain in the resolution.

On motion by Chairperson Woehleke, seconded by Commissioner Mallela to adopt Planning Commission Resolution next in number to modify Conditional Use Permit UP 04-15 pursuant to Moraga Municipal Code (MMC) Section 8.52.040, subject to the

Conditions of Approval as shown in Attachment A to the staff report dated August 29, 2016, as modified by staff. The motion carried by the following vote:

Ayes: Commissioners Korpus, Mallela, Woehleke
Noes: None
Abstain: Kovac
Absent: D'Arcy, Kuckuk, Marnane

Chairperson Woehleke identified the 10-day appeal process of a decision of the Planning Commission in writing to the Town Clerk.

Chairperson Woehleke declared a recess at 8:33 P.M. The Planning Commission meeting reconvened at 8:37 P.M. with Commissioners Korpus, Kovac, Mallela and Chairperson Woehleke present.

6. ROUTINE AND OTHER MATTERS

A. 1928 St. Mary's Road, Saint Mary's College

Applicant: Saint Mary's College of California, 1928 St. Mary's Road, Moraga

Continued from July 18, 2016, Conduct annual review of Saint Mary's College Parking Management Plan

Associate Planner Coleman Frick presented the staff report dated August 29, 2016, and explained that because Saint Mary's College (SMC) had again proposed delaying the deadline for the fee for the parking program, the cornerstone of the Parking Management Program (PMP), he recommending that the Planning Commission establish a firm date by which SMC would be required to implement a paid parking program regardless of the status of a new parking deck or any other projects on campus.

Mr. Horn also recommended that the Planning Commission consider and accept the SMC Parking Management Implementation Plan Monitoring Report for 2015, with modifications to the Implementation Plan to postpone one of the measures (the fee for parking program) by one year under the condition that SMC meet the following milestones to meet the goal of utilizing new Traffic Demand Management (TDM) methods on campus, including developing a fee structure for parking, and ultimately implementing a comprehensive fee for parking program in July 2017; conduct a survey on parking and TDM strategies in October 2016; compile survey results and report TDM best use cases in December 2016, and submit results of this process to Town staff; create a draft proposal for a comprehensive fee based parking program and submit to Town staff in February 2017; and implement comprehensive fee for parking program in July 2017, and report results to the Planning Commission as part of the annual Parking Management Plan Implementation Monitoring Report.

In response to Commissioner Korpus, Mr. Frick explained that the PMP was not time sensitive but had been set out to establish a timeline to address issues identified as part of the process for the evaluation of the impacts of the Alioto Recreation Center, and establish a timeline to allow SMC to address the conditions through steps. This had

resulted in the annual review of the PMP and although many of the items had been delayed, staff had been working with SMC to establish a way to complete the items by the deadlines. The SMC Campus Master Plan Update had been on an advanced schedule and during the review of the SMC PMP Annual Report in 2015, the Planning Commission had found it reasonable that some of the items could have been incorporated into the SMC Campus Master Plan.

Ms. Clark acknowledged the Town did not have an enforcement tool for the SMC PMP. Town staff had been working with SMC to have the items addressed and SMC was making progress on many of the items. One of the stumbling blocks had been the initiation of the SMC Campus Master Plan and the implementation of a comprehensive fee for parking program. She acknowledged there were parking issues on the SMC campus, which had been an impediment to the approval of the Alioto Recreation Center, and which was something the Town wanted to see be addressed. The lever the Town had with future project approvals was that the parking situation must be addressed.

Chairperson Woehleke clarified the action before the Planning Commission was not to approve but consider and accept the annual review of the SMC PMP. He recognized that future SMC projects could be impacted if SMC did not complete the items in the PMP.

Ms. Clark emphasized that SMC was aware of its parking issues and was fully aware of the need to resolve those issues.

Chairperson Woehleke provided background information on the development of the Alioto Recreation Center which had resulted in the loss of parking, and the proposal for the comprehensive fee parking program. He asked SMC to clarify the comprehensive fee parking program but questioned whether the Town had any flexibility on that issue.

Ms. Clark reiterated the background of the PMP and noted that SMC's consultant had recommended a comprehensive fee for parking program as the most effective way for parking management, which included a suite of strategies to reduce the number of people driving to SMC, change in parking behavior, and better enforcement. At this time the plan was being followed, although she recognized that nothing would entirely resolve all of the parking issues on the SMC campus, a problem that had been experienced by the SMC population but less so by the Town. The action before the Planning Commission was to accept the report and make any additional recommendations that should be incorporated for the next round of review.

PUBLIC COMMENTS OPENED

Diane Hardy, SMC Director of Project Management, suggested the PMP report stood on its own and the resolutions that had been adopted in 2013 had been approved based on the expectation that fees for parking would return value on that investment in the form of additional parking spaces. At that time, SMC's expectation was that would come in the form of a parking structure, which had been conceptually designed and included in the SMC Campus Master Plan. During that process there has been an evolution in traffic patterns and transportation, which would affect how SMC addressed

transportation management. At the time of the development of the Alioto Recreation Center, SMC had identified the parking issues and had invested into 35 or more parking spaces as part of the expansion of the Filippi Hall lot. Where commuters, students, and visitors parked and the immediate reconciliation of the parking demand had been addressed as part of the construction of the Alioto Recreation Center.

Ms. Hardy clarified that the fee based parking would not involve fees students would pay since students already subsidized parking through tuition fees. As a result of that subsidization, SMC was paying its employees a significant value for the parking spaces and SMC was asking its employees to return that value and pay for something they could not tangibly identify but would be provided a parking space as a result of that contribution for parking. She requested a delay on the pay for parking program given that it raised questions of quality and equity and noted there was willingness to pay even if there was not a parking structure.

Ms. Hardy identified the projects SMC had implemented to address parking demand including the implementation of valet parking on campus in 2016 and the introduction of a flexible carpooling and ridesharing program.

Responding to Commissioner Korpus, Ms. Hardy explained that the use of two wheel vehicles such as scooters had not been considered. Assigned parking spaces for anyone entering the SMC campus would be a benefit for SMC faculty, might be feasible, and would have to be reviewed. She added that information from Walker Parking, as included in the staff report, had articulated the costs for transportation and what SMC spent on the maintenance and operation of parking spaces, with the cost for parking minimal as opposed to what an individual must spend on a one-person trip to SMC. She added that once SMC had shown the faculty the improved and creative solutions for the parking, the subsidy situation had been considered in a different light.

Ms. Hardy also clarified, when asked by the Chair, that she could not recall that the SMC Campus Master Plan included a reduction in parking but clarified the elimination of bicycle lockers. SMC had received 511 Grants for the bicycle racks and given bicycle lockers had a large footprint and could be installed in the future, they could not be delivered as part of the PMP.

In terms of issues with bicycle thefts, an unidentified individual speaking from the audience did not see that had been an issue on the SMC campus.

Ms. Hardy suggested that SMC students were attracted to the Town of Moraga given that it was a safe community. SMC was working to reconcile space for interactive activities and transportation off-campus, although bicycle lockers were not something that SMC was ready to invest in at this time.

PUBLIC COMMENTS CLOSED

Commissioners Korpus, Kovac and Mallela were willing to accept the Annual Report for the SMC PMP.

Chairperson Woehleke understood the driver for the PMP and why the Town was involved to some degree, and while he recognized the dynamic situation for SMC and making a commitment for a parking garage was a big commitment, he hoped the Town would continue to have the flexibility to work with SMC and that SMC find the means to achieve acceptable parking capabilities. He otherwise accepted the Annual Report for the SMC PMP.

On motion by Commissioner Korpus, seconded by Commissioner Mallela to accept the Annual Review of the Saint Mary's College Parking Management Plan. The motion carried by the following vote:

Ayes:	Commissioners Korpus, Kovac, Mallela, Woehleke
Noes:	None
Abstain:	None
Absent:	D'Arcy, Kuckuk, Marnane

B. Review and Discuss Planning Commission Roles and Procedures

Chairperson Woehleke requested that the item be postponed to the Planning Commission meeting scheduled for September 6 to allow a full quorum of Planning Commissioners to be present.

By consensus, the Planning Commission continued the Review and Discussion of the Planning Commission Roles and Procedures to the Planning Commission meeting of September 6, 2016.

7. REPORTS

A. Planning Commission

Commissioner Kovac reported that the Moraga Center Specific Plan (MCSP) Implementation Project Steering Committee had recently met and had decided to continue the session to a date in September, with a tour of the MCSP grounds to be arranged by planning staff.

Commissioner Korpus reported that the owner of Captain Vineyards had extended an invitation to tour his facility. She understood he also would offer the same invitation to Commissioner Mallela on a separate date.

Commissioner Mallela added that he would be meeting with the operator of Parkmon Vineyards this week.

Chairperson Woehleke reported that he had attended the Town Council meeting of August 24 as the representative of the Planning Commission for the appeal of the Moraga Town Center Homes project. The meeting was available for viewing on the Town's website via the live streaming site. During the same meeting, the Town Council had received the results of the Rheem Center Survey, the Interim Town Manager had provided a status report on the Rheem Boulevard Sinkhole Repairs, and the Town

Council had approved an All Access Playground in Commons Park. He asked that a copy of the Rheem Center Survey results be provided to the Planning Commission.

B. Staff

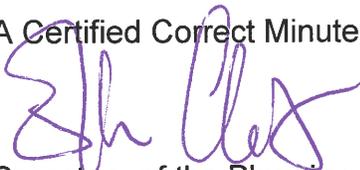
Ms. Clark reported that staff had organized a visit to a Home-Based Winery located in the City of Lafayette scheduled for August 31 to view the operations.

Ms. Clark affirmed that the Rheem Center Survey results, which she briefly detailed, could be provided to the Commission although the information was also available on-line. She added that the Town Council meeting on August 24 had also included a presentation of the results of the Community Survey, Priorities and Preferences, which report was also available on-line. She also reported that the number of "No Parking" signs along St. Mary's Road had been reduced to a total of nine signs; the Pedestrian Bicycle Citizens Advisory Committee would meet on September 7 to review the Moraga Walk Bike Plan, which was available on-line; and the Planning Commission meeting of September 6 would include a Study Session for draft zoning text amendments in the area of non-conforming uses and structures; along with a discussion of the Planning Commission Roles and Procedures. She also acknowledged Commissioner Kovac's concerns with video problems related to the live streaming of the August 24 Town Council meeting, which would be addressed with the company responsible for the Town's live streaming services.

4. ADJOURNMENT

On motion by Commissioner Korpus, seconded by Commissioner Mallela and carried unanimously to adjourn the Planning Commission meeting at approximately 9:30 P.M.

A Certified Correct Minutes Copy



Secretary of the Planning Commission