

**TOWN OF MORAGA
JOINT PLANNING and PARK AND RECREATION COMMISSION, and
DESIGN REVIEW BOARD SPECIAL MEETING**

Hacienda de las Flores, La Sala Building
2100 Donald Drive
Moraga, CA 94556

October 21, 2014

7:00 P.M.

MINUTES

1. CALL TO ORDER

Planning Commission Chairperson Kuckuk called the Special Joint Meeting of the Planning and Park and Recreation Commission and Design Review Board (DRB) to order at 7:04 P.M.

A. ROLL CALL

Planning Commissioners:

Present: Commissioners Babcock, Comprelli, Marnane, Onoda, Woehleke,
Chairperson Kuckuk

Absent: Commissioner Levenfeld

Park and Recreation Commissioners:

Present: Commissioners Carman, DeFrancisci, Fielding, Giomi, Khanna

Absent: Chairperson Lucacher

Design Review Boardmembers:

Present: Boardmembers Crews, Escano-Thompson, Glover, and Chairperson
Helber

Absent: Boardmember Zhu

Staff: Ellen Clark, Planning Director
Jay Ingram, Parks and Recreation Director
Ella Samonsky, Associate Planner

B. Conflict of Interest

There were no reported conflict of interest from the Planning Commission, Park and Recreation Commission, or the Design Review Board.

2. PUBLIC COMMENTS

There were no comments from the public.

3. NEW BUSINESS

A. Review and Comment on the Design of the Fay Hill Road Trailhead and Informal Parking Area for the Approved Rancho Laguna II Subdivision

Associate Planner Ella Samonsky presented the staff report dated October 21, 2014 for the design of the Fay Hill Road Trailhead and informal parking area for the approved Rancho Laguna II subdivision, and asked that the Commissions and the DRB review and comment on the design of the trailhead and informal parking area which would be considered by the DRB as part of its design review and approval of this project feature.

Ms. Samonsky identified the location of the grading and the highest point of the ridge with the road at a lower elevation, identified the location of the parking area, and locations of pedestrian paths and sidewalks. Pursuant to Sheet 2 of the submitted plans, she identified the schematic of the grade, the entryway onto Fay Hill Road, and the location of a solid good neighbor fence near the residences. No fences had been proposed along Fay Hill Road or by the trailhead area.

PUBLIC COMMENTS OPENED

Kevin Ebrahimi, Vice President of Development, SummerHill Homes, understood that the discussion would be focused on the parking lot location and design of the trails, and as such he had not prepared a formal presentation. He clarified that no wood fencing had been proposed on Fay Hill Road or on "E" Street other than fencing on the residential portions of the lots. Pursuant to Sheet L1.0 cross section D, he identified the location of the entry feature with landscaping and small monumentation, decorative pavement, and enhanced and naturalized landscaping on both sides. No fencing would be on the roadways; only on the lots, sideyards, and backs of the lots. Decorative wood non-operable gates and segments split rail fences would be placed at the entry feature. Details A, B and C, as shown on the plans were only for the fencing for the homes. He reiterated that no fencing had been proposed on the roadways.

Mr. Ebrahimi explained that no part of the roadway, the parking lot, or the kiosk would be visible from Rheem Boulevard. An existing berm would hide the roadway, the parking, and the signage for the kiosk along Rheem Boulevard. He was uncertain of the exact elevation of the parking area. As to whether any other sites had been considered for the parking area, he stated that issue had been reviewed and discussed during the Planning Commission review process and alternative locations presented. The parking area would be located, as shown, on the approved General Development Plan (GDP).

Planning Director Ellen Clark detailed the discussions between staff, the developer, and the Planning Commission to place the parking area higher up the hill where it would be hidden from view and be easily accessible.

Mr. Ebrahimi affirmed that railroad ties had been proposed along the edge of the parking area. He expressed the willingness to work with staff in response to concerns with any potential impacts from the creosote in those railroad ties.

PUBLIC COMMENTS CLOSED

Suzanne Jones, Preserve Lamorinda Open Space (PLOS), suggested that the trailhead parking on the ridgeline above 800 feet was inappropriate. She noted that the General Plan stated that ridgelines were to be protected from development. She acknowledged that SummerHill Homes had made various revisions to the project design over the course of the last year to improve the project and adhere to the General Plan policy by moving the ridgeline road and some of the homes slightly off the ridge, and by moving some of the homes off the ridgeline completely. She asked that the trailhead parking on the ridgeline also be moved to be compliant with the spirit of the General Plan and since Rheem Boulevard was not the only point of view with potential visual impacts.

Ms. Jones noted that during a prior Planning Commission meeting, she had provided copies of views of the ridgeline, as seen from the next ridgeline over where the Palos Colorados trail system would be located. The photos illustrated what the public would see from the Palos Colorados side. She suggested that four parking spaces could easily be accommodated by simply including regular parallel parking on Rheem Boulevard across from the development, with no need to pave or install decomposed granite. She suggested a wide enough shoulder and curb could also be provided.

Ms. Jones commented that PLOS was appreciative of the fact that the number of parking spaces had been reduced from eight to four, but suggested that realistically two or three parking spaces would be more appropriate. She expressed concern with a seven-foot tall kiosk at the top of the ridgeline, and suggested it was not necessary for a small trail system. She recommended a smaller trail sign with a map of the trail as more than sufficient.

Speaking to the landscaping along "E" Street, Ms. Jones noted that there had been an agreement, codified in a condition, that no trees would be planted that would be visible along the ridgeline; however, the enhanced streetscape planting list included four trees, three of which were native to the area but which she hoped would not be placed on the ridgeline. She urged that the ridges be kept as natural as possible.

Jane Russell, Moraga, recognized the number of hours the Commissions and DRB had spent on the project and expressed concern with the fact the Town was holding discussions on its hillsides and ridgelines while the subject project would place things on the ridgeline that she found to be in conflict with the Town's efforts to protect its ridgelines. She suggested there were alternatives for the parking area and kiosk and asked that they be kept off of the ridgeline. She also expressed concern with the potential for bringing non-residential traffic to the area, and referenced problems experienced by The Bluffs neighborhood which also had a parking area that had been hidden from view. She suggested few parking spaces and the kiosk along Rheem Boulevard would not be a conflict.

Ms. Russell added that during prior public meetings, more residents had been in attendance raising concerns, and she wanted some acknowledgment there were concerns in the community.

PUBLIC COMMENTS CLOSED

Mr. Ebrahimi explained that the kiosk had been designed by the landscape architect who had considered different signs within the community with an attempt to mimic those designs. He was open to any suggestions or recommendations and would make modifications as directed by the Town. The location of the kiosk at the trailhead is consistent with the VTM/GDP. The location of the trail parking had been discussed as part of three to four public hearings, with the location ultimately approved as part of the Vesting Tentative Map. All landscaping along "E" Street had been designed by the landscape architect and had been reviewed by a third party to ensure it would not be visible from Rheem Boulevard. A condition of approval had also been imposed that any shrub or shrub-like trees not grow above the ridgeline or the height of the residences.

DRB Boardmember Glover expressed concern with the use of railroad ties and the effect on runoff from the creosote and asked that the developer reconsider the use of railroad ties. He also expressed concern with the adequacy of the four parking spaces at Fay Hill Road given the use of the Lafayette-Moraga Regional Trail system, and the security of the homes near the trailhead.

Mr. Ebrahimi reiterated that the small parking area at Fay Hill Road had been discussed during public hearings and the PC had made the decision to approve the small parking area in the proposed location. He understood the concerns with the parking and the use of the trail.

DRB Chairperson Helber clarified with Mr. Ebrahimi the landscape architect's design process in choosing the use of railroad ties, and acknowledged Mr. Ebrahimi's comment that an alternative direction could be considered.

Mr. Ebrahimi also clarified that the parking surface itself would consist of ten inches of base rock, which was a typical design for trailheads, to be maintained by the project Homeowner's Association (HOA). No trash facility was planned for the area because it encourages dumping if not easily observed by residences. Homeowners would maintain their front yards while the HOA would maintain all street landscaping. The trails would be maintained by the Geologic Hazard and Abatement District (GHAD).

Park and Recreation Commissioner DeFrancisci clarified with the developer the speed of traffic anticipated along "E" Street to ensure safety for those using the parking lot.

Mr. Ebrahimi advised that the streets would be designed consistent with the Town's Public Works Department guidelines. The trail system had been designed to connect to the Town's other trail systems. He suggested it would be difficult for traffic to speed along Fay Hill Road given that it was windy and steep.

Park and Recreation Commissioner Carman also expressed concern with the use of railroad ties and asked of their life expectancy. As to the top of Fay Hill Road, from an Americans with Disabilities Act (ADA) perspective, he understood the need for parking spaces at the top to ensure mobility access; however, he asked whether there would be a trail to allow people access from Rheem Boulevard potentially all the way to Moraga Road. He also asked whether the trailhead parking along "E" Street would be visible from any of the new homes given the need for security. Speaking to the kiosk design, he asked for something similar to the Veterans' Memorial at Commons Park, which was lower in height and which design could address concerns with the location and size of the kiosk.

Mr. Ebrahimi advised that the railroad ties would be maintained by the HOA and would require regular maintenance and eventual replacement. There would also be a cycle for the landscaping to be re-vegetated, to be maintained by the HOA. He noted that Lots 7 and 8 were located immediately to the right as one traveled down "E" Street with views of the trailhead parking. The kiosk has been designed to avoid being visible from Rheem Boulevard and was a typical height for trail signage at seven feet although the developer was amenable to any direction from the Town in terms of modifications to the kiosk.

Planning Commissioner Onoda presented a handout she had prepared. She reported that she had visited the site this date and on many other occasions, and suggested the trailhead would have been better located where the detention basin was located.

Planning Commission Chairperson Kuckuk clarified that the Planning Commission had previously made the decision on the location of the trailhead and the Vesting Tentative Map had already been approved and included the location of the trailhead.

Planning Commissioner Onoda suggested it would be ill advised not to consider another location for the trailhead.

Ms. Clark clarified that the scope of the discussion was the design of the trailhead and the informal parking area, and that its location had previously been approved by the Planning Commission.

Planning Commissioner Onoda presented photos with views across the Open Space area, with goats which were visible from the next ridge over. As a result, she suggested the seven-foot high kiosk would be visible. She also spoke to the views of the trailhead which would be far from the homes, a prime location for something other than hiking. She did not want to see vehicles in that area, or anything other than a path. She pointed out that the height of the trailhead was approximately 900 feet and the Town had traditionally not allowed development above 800 feet. She suggested if the trailhead was located where the detention basin was located, it would be below 800 feet and could be monitored.

While acknowledging she was new to the Commission, Planning Commissioner Babcock voiced concern with the location of the parking area. She suggested that four parking spaces were excessive for such a small trail and there were other trailheads in

Town. Four parking spaces also raised a safety concern and if fewer parking spaces may address the security and safety concerns.

As to the views from Lots 7 and 8, Planning Commissioner Babcock suggested the parking would not be visible from those lots nor would the residents be able to view the parking area near the trailhead.

Planning Commissioner Woehleke stated that access to Mulholland Ridge trail was above 800 feet, which he had historically accessed along the Orinda side. This trail has roadside parking with limited space for vehicles to turn around. He was not concerned with the four-space parking lot and recognized there may be times when the parking could exceed the number of spaces. As to the location of the parking area, he noted that the Planning Commission had considered parking at Rheem Boulevard which was determined to be an unsafe location, with no area for sidewalks. He acknowledged the parking area would be off the crest approximately eight to ten feet, and he was not concerned with its visibility. He suggested the seven-foot high kiosk would not be visible once one was a few hundred feet way. In response to concerns with security and safety and the use of the parking lot, he was confident that any issues with teenagers, as an example, would be addressed by the Moraga Police Department. Regarding the proposed use of railroad ties, given the potential impacts from creosote, he recommended that the developer consider the use of rocks.

Planning Commission Chairperson Kuckuk also expressed concern with the use of the railroad ties and suggested that creosote would unnecessarily impact the area. She noted that the ridge was very steep and she did not favor a poured curb or a lower barrier since a sufficient amount of height was needed for safety. As to the size of the parking area, that issue had been discussed at length. She preferred minimal parking since there would be other access points to the extensive trail system. The location of the parking area had been a provision of the development that had previously been decided as part of the approved General Development Plan (GDP) and Vesting Tentative Map, and had involved public comment and the discussion of other options. She preferred to have the parking off the ridgeline for a variety of reasons but agreed that a location anywhere close to Fay Hill Road and Rheem Boulevard was inherently dangerous and ill-advised since it was the peak of the hill with poor sightlines.

Planning Commission Chairperson Kuckuk stated that the parking area, while admittedly on the ridgeline, was relatively level and flat. She did not support a seven-foot tall kiosk, even if similar designs had been used elsewhere in the Town and suggested the kiosk should be no more than three feet in height on the ridgeline. She recommended a small kiosk including something similar to a plaque to show the trail system and perhaps provide trail maps.

Planning Commissioner Babcock suggested the traditional use of a kiosk would not be the same in the future, particularly given Smart Phone apps. As a result, having something too big would not make sense. She suggested a smaller kiosk would be more appropriate along with a small trash receptacle placed near the parking area.

DRB Boardmember Escano-Thompson understood that while the Planning Commission had made the final decision on the number of parking spaces and the location of the parking area, she would have preferred to see two or three parking spaces.

Boardmember Escano-Thompson agreed that a small trash receptacle should be provided. She also clarified with staff that the parking area would not be illuminated and that lighting in the entire subdivision would be limited.

Commissioner Marnane left the meeting at 8:02 P.M.

DRB Boardmember Glover understood there had been historical parking issues along Moraga Road which had resulted in the development of a parking lot. He suggested that was something that may occur again if the four parking spaces were found to be insufficient. He otherwise clarified with the developer that the recent installation of story poles represented Lots 10 and 26.

DRB Boardmember Crews acknowledged the work done thus far on the project and expressed appreciation for the preservation of open space, the amenities of the trail system, and the design intent of locating the trailhead and parking lot on the other side of the ridge, which made sense for Rheem Boulevard. He suggested that other views of the trailhead merited consideration, and understood that the parking lot was a land use issue not under the purview of the DRB. Although as a hiker, he noted that a trailhead was generally entered from the main thoroughfare and not from the ridgeline of a hill. He suggested it would have been desirable to have the trailhead be closer to Rheem Boulevard. He also suggested it would be more desirable to use rock boulders as opposed to railroad ties around the parking area since the railroad ties would decay over time. He further suggested the information intent at the trailhead should be clarified and supported a much smaller signpost than the proposed seven-foot high kiosk.

DRB Chairperson Helber looked forward to the DRB's review of the project at which time he wanted to see the kiosk identify the location of the trailhead and a few warnings, the smaller the better. Since the vast majority of the property would be preserved as open space which would be an asset to the Town, he suggested the kiosk could provide information on that resource along with the native plants and animals, and serve as an educational opportunity. He wanted to see the structure, program, and copy for the kiosk and encouraged the developer to work with PLOS and other local groups on suggestions for what natural resources could be promoted.

DRB Chairperson Helber expressed concern with the material proposed for the parking spaces themselves, whether rocks or a curb, and suggested other alternatives to railroad ties. He also expressed concern with the paving and its durability and hoped it would not be a burden to the HOA. Since the entire street would be paved, he suggested the cost would be minimal to add on to that area to ensure it was more durable. He also wanted to see greater details for the kiosk and parking area when the project was presented to the DRB for consideration.

Park and Recreation Commissioner Fielding sought more information on who would formulate the content of the kiosk information, to which Mr. Ebrahimi advised that the GHAD would be responsible for the kiosk itself to ensure it worked with the overall trail system, and would work with the community and the Park and Recreation Commission on the information to be contained in the kiosk.

Park and Recreation Commissioner Khanna expressed concern with the parking lot itself and the facilities that would be provided. He stated he would reserve his comments until a future date.

Park and Recreation Commissioner Giomi agreed that rock rather than railroad ties should be used for the parking area. He also agreed that the kiosk could be reduced in height, noting that some kiosks allowed scanning from a Smart Phone to obtain information. A smaller map on the kiosk and posting of wildlife could be included as well, which would not require a seven-foot tall structure.

Planning Commissioner Babcock understood that the East Bay Regional Park District (EBRPD) had a Smart Phone app.

Park and Recreation Commissioner Carman wanted to see what could be developed as part of the original 2004 Parks and Recreation Master Plan, where information could be obtained from the public on locating the Town's trailheads. He liked the idea of a visible trail marker. He understood the concerns with four vehicles parked at the top of the trail, and while four parking spaces may not be needed and not in favor of parking on the ridge, he could support four parking spaces down below to access the trail. He supported a trail system allowing pedestrians to easily access local trails and require access within a development.

Park and Recreation Commissioner Carman did not like that some of the homes appeared on the ridge, but found there was a trade off with open space preservation and the trail system. He recommended that the Fay Hill Road trail be more pronounced in future drawings, suggested that trail lights were not necessary, agreed with the placement of a trash receptacle, and suggested Smart Phone usage on the trail system was something that the Park and Recreation Commission could discuss in the future in terms of trail connectivity.

Parks and Recreation Director Jay Ingram identified that a pathway to the homes on 'E' Street was where he saw an opportunity to connect the homes to the trail system. He expressed his hope that any trash receptacles would be maintained by the GHAD or the HOA. The Parks and Recreation Department did not have the manpower to maintain trash receptacles. He added that there were two kiosks in Commons Park and one at Rancho Laguna Park, used for posting community events, and rattlesnake and mountain lion sightings.

Ms. Clark stated that based on the comments, there appeared to be a consensus or general agreement that a trash receptacle be provided near the parking area; no consensus on the number of parking spaces; consensus that the railroad ties may not be the best material, with a recommendation for something more durable that was solid,

would not decompose or leach chemicals into the ground; and while there was no consensus on the height of the kiosk, generally the consensus was that its height should be reduced.

Planning Commission Chairperson Kuckuk declared a recess at 8:22 P.M. The Joint meeting reconvened at 8:30 P.M. with Commissioners and Boardmembers present or absent, as shown.

B. Review and Provide Recommendation to Town Advisory Committee for Livable Moraga Road Corridor-wide Concept and Segment 3 (Donald Drive to Corliss Drive) Options

Planning Commission Chairperson Kuckuk explained that the Corridor-wide Concept had been divided into four sections and the subject discussion would focus on Segment 3 (Donald Drive to Corliss Drive) Options.

Ms. Clark stated the purpose of the public meeting was to allow the Commissions and the DRB to come together to provide input and direction on the Livable Moraga Road Project, which had commenced in 2013. More detailed recommendations for the four segments were being pursued, particularly for Segment 3 at this time, with a recommendation from all Town Commissions and Boards to be presented to the Town Council in the hopes the Council would provide direction to staff to allow commencement of the design phase.

Ms. Clark identified the extent of public outreach; a walking tour of the corridor; a series of public meetings to discuss existing issues, opportunities, and alternatives; outreach through a web survey; and through the Campolindo High School Cross Country Team and others. She identified the existing condition of the corridor, traffic conditions, function of the road around Campolindo High School, accident data, and Level of Service (LOS) with the corridor functioning well above the Town's standard of LOS "C," with the main issue around the high school in the southbound direction during evening hours.

Ms. Clark identified the capacity of the corridor, traffic counts during the peak hour showing that most of the segments along Moraga Road operated significantly under capacity, with the understanding that number would likely shift in the future. Staff had worked with Alta Planning + Design and Public Works Department staff to consider corridor-wide ideas for how Moraga Road could be improved and operated on a specific vision statement, with the idea of a complete and connected corridor from end to end.

Ms. Clark described the previous options developed with Option 3C as the most complete connected multi-use path, off-road trail facility for bicyclists and pedestrians, including separate sidewalks and bicycle lanes in recognition of the different users that would use the corridor for transportation in different ways. The concept had been presented and discussed during public workshops and with the Livable Moraga Road Town Advisory Committee (TAC), with support for the idea of a more generous set of facilities and with a recommendation for something closer to Option 3C. This concept had also been presented to the Town Council which had provided feedback, with the

majority of the conversation on Segment 3. Some member of the Town Council had significant concerns with any lane reduction, and with a recommendation for further studies of options to better balance the trade-off between reducing vehicle lanes and accommodating pedestrians and bicyclists. Staff had also been directed to obtain more input from the community to ensure that the project had been well vetted and was well understood.

Kristin Maravilla, Senior Designer, Alta Planning + Design, provided a PowerPoint presentation on the Livable Moraga Road Corridor-wide Concepts, for Segments 1, 2, 3, and 4, and the three options for Segment 3, identified as Options 3A, 3B, and 3C. She stated that each of the concepts had added or upgraded bicycle and pedestrian accommodation along the roadway either with a multi-use path and/or sidewalk improvements. Segments 1, 2, and 4 retained the existing vehicular travel lane configuration and number of lanes. The only road study segment considering potentially removing one or two travel lanes was Segment 3.

Ms. Maravilla explained that the Segment 1 (Campolindo Drive to Rheem Boulevard) concept would widen the existing sidewalk to provide a multi-use path on the west side of the road; circulation and landscape improvements along the Campolindo High School frontage; and the potential reconfiguration of the school's driveway off Moraga Road with Acalanes Union High School District (AUHSD) consultation.

The Segment 2 (Rheem Boulevard/Moraga Road) concept included the elimination of the slip lane southbound onto Moraga Road; simplification of the intersection; a multi-use path; crosswalks; and streetscape enhancements.

The Segment 4 (Corliss Drive to St. Mary's Road) concept included an upgraded spur trail connection to a corridor-wide multi-use path extending from the Commons to Campolindo High School; and future St. Mary's Road intersection improvements.

Segment 3 (Donald Drive to Corliss Drives) was the most constrained, with the most significant gaps and deficiencies and was the only segment with more than one option; Options 3A, 3B, and 3C. Short- and long-term options had been identified. The short-term options would keep the design options within the current roadway width. Options 3B and 3C included a reconfigured roadway. It was noted that in the short term, the Town and its residents could test the new roadway configuration without investing in sidewalk, curb, and gutter. The long-term options included more extensive improvements.

Ms. Maravilla added that in the short term, Option 3A included one parking aisle on alternate sides of the roadway to ensure parking in front of residences; a southbound bicycle lane and a roadway configuration with two travel lanes in each direction; and a northbound bicycle lane and a northbound pedestrian path. The long-term option would include sidewalks and potentially a potential parking aisle. Option 3B would introduce a multi-use path on the west side of the roadway; one parking aisle which would alternate; the removal of one southbound travel lane and adding a center turn lane. The long-term option included an east side sidewalk and a southbound bicycle lane. Option 3C in the short term would involve the removal of both the northbound and southbound travel

lanes but include a center turn lane; multi-use path on the west side of the roadway; one parking aisle alternating on both sides of the roadway; and bicycle lanes. In the long term, an east side sidewalk and parking aisle had been added.

Ms. Clark explained that all of the options represented a range to provide the availability of different configurations of travel lanes. She noted that the options had been presented to the community as part of a public workshop on September 29, 2014 when 50 people had attended.

Based on the comment cards that had been submitted on the Corridor-wide Concept and Segment 3 options, the most important priorities for improvement had been identified. Those in attendance had been very supportive of the idea of continuing sidewalks, a multi-use and bicycle path, adding a center turn lane, support for a new traffic signal at Corliss Drive, which was under consideration by the Town as part of its Capital Improvement Plan (CIP), and the need for traffic improvements around Campolindo High School.

Concerns with the Corridor-wide Concept from neighbors around Campolindo High School included concerns with cut-through traffic; difficult traffic maneuvers to avoid turning onto/off of Moraga Road; diversion of traffic into already impacted neighborhoods; the resulting loss of vehicle capacity and congestion; negative impacts to residents with driveways along Moraga Road; and whether the improvements were something the Town could afford. There had been overwhelming support based on the comment cards from the public for Option 3C, which involved the most significant lane reductions with the short-term option preferable over the long-term option. There had also been some differences in opinion on this option.

Ms. Clark advised that the community workshop results had been reported to the Livable Moraga Road Project TAC, with the TAC asked to review and provide its recommendation on the options. Corridor-wide, the TAC had been supportive of all of the changes for Segments 1, 2, and 4. There had been suggestions to deal with some of the queuing issues with left-turning traffic from Moraga Road onto Rheem Boulevard, and that with the existing median vehicles were queuing into the through lane resulting in a couple of cycles through the light. The TAC had recommended that the Town work closely with the AUHSD to discuss the potential improvements around the Campolindo High School driveway.

Ms. Clark reported that for Segment 3, the TAC had discussed the short- and long-term options. In the short term, the TAC did not reach consensus with Options 3B or 3C although for the long term there had been consensus support for Option 3B, with two northbound and one southbound lane, or potentially flipping that with two southbound and one northbound lane, including the multi-use paths, sidewalks, and bicycle lanes all the way down to the corridor. The TAC had also emphasized the importance for the Town to do the necessary studies to ensure the improvements were viable and would not create more issues than were being solved through the proposed changes. The Corliss Drive intersection had also been discussed with the Town's Traffic Consultant, DKS Associates, which had recommended that any changes to the lanes around the Corliss Drive intersection would be most successful if they occurred in conjunction with signalization of the intersection.

Ms. Clark asked that the Commissions and the DRB provide a recommendation to the Livable Moraga Road Project TAC on the Corridor-wide Concept, particularly Segment 3 (Donald Drive to Corliss Drive) Options, to be considered by the Town Council during its January 14, 2015 meeting. Based on direction from the Town Council, staff could then focus on potentially up to three intersections or segments for more detailed 35 percent design drawings and environmental review to ensure that the Town had a set of shovel-ready projects to support grant applications and construction bids.

As to the timing of the project, Ms. Clark stated she could not identify a specific date at this time since it would depend on the funding opportunities although there were grant opportunities in the next two to three years for resurfacing and sidewalk construction. The cost of the project had not been estimated at this time pending the completion of the review process.

PUBLIC HEARING OPENED

Dave Bruzzone, Moraga, referenced Segment 3 and suggested that any solution recommending Options 3B or 3C would be a mistake. He asked that the groups focus on Option 3A since he did not want to consider an option that would result in a LOS of "D" in the near future. He wanted to see two lanes maintained traveling north and south, and suggested that the multi-use path and sidewalks could be installed correctly as part of Option 3A, although he recognized it could cost more money. The Town could also maintain a safe route to school at Rheem Boulevard with Option 3A.

Mr. Bruzzone expressed concern with the impacts to the intersection at Donald Drive going from Segments 2 to 3 given that the two current southbound lanes towards the Moraga Center could be impacted by Options 3B or 3C. He also expressed concern with the cost and maintenance of landscaping. He referenced the crosswalk proposed from the Via Moraga project which would be located in the middle of Moraga Road, which he suggested was a mistake. He suggesting the crosswalk should have been placed at Rheem Boulevard. He questioned the existing signal configuration at Corliss Drive and suggested that if Options 3B or 3C were considered, the center lane could result in turning movements from both sides of the street creating additional conflicts for those desirous to enter the Rheem Center. He urged consideration of Option 3A which would maintain sanity in the community and create less back up traffic in the community.

Suzanne Jones, Moraga, speaking for herself and not representing any other organization at this time, commented on her experience as an avid bicycle rider. As a bicycle rider with her son, she used all of the Town's bicycle paths and she liked the efforts for bicycle and pedestrian improvements. She agreed with Mr. Bruzzone that the number of travel lanes should not be reduced as part of Option 3C given that the width between the multi-use path and the road would not require a dedicated area for bicyclists for such a short distance. Since five feet would not be needed for a bicycle lane, parking did not need to be placed on both sides of the street, particularly where no home fronted Moraga Road. She asked that an option that did not require a reduction in the travel lanes be considered.

Ravi Singh, Moraga, thanked staff and the consultants for their efforts on the project. He understood there was overwhelming support for Option 3C as part of the community workshop, which workshop had been attended mostly by parents or grandparents of children at Campolindo High School (CHS). He commented on the number of children who would likely use the multi-use path as part of the Track program at CHS, and noted that fourteen homes fronted the roadway with four turning roads and a lot of activity in the area leading to three deaths in front of seven homes. He understood the Livable Moraga Road Project was intended to ensure safety, and many parents were very concerned with the safety of their children on that stretch of road.

Mr. Singh suggested a decrease in travel lanes could result in a decrease in the speed of traffic which was already a concern. He urged support for Option 3C from an aesthetic perspective since it would provide one continuous path through Segments 1, 2, 3, and 4, and could be striped economically initially as a trial run. He urged a test of that option.

Rich Balin, Moraga, complimented everyone on the process which would improve the quality of life and make Moraga Road a showcase through the Town. He agreed that Option 3C was the best option and agreed with the comments from the previous speaker. He also expressed concern with the safety of the road, particularly how the road as it had been configured actually encouraged speeding. If the travel lanes were decreased he suggested that could encourage speeding traffic. He supported four lanes in the commercial areas and two lanes in the residential areas, and urged support for Option 3C.

PUBLIC COMMENTS CLOSED

Brett Hondorp, Principal, Alta Planning + Design, responded to concerns with the transition at Donald Drive, how it would transition from two lanes down to one lane, and concerns with the off- versus on-street bicycle path. He identified the transition change from the current configuration north of Donald Drive into the Donald Drive segment which could be achieved with a merge in advance of the intersection, or dropping a lane southbound as it became a right-turn only lane. He stated the actual intersection design had not been yet been developed, recognizing it would require some transition from one to two lanes. As to the issues with the off- versus on-street trail with the current right-of-way curb to curb, he noted it could be possible to accommodate the bicycle path with parking on one side and eliminate the pedestrian path.

In response to concerns with the use of the multi-use path given the large groups of cyclists using the corridor on the weekends, Mr. Hondorp explained that there could be a potential inconsistency in the network by dropping the bicycle lane. As a result, the multi-use path plus bicycle lanes had come about with the removal of at least one of the travel lanes.

Planning Commissioner Woehleke spoke to the intersection between Rheem Boulevard and Moraga Road heading towards Lafayette, and coming down from Orinda on Rheem Boulevard which had a lot of congestion caused by the intersection at Center Street, particularly during school hours. He questioned whether the removal of the slip lane as

part of Segment 2 would improve that area or exacerbate the problem. Until such time as formal modeling had been done for the intersection, he was wary of removing the slip lane. With respect to Segment 4 where the road was breaking down into Rheem Creek with large cracks in the roadway, he suggested the Town should prevent bicyclists from entering that area and urged that something be done to address that issue in the short term. He also expressed concern with the seven stop lights within a short distance between Campolindo High School and the intersection between Moraga Road and Moraga Way. He supported Option 3C and suggested that people would put up with a single lane and a turning lane because of the safety improvements it offered.

Planning Commissioner Babcock commented that Option 3C was great although she suggested there were ways to limit the travel lanes to 10.5 feet in width which would reduce cost, and since it was likely vehicles would become smaller in the future.

Planning Commissioner Onoda commended the work of the TAC and the efforts of the community workshops. Having evaluated the area around Miramonte High School, she noted that area had a multi-use path and she had observed how that five-foot path had been used by people of all ages, including skateboarders, bicyclists, and pedestrians. The path also had approximately six inches of curb which was not straight but wider at the base and narrow at the top curb, with reflectors that were visible in the evening. Since the curb was rounded, bicyclists would not have a problem if by chance they were to hit the curb. She was leaning towards support of the lanes in Segment 3, with a multi-use path on either side and with the removal of the bicycle path.

Planning Commissioner Onoda stated that parents wanted an area for children to walk and bicycle safely. She suggested there could be ten feet on either side, with the lanes kept as is, with the border on one side and with an area dividing the pedestrians and bicyclists from traffic, eliminating the bicycle lane. She otherwise asked of the location of the easement from the homes along the west side of Corliss Drive.

Ms. Clark identified the location of the Town-owned right-of-way along Corliss Drive and acknowledged that some encroachment had occurred in the right-of-way and the Town would have to work with the neighbors to remove any encroachments.

Planning Commissioner Onoda commented that bicyclists had pointed out that the area across from the park which was shaded by trees was dangerous and should be evaluated by the Town as soon as possible.

Planning Commissioner Comprelli commended the efforts of the TAC in defining the segments and identifying the advantages and disadvantages of the various options. Given that space was at a premium, he did not see the need for bicycle lanes both northbound and southbound, and did not understand the driving force for having separate bicycle lanes on both sides of the street.

Mr. Hondorp explained that bicycle lanes were intended to serve the recreational user who would not likely use the multi-use path. Given the high use by on-street bicyclists, an on-street bicycle lane had been warranted. For the multi-use path, a minimum width of at least eight feet must be maintained although ten feet was preferable given the

different users on the multi-use path and to avoid conflicts with the users on the path. While curbs could be used as separators on the multi-use path, they could pose conflicts as well. The challenge was to fit a lot in the right-of-way while maintaining safety for all of the users. He added that from a data perspective, they had looked at the roadway capacity and had found that the roadway was underutilized by 30 to 35 percent capacity. He suggested if space was a trade-off and the premium, the choice would be to go to Option 3A which would provide sidewalks and bicycle lanes in both directions and serve all users. He suggested that dropping the bicycle lane in one direction was not a good trade-off.

Planning Commission Chairperson Kuckuk referenced Segment 3 and clarified there were utility poles within six to twelve inches of the pavement. As a result, undergrounding of utilities would be necessary. On the east side of the road there were steep slopes and mature trees. The roadway was very constrained and there would need to be some trade-offs. She also clarified that as a representative of the Planning Commission to the TAC, she had a commitment to keep the traffic moving at the posted 35 MPH speed, and had no commitment to increase the speed of traffic on the roadway or allow speeders on the roadway.

Planning Commission Chairperson Kuckuk supported the long-term option for Option 3B given the need to advance the roadway to meet the needs of all users in the community. Safety was also the top priority, and in terms of the hierarchy of importance she suggested the center turn lane for safety and eliminating some of the friction was very important. She acknowledged the desire from the public for a continuous multi-use path in the community, which she supported. She also pointed out that the right-of-way in Town varied from eight to 105 feet in width with the current pavement width at 65 feet. To gain 15 feet in the riparian corridor would be difficult, and she commented that if she had to give anything up it would be the parking since continuous parking on both sides of the roadway would not be necessary. She suggested that the on-street parking could be alternated on both sides of the street.

Planning Commission Chairperson Kuckuk further commented that narrowing of travel lanes could keep the traffic flowing at the posted speeds. She pointed out the corridor was the main connector from one side of the Town to others, was important for emergency services, and whatever was designed must be compliant with Moraga-Orinda Fire District (MOFD) standards. She reported that the consensus of the TAC in the long term was for Option 3B. She had no preference whether for two northbound or two southbound lanes, and would accept the traffic consultant's recommendation on that component of the design.

Ms. Clark advised that the difference between the northbound and southbound volume was approximately 200 vehicles. In the worst case, 900 vehicles during the PM peak period in the northbound direction and 700 vehicles in the southbound direction.

Planning Commission Chairperson Kuckuk stated that the community desired a continuous multi-use path and if a way could be found to do that, she would support it. For Segment 1, she supported the Campolindo High School drive extension and noted that whatever the AUHSD chose to do would have an influence on the Town given the

impacts in the area. As to Segment 2, she strongly supported increasing the turn pocket northbound and the new crosswalk at the Rheem Center main driveway, which was part of the Via Moraga project. She emphasized the importance of having a crosswalk that linked to the bus stop. She wanted to see something designed in such a way that would actually be used by pedestrians.

Ms. Clark reported that staff had conversations with the Public Works Department on that issue. The overall recommendation had been to orient the crosswalk to the Rheem Center driveway as the most obvious pedestrian path. The bus stop had also been reviewed and its possible relocation had been discussed.

Planning Commission Chairperson Kuckuk further supported everything for Segments 1, 3 and 4, as presented. She thanked staff and the consultant for addressing a complex stretch of road and for gathering input from the public.

DRB Boardmember Escano-Thompson spoke to Segment 2 and liked the extension of the northbound travel lane and everything else for the other segments. As to Option 3C, she liked the multi-use path and clarified with staff that parking was currently located on both sides of Moraga Road but was not continuous. She also liked two separate bicycle lanes, both northbound and southbound, and supported the turning lane. She preferred Option 3B, with a preference for a northbound travel lane given the congestion during the morning commute.

DRB Chairperson Helber emphasized the importance of the existing conditions of the roadway which was non-contiguous and suggested the project would bring a contiguous path to the Town. He also recognized the importance of a conceptual design that could be processed through the California Environmental Quality Act (CEQA) and achieve Town support to allow staff to pursue funding opportunities.

DRB Chairperson Helber found that the short-term options could be accommodated with striping, and while not an inconsequential expense suggested that could be done through a test run. In the long term, the trail that was the most successful in the Town was the Moraga Trail separated by grade, and horizontally from the street. For that reason, he found that Option 3B was the best option for the Town. While he struggled with the loss of a travel lane and the potential impacts, the distance was minimal and would not be bordered by commercial on either side, but by residential. For those reasons he supported Option 3B for the short and long term.

DRB Boardmember Crews was impressed with the project and based on his personal experience with Segment 3, acknowledged it had been treacherous. He agreed that a multi-use path would be an asset to the community in many ways, high speed bicyclists should have their own lanes, and he liked the way the project was leaning towards honoring pedestrians and bicyclists. He could support Options 3B or 3C, and was not opposed to losing a lane of traffic and separating the lanes of traffic with a turning lane.

DRB Boardmember Glover supported the project and stated that most of his concerns or questions had been answered. As to Segment 3, the west side between Corliss and Donald Drives, the multi-use path was an important element of the project. He also

acknowledged that there were existing encroachments into the right-of-way. He wanted to see the project be realized in the near future, and hoped there would be a way for the Town not to have to deal with the right-of-way encroachment issues and still have a multi-use path.

Park and Recreation Commissioner DeFrancisci expressed support for Option 3B given the comments from the public and those from the Commissions and DRB. She agreed that a multi-use path was key to the quality of life and for safety. She otherwise referenced the PG&E Pathway Project, and while uncertain of the timeline for the project in Moraga, suggested the undergrounding of utilities could be an alternative under Options 3A, 3B, or 3C. She encouraged the Town to contact PG&E to learn of any funding opportunities

Park and Recreation Commissioner DeFrancisci also asked whether there had been any attempt to reach out to the City of Lafayette to learn of its experience with the median on Mt. Diablo Boulevard, which had involved a great deal of community outreach. She added that the concerns related to Segment 3 should be communicated to the public as to why the improvements proposed could improve the segment and make the route more livable, more successful, and better in appearance.

Park and Recreation Commissioner Carman stated the project was about safety and service, and making the road safer while also maintaining the existing LOS. He clarified with a member of the audience and the Planning Commission Chair that the fatalities referenced during public comment involved motor fatalities and a pedestrian accident. He commented that he usually walked from Commons Park to CVS Pharmacy, the Rheem Theatre, and other businesses and did not like to cross at Corliss Drive since it felt unsafe. He wanted to see a wide multi-use path on the east side of the street, and a crosswalk at Donald Drive along with the current path.

Park and Recreation Commissioner Carman commented in terms of safety and service that he wanted to know what could be done to reach LOS "B" as opposed to LOS "C," and preferred that the design strive for LOS "B." He agreed with the concerns raised by Mr. Bruzzone that Option 3C may be lowering the Town's standards. He supported a reverse peak flow and if Option 3C could be done while also maintaining a high level of standard, stated that should be considered. He understood that traveling right onto Corliss Drive allowed room to turn, with two lanes going forward, and suggested going back to one lane up to Donald Drive and then two lanes after Donald Drive. He thanked staff and the consultants for all of the work done to date.

Park and Recreation Commissioner Giomi thanked everyone for their comments. He was opposed to one bicycle lane since it could cause conflicts with the bicyclists. He also understood that bicycles must travel with the traffic and therefore two bicycle lanes would be required to comply with that requirement. He liked Option 3C and the multi-use path, although he commented that he could also live with Option 3B.

Park and Recreation Commissioner Khanna thanked the Planning Department for all its work. Having attended the community meeting, he agreed with his fellow Commissioners that safety was important. He commented that the pedestrian death

had involved a friend and he wanted to see a safe crosswalk between Donald and Corliss Drives.

Park and Recreation Commissioner Fielding stated that she could support Option 3B, which she described as middle of the road and a good way to mediate all of the ideas as much as possible.

Planning Commission Chairperson Kuckuk reiterated the long-term recommendation from the TAC for Option 3B. Based on a straw poll vote of the Planning Commission, she noted that three Commissioners were in support of Option 3B.

Planning Commissioner Onoda reiterated that she favored an option that was not under consideration and one which would have a multi-use path on both sides of Segment 3, with a barrier.

A straw poll vote was taken to determine how many members of the Planning Commission could live with long-term Option 3B. No consensus was reached on that question.

DRB Boardmember Helber reported that based on a straw poll vote, DRB members present unanimously endorsed Option 3B.

On its straw poll vote, Park and Recreation Commissioner Carman reported that Commissioners DeFrancisci and Fielding supported Option 3B; Commissioners Giomi and Khanna supported Option 3C; and Commissioner Carman supported a reverse Option 3B.

Based on the results of the straw poll vote, Planning Commission Chairperson Kuckuk advised of consensus to move Option 3B forward as the long-term recommendation. There was no stated support for Option 3A.

Planning Commission Chairperson Kuckuk also advised that the comments from the discussion would be forwarded to the TAC, which would be meeting one more time before a recommendation was forwarded to the Town Council.

Planning Commission Chairperson Kuckuk declared a recess at 10:30 P.M. The Joint meeting reconvened at 10:37 P.M. with all Commissioners and Boardmembers present, or absent, as shown.

C. Receive Report on Proposed Update of the 2004 Moraga Bike and Pedestrian Plan

Ms. Clark presented the staff report dated October 21, 2014 on the update of the 2004 Moraga Bike and Pedestrian Plan; recommended that the Planning Commission, Park and Recreation Commission, and DRB receive the report; and provide staff with any preliminary input on the planned project.

DRB Boardmember Glover commended Planning Director Clark for her successful grant writing efforts on behalf of the Town.

The Planning Commission, Park and Recreation Commission, and Design Review Board received the report and offered no additional comments.

4. ADJOURNMENT

On motion by Design Review Board Chairperson Helber, seconded by Park and Recreation Commissioner Khanna and carried unanimously to adjourn the Joint Planning Commission, Park and Recreation Commission, and Design Review Board meeting at approximately 10:45 P.M.

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Secretary of the Planning Commission

