

TOWN COUNCIL MEETING NO. 717, APRIL 11, 2007

ROLL CALL

Mayor Driscoll called the meeting to order at 8:05 p.m. and led the Pledge of Allegiance. Ms. Howard called the roll:

Present: Councilmembers Davis, Derwin, Merk and Toben, and Mayor Driscoll  
Absent: None  
Others: Town Administrator Howard, Town Attorney Sloan, Asst. Town Administrator Willis, and Deputy Clerk Hanlon

ORAL COMMUNICATIONS

Bernie Bayuk, Paloma Rd., was concerned that the Town would expend energy and money trying to create something from the Chilean Woodchoppers' Cottage that the Town might regret. He did not think the shack was historical or adequate enough to represent the Town's past. The rural roots of Portola Valley were visible to all in the restoration of the Jelich Ranch. There was also a marvelous record in the book that Nancy Lund wrote. He said Grand Central Station was saved because it was grand, and they demolished Penn Station because it was not. The siding on the Chilean Woodchoppers' Cottage was simple 1" x 10" boards, heavily painted, not tongue and groove, and nailed in place. Trying to nail these old boards back to some framework would result in a shack that did not fit in. On top of that, now it would be turned into a toilet. He questioned how this was an historical, worthy representative of Portola Valley. He suggested the Council mark the location with a bronze plaque where it stood. Many grand houses in Town had been demolished, and this would not be the first time.

Planning Commissioner Wengert said the Planning Commission had been asked to discuss the preservation of the Chilean Woodchoppers' House. The language in the CUP from May of 2005 for the renovation at Jelich Ranch gave the Whites the option of donating the house to the Town. But, the language was not clear whether the structure was deemed to be historic, or whether it was viable economically or physically to reconstruct or move the structure. The language indicated that if the Town accepted and moved the house, a structure of similar or smaller size might be constructed on the property since it was the Whites desire to rebuild a new structure there. That would be subject to all the front yard setback requirements and subject to approval by the ASCC. If the Town did not accept the house donation, the house could be rehabilitated, repaired or otherwise treated to the satisfaction of the Town Council. Since Nancy Lund and the Council had discussed the issue and it was consistent with the language in the CUP, she felt it was appropriate for it to stay at the Town Council level.

Mayor Driscoll noted that the building was not currently in the Historic Element. There was some insistence from the landowner at that time that it was not historic. There had been some archeological evidence suggesting that it was more than a hundred year old. The problem was that the Whites were willing to donate it, but the Town had no place to put it. He had suggested making it into a restroom, and Nancy Lund felt that was better than nothing. There was money in the budget to build a restroom structure that was almost exactly the same physical size and almost the same positioning off the street as the current Chilean Woodchoppers' Cottage. There was now public interest in coming up with a better idea, and he was happy to withdraw his suggestion and delegate it to some other committee to come up with a better idea.

Councilmember Derwin agreed that the bathroom idea needed to be rethought. She said a lot of people at the Planning Commission meeting were quite vocal.

Bill Lane, Westridge, said he was concerned about people/bicyclists smoking around a wooden structure like they did at gas stations. Mayor Driscoll noted that the original bathroom facility planned for that space

was also a wooden structure. It was a question of using the old siding or not.

After discussion, Council agreed the issue should not be taken up further by the Planning Commission. Councilmember Merk said the architects had been requested to look into Mayor Driscoll's suggestion. He saw no problem sending this back to the Historic Resources and/or Conservation Committee. He described how the siding/nails could be removed without damaging the wood. Additionally, he thought the Goodsteins should be asked about the possibility of leasing back a small portion of Spring Down where that building might be placed. Mayor Driscoll said there were some very large eucalyptus on the front of that property that would need to be removed before a delicate old building was put there. He said the issue was complicated.

Council agreed to ask the Historic Resources Committee to look into alternatives for Council's review. Responding to Councilmember Davis, Mayor Driscoll said the architects were in the process of preparing a proposal for how much it would cost to look into his suggestion. He noted that Bamburg had submitted a proposal for \$3,000 to assess the quality of the building and materials. He strongly encouraged the Historic Resources Committee to work with the Whites on a solution.

Councilmember Toben said Jon Silver had constituted some new committee to save historic Portola Valley structures. The vision was to raise whatever amount of money it would take to restore the building on the Whites' property. Councilmember Toben said he felt relocating the structure to Spring Down was questionable. While it might be demeaning to talk about the structure as a bathroom, a bathroom facility had to be built. That money would be spent anyway, and the siding could be used. There was a big difference between reconstructing a completely new structure--even if the Goodsteins agreed--and cladding a new structure with the siding. Mayor Driscoll added that the money had been given to the Town to purchase the Goodstein property for the benefit of open space; there was some question whether structures could be put on that land.

#### CONSENT AGENDA

By motion of Councilmember Davis, seconded by Councilmember Toben, the item listed below was approved by a vote of 4-1 (Merk)

- (3) Resolution No. 2319-2007 Approving and Authorizing Execution of Amendment No. 6 to the Town Administrator Employment Agreement Between the Town and Angela Howard, per Deputy Town Clerk Hanlon's memo of 4/6/07.

#### REGULAR AGENDA

- 1) Minutes of Town Council Meeting on March 28, 2007 (Removed from Consent Agenda)

Councilmember Merk submitted changes to the minutes of the meeting on March 28, 2007. By motion and second, the minutes were approved as amended by a vote of 5-0.

- (2) Warrant List of April 11, 2007 (Removed from Consent Agenda)

Responding to Councilmember Merk, Ms. Howard said the six Life on the Fault books had been purchased for new employees.

By motion of Councilmember Toben, seconded by Councilmember Davis, the Warrant List of April 11, 2007, in the amount of \$266,320.83 was approved with the following roll call vote:

Ayes: Councilmembers Davis, Derwin and Toben, and Mayor Driscoll  
Noes: None  
Abstain: Councilmember Merk

(4) Consideration of Caltrain Transit Service Resolution

Ms. Howard reviewed her memo of 4/7/07 on the request from the Coalition to Expand Transit Service (CETS) for Council's consideration of a resolution which supported expansion of and safety enhancements to the transit service. She noted that additional handouts had been submitted by CETS and Caltrain's Transportation Authority Board. Additionally, an e-mail had been received from Chuck Harvey (Caltrain) indicating that they would not be attending the meeting. He also indicated that Caltrain would be meeting with the CETS group in the near future.

Burlingame Mayor Terry Nagel, CETS, reviewed her handout and discussed: 1) makeup of CETS; 2) need for expansion of transit (including train service) in San Mateo County; 3) four conclusion clauses in the resolution; 4) Caltrain's philosophy that speed was the highest priority; 5) value of baby bullet trains; 6) need for expansion of local transportation; 7) reduction in service at various locations; 8) shuttles provided by Caltrain; 9) complexity of scheduling; 10) increase in traffic on local streets and highways; 11) the schedule enacted during a financial crisis; 12) failure to follow CEQA process; 13) failure to survey riders, cities, etc; 14) gains in ridership that mirrored rise in gas prices; 15) transportation award for ridership growth between June 2004 and June 2005 prior to local service cutback; 16) survey by American Public Transportation Association; 17) need for San Mateo County cities to act in unison; 18) train stops dropped in the County; 19) unpaid San Mateo County loan to purchase rail right of way in 1991; 20) politics in closing certain stations and cutting service; 21) impacts on economies of cities due to lack of transit service; 22) cities and counties contribution in taxes to support Caltrain; 23) cost of a study; 24) Caltrain's \$20 million expenditure for luxury railcars; 25) VTA's financial and schedule audit done in Santa Clara County; 26) transportation as the #1 problem in the County in a recent study; 27) need to provide better options in transportation for communities in the County; 28) needs of aging population; 29) climate protection; and 30) need to enlarge Caltrain's philosophy to encompass the needs of more people and consider needs of local cities. She said the request to look at the schedule was a modest request and should have been done before the current schedule was put into place. San Mateo County needed to be a player at the table when transportation decisions were made. She urged the Council to support the resolution in the interest of the people in all of San Mateo County as well as the Council's constituents.

Responding to Councilmember Derwin, Mayor Nagel estimated that a comprehensive study would cost \$200,000 and include a survey of riders. Responding to Councilmember Merk, she said she had done a survey of the Broadway stop riders. She recently checked back to find that some of the people had moved to other cities, some lost their jobs, some lost their houses, and one person had to buy a car. Additionally, CETS met with several train consultants of national renown. They demonstrated on paper how you could build in more local service without drastically impacting the baby bullets. Responding to Councilmember Davis, she said she did not have a preconceived idea about which cities might get more service. She hoped it would be spread up and down the line and that some of the poorly served cities in Santa Clara County might also benefit. She wanted the service to be more reflective of what people wanted and needed. You always learned more by checking with the public and a better product resulted. Caltrain had not been very good about communicating with cities in the past as decisions were being made.

Referring to the Caltrain Passenger Counts for February 2007 packet (p. 12), Councilmember Davis asked what "hold-out rule elimination" referred to. Mayor Nagel said there were four stations in the County where two trains came into a station and one train had to be held out while the other completed loading and unloading. This was dangerous and Caltrain had identified hold-out stations as a very high priority. Money had been allocated for years, but the improvements had not been done. She felt some of the stations had

been targeted for permanent closure.

Responding to Councilmember Davis, Mayor Nagel said the signage at stations was very poor and only in English. People had a very difficult time figuring out how to get to San Francisco from the airport. If there were meetings with Caltrain, she would like to talk about some of the other ways that the system could be improved. There had been little emphasis on passengers.

Responding to Councilmember Davis, Malcolm Dudley [*unidentified*] discussed the history of the Transportation Authority, city participation in the past, and State funding. In the early days, it was realized that it was very important to have all the cities be part of the decision-making. Now, there was a different attitude. Part of that was prompted by the dot com bust and what that did to all transit systems. The ridership on the train went from 35,000/day down to 25,000. There was a projected \$13 million budget deficit. The response was to move people very fast and to move people from San Jose to San Francisco in under an hour. That had been accomplished, but it cut out 20% of the service. That was not a philosophy of serving people. There were systems in California without express service that stopped at every station. He looked at BART and the train. From San Francisco to Millbrae, the train made six stops and BART made 13 stops. BART stopped every mile, and the train stopped every 2.3 miles. BART stopped every train at every stop. He discussed safety issues that remained uncorrected. He had also looked at the surveys done by major transportation authorities in the country. They all said there was a complex set of factors that passengers used when deciding whether to use trains; speed was one, but it was not the most important. It was accessibility, reliability, frequency, destination, gas prices, the economy, etc. What CETS wanted was the Town's support in getting the train to serve everyone and support for the measure that would ask Caltrain to have an analysis. It was necessary to hire a consultant because the response of the Caltrain staff had been unsatisfactory. The cities needed to be brought back in the process as they had twenty years ago. It was important to everyone.

Responding to Councilmember Toben, Mayor Nagel said the County had not yet been asked to sign on. She said she truly believed that transportation was a regional need. The idea behind hiring a consultant was to get an objective view. The intent was that the person would evaluate all the stops on the line and talk to people about their needs. She did not know where restoration of service was needed, but more alternatives for people were needed so they could use the train. In talking to people who used the train, she found them to be very frustrated. Service was good if you lived/worked in Santa Clara County. But, San Mateo County had become the pass through in many cases.

Councilmember Toben said he tended to resist arguments based on anecdotal evidence. While the material distributed reflected comments from 15 people who were dissatisfied for one reason or another, he suspected you could find 15 commentators who were very positive about the changes that resulted in the last couple of years. He had been riding Caltrain for 20+ years and was thrilled with the service out of Menlo Park. He found the staff entirely cordial, pleasant and courteous. He suggested CETS marshal the facts based on data. He was sympathetic to the resolution but felt there were some tactical and strategic shifts that should be considered, including the notion that some of the larger political jurisdictions in the County ought to be on board. Mayor Nagel said the larger jurisdictions were the bullet stops that had lost service. She was concerned about all of the people who had been impacted. For example, 75% of the people who used the Broadway station walked or rode bikes to the train; those people had to use cars or other transportation. Responding to Councilmember Toben, she said whether the study addressed environmental issues that should have been attended to under a full CEQA analysis was completely open to what the cities wanted. Caltrain was now prepared to meet with the five cities that passed the resolution. In the past two years, they had not wanted to take CETS seriously and felt the councilmembers did not represent their cities. That was why CETS had reached out to the cities and asked for support. If CEQA was a critical part of the study, it should be done. It had not been done before because of the fiscal crisis.

Mayor Driscoll said he was a regular user of Caltrain, and he was not a happy customer. He was also angry

that Caltrain was not present to argue the case. Mr. Dudley said if the study moved forward, he hoped the Town would participate. If the cities worked together, valuable input could be made.

Responding to Bernie Bayuk, Mayor Nagel said Caltrain indicated that the more limited trains were more popular than the strict bullet ones. The limited ones stopped at some local stations and then sped up and went straight to the city. Instead of stopping at the same stations all the time, CETS felt it should be varied and provide more service to some of the under-serviced stations. You could also extend the bullet trains a couple of minutes at another local stop. Mayor Driscoll added that there were places on the tracks where the bullet trains passed locals. Mayor Nagel added that electrification would create more passing tracks.

Councilmember Merk moved to adopt a resolution supporting expansion of and safety enhancements to the transit service. Councilmember Derwin seconded the motion. She added that this was an historic time considering the external forces such as the rising cost of gas and awareness of climate change. This was an opportunity to get people out of cars. From what she heard and read, an objective look at Caltrain schedules needed to be looked at. She felt it was a very useful suggestion to hire someone to look at the schedules.

Councilmember Toben said he would support the resolution, adding that the scope of the study should include the work that should have been done a few years ago under the emergency circumstances. It was troubling to hear that the scope of this study would have been part of the ordinary scope of an EIR. It was time to deal with that. He also wanted more attention given to the voiceless in the County such as the infirm, non-English speakers, those with disabilities, etc. He suspected that that part of the population had not been consulted in any way near the degree that they deserved to be involved in this. Those populations were much more dependent on this service than those who could drive. Additionally, from his experience on the Airport Community Roundtable, there was a tendency of large agencies to brush people off like gnats. He agreed that it was important for the smaller cities in the County to show some united perspective in doing the basic data crunching so the right course of action could be determined. He suggested the CETS group speak with the Santa Clara County Transportation Coalition since they also suffered cutbacks. Mayor Nagel said some cities were interested in supporting CETS, but they had not been contacted yet.

Councilmember Merk reviewed the Comparison of Weekday Caltrain Service between November 2000 and February 2007 and the impacts on some of the stops shown.

Mayor Driscoll called for the question, and Resolution No. 2320-2007 passed by a vote of 5-0.

(5) Agreement with Peelle Technologies for Imaging Software

Mr. Willis reviewed his memo of 4/5/07 and recommendation to retain Peelle Technologies for the purchase, installation and configuration of Laserfiche United document imaging and management system and associated services to capture document images of Town records. Responding to Councilmember Derwin, Joshua Horn, Peelle Technologies, said Laserfiche was popular for city imaging and used a technology that was user friendly. He confirmed that Peelle had also worked with other municipalities, and references were included in the documentation.

Ms. Lambert added that having Peelle come in and do some of the imaging was very important. Staff had only been able to go through 22 boxes. It was very time consuming.

By motion of Councilmember Davis, seconded by Councilmember Toben, Resolution No. 2321-2007 Approving and Authorizing Execution of an Agreement Between the Town and Peelle Technology for document imaging was adopted by a vote of 5-0.

(6) Agreement with Multimedia Consulting Services, Inc. for an Additional Town Hall File Server

Mr. Willis reviewed his memo of 4/3/07 and recommendation to retain Multimedia Consulting Services, Inc. for the purchase, installation and configuration of a file server to support the Laserfiche United document imaging and management system. He noted that the specifications were designed by Peelle Technology. Responding to Mayor Driscoll, he said all the Town's file servers would be located in the same physical area.

Councilmember Toben moved approval of Resolution No. 2322-2007 Approving and Authorizing Execution of an Agreement Between the Town and Multimedia Consulting Services, Inc. Councilmember Davis seconded, and the motion carried 5-0.

(7) Agreement with GrapeFruit Media for a Video Documentary of the Design and Construction of the New Town Center Project

Mr. Willis reviewed his memo of 4/4/07 and recommendation to retain GrapeFruit Media to produce and deliver a documentary video of the construction of the new Town Center.

Mayor Driscoll said he met with Steven Marra of GrapeFruit Media, noting that he was a resident of the Town. He was also used and recommended by the School District. Councilmember Derwin said she spoke with Eva Gal, Principal, who recommended GrapeFruit Media and Mr. Marra. Councilmember Toben said he had been filmed by Mr. Marra who was a skillful videographer. It was also useful to mention that this idea had been encouraged and funded by the TOSA Foundation grant for the green design elements of the project. Kate Greswold was particularly interested in this aspect of the educational component of the project.

Responding to Councilmember Merk, Ms. Howard said the cost would be charged to the account where the TOSA money would go. Mayor Driscoll noted that the TOSA money included an earmark for green design of the project—including education explicitly.

Councilmember Merk said he was concerned about mounting a video camera at the top of one of the redwood trees and the effect that might have on the tree. He didn't like the idea of someone climbing the trees or the idea of the trees being trimmed. Responding, Mr. Willis said mounting a web cam was a separate effort. He was currently working on retaining an arborist to install a web cam on a redwood tree. It would be attached to a tree in a way that would not damage the tree for the purpose of capturing the construction as it progressed on the site. A location had been identified on the tree that would give a good field view.

Councilmember Merk said the agreement indicated that GrapeFruit Media retained the rights to all raw footage. If that was the case, GrapeFruit would need to have releases from every person photographed. If they retained the rights, they could do as they chose with those images. Personal images of persons on the site were not the property of GrapeFruit until they received a release. That needed to be made clear to them. Mr. Willis said he would look into it.

By motion of Councilmember Toben, seconded by Councilmember Derwin, Resolution No. 2323-2007 Approving and Authorizing Execution of an Agreement Between the Town and GrapeFruit Media was adopted by a vote of 4-0, with Councilmember Merk abstaining.

(8) C/CAG Joint Powers Agreement

Mr. Willis reviewed his memo of 4/2/07 and recommendation to continue participation in the City/County Association of Governments of San Mateo County (C/CAG). Councilmembers discussed the Town's

participation in C/CAG.

Councilmember Davis moved approval of Resolution No. 2324-2007 Authorizing Continued Participation in the City/County Association of Governments of San Mateo County (C/CAG) and Approval of the Joint Powers Agreement and Authorizing the Mayor to Execute the Joint Powers Agreement. Councilmember Toben seconded, and the motion carried 5-0.

#### COUNCIL, STAFF, COMMITTEE REPORTS AND RECOMMENDATIONS

##### (9) Status of Town Center Project

Ms. Howard said the story poles were up and would be discussed by the ASCC again at their next meeting. The maintenance building was almost complete, and the driveway was just finished. The hydro seeding should be completed this week. The fences would be moved on Tuesday to the new construction site. The tennis courts would come down on the 18<sup>th</sup>. As mentioned, a web cam would be installed and staff trained to feed it to the Website. Mayor Driscoll said he would like to know when the web cam would be installed. He also asked that the arborist retained to install the web cam report back on the condition of the top of the tree. Ms. Howard added that the second bid packages would be opened on the 25<sup>th</sup>, and there appeared to be interest in these packages as well.

Mayor Driscoll said the groundbreaking ceremony would be on the 28<sup>th</sup>. A couple of the large donors would be participating. There was also a luncheon for the large donors to thank them for their contributions.

Councilmember Merk read a prepared statement, which he said he wrote after going on the ASCC field trip and taking a close look at the newly constructed maintenance shed. He said he expected the asphalt service area to be a heavy-duty, reinforced concrete surface capable of withstanding: rough traffic, regular loading and unloading of heavy dumpsters on their steel skates, turning of heavily loaded tires on potentially warm or hot pavement, and lots of tire grinding with each delivery and/or removal of materials. He questioned who made such a penny-wise pound-foolish decision and whether "green building" was on track when repairs and replacements were fixed into the near future. He was further amazed to look inside the structure itself and questioned where the sheetrock and insulation were. He had been told the building was not for habitation and did not require firewalls or sprinklers. Leaving all that nice framing exposed to the environment where tractors and equipment would be stored and serviced would create a situation of extreme filth as dust, oils, tools and supplies and other materials inevitably built up on those nice little shelves. It would be horrible to clean and would need cleaning often. Even with the best intentions, those shelves would be used. He expected that no fuel could be stored in the building. There was fuel in the tanks of all the power equipment that would be stored there. The chance of fire was no small matter in such locations. Open walls and ceilings were an invitation to fast spreading fire. It was irresponsible to leave the building in such an unprotected state. If it burned down, he questioned whether it would be "green" to rebuild it. Lastly, there would be people in the building depositing items, retrieving items, working on things and looking for things. He didn't want to guess how hot it would be inside this summer without insulation. The heat would be a further invitation to fire. When he agreed with his colleagues that the entire project should go forward as one unit, it was with the understanding that phase 1 had come in under budget. Now that he saw in part why it was under budget, he had second thoughts about his decision of two weeks ago. If this was an indication of the thought that was going into the Town Center project as a whole, he was now having serious reservations as to the quality of the project. If it was going to be built on the cheap, then all the green standards flew out the window. Doing one thing twice was not a green practice.

Mayor Driscoll said the budget was not made or lowered by the elimination of anything. That was the way the building was originally designed. Councilmember Merk said he heard it had been a conscious decision to put in asphalt because it was cheaper. He thought it was stupid and the Town would pay. He could not believe that those walls weren't sheetrocked. He felt sorry for any of the staff who had to work in that

building in the summer. He was appalled.

(10) Reports from Commission and Committee Liaisons

(a) Nature and Science Committee

Noting that he missed the meeting on Tuesday, Councilmember Toben said the agenda indicated the group would be doing some very useful things for the Town.

(b) Airport Roundtable

Councilmember Toben said there were high-tech plans for bringing aircraft in from 200 miles out below the current standard of 8,000 feet. He would be tracking this closely and was doing more work to energize neighboring communities so they would join him in asking questions of the airport consultant who would be attending the June meeting. Tailored descent technology was more fuel efficient, environmentally superior, and allowed for improvements in safety. The question was what values were most important from a regional standpoint as well as from the standpoint of our community's quality of life.

(c) Traffic Committee

Councilmember Davis said the meeting was cancelled due to a lack of quorum.

(d) ASCC

Councilmember Merk said each of the ASCC members had different problems with what the story poles showed.

Mayor Driscoll noted that the ASCC had started their discussion during the field trip, and it was mostly over by 8 pm. He would have preferred the discussion start at 8 so that the comments of each of the members could be heard. Councilmember Merk agreed the noticing was vague. Mayor Driscoll asked that ASCC members be asked to hold their comments until after the regular meeting started at 8.

(e) Planning Program and Budget Meeting

Councilmember Derwin said the next fiscal year budget was discussed during the meeting. She discussed items that would be rolled over to or started during the next fiscal year. She noted that the building and planning staff was working on a guide for applicants.

(f) Planning Commission

Councilmember Derwin said the Commission continued its discussion of creek setbacks. There was much meticulous wordsmithing of the revised draft. She reviewed the proposed setbacks, which were measured from the ordinary high water mark or top of bank. There had been a lot of comments from the audience about specific scenarios and impacts. One commenter requested that the Town website contain information on what creekside property owners could do in terms of planting, etc. She agreed that the Town should look at the website and beef it up so it had more content and was more accessible to residents.

(g) School District

Councilmember Derwin said she and Councilmember Toben met with members of the School District and two members of the education subcommittee of the Climate Task Force. Everyone agreed that parents would not let their children walk or bike to school unless they felt the trails were safe. That would involve the



Trails Committee, Traffic Committee, staff and the Council working together to meet that goal. Secondly, she said Councilmember Toben presented the green building docent position. Councilmember Toben said this was another piece of the TOSA foundation grant. Ms. Howard had put together a job description for a docent position, which could be either a volunteer position or a part-time position. The functions were to coordinate with the schools in Town and other interested parties to show off the environmental design features of the new complex, run the dashboard monitoring energy and water usage, and generally showcase the work. A variation of this had been highly successful at his building. The schools had a great need for community service-oriented projects, and this tied in with what the children were doing and interest in environmental design. Councilmember Derwin said the School District was very receptive.

(h) Trails Committee Meeting

Councilmember Derwin said an update on the C-1 trail was provided by members who walked the trail with Stanford. The set of plans that came back closely resembled the first set of plans. They identified five areas that could be improved including creek stabilization and an unpaved trail behind Ford Field and other spots near the creek. They would be documenting their requests for discussion with the full Trails Committee. The Committee also discussed the Davis/Gilbert dog pilot study. She said Ms. Davis gave a presentation on the need for signage to replace vandalized signage or new signs on the trails. That led to a discussion of a "No Bikes" sign that had been sawed off. The Committee also discussed the need to update the Town's trail maps.

(i) Trail Use Discussion Group

Councilmember Toben said the trail use issue would not be ready for Council discussion until June when the full Council was present.

WRITTEN COMMUNICATIONS

(11) Town Council 3/30/07 Weekly Digest

(a) Ladera Oaks Extension and Amendment of Lease Agreement

Referring to Mr. Willis's letter of 3/26/07, Councilmember Merk said there had been a lot of discussion about the lighting at Ladera Oaks and very little appreciation for Portola Valley's attitudes toward lighting. He felt the lease was one of the levers the Town had with them. He was concerned that that window of opportunity to lean on them was passed for a period of time. They were leased something that they used and needed, and that should be used as a carrot when the things they did right on the border were contradictory to the Town's lighting. Councilmember Davis recalled that Ladera Oaks had changed their original lighting scheme. He understood that George Comstock, who represented the Town, felt there had been closure. He agreed that when items like this came due, it might be worthwhile to see whether there were any outstanding issues. Mr. Willis said the Town would have some leverage when the agreement came to the end of its second extension.

(12) Town Council 4/6/07 Weekly Digest: None

ADJOURNMENT

The meeting adjourned at 10:05 p.m.

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Mayor

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Town Clerk