

PORTOLA VALLEY TOWN COUNCIL REGULAR MEETING NO. 875, MARCH 12, 2014

Mayor Wengert called the Town Council's regular meeting to order at 7:30 p.m. and led the Pledge of Allegiance. Ms. Hanlon called the roll.

Present: Councilmembers Craig Hughes and John Richards; Vice Mayor Jeff Aalfs; Mayor Ann Wengert

Absent: Councilmember Maryann Moise Derwin

Others: Nick Pegueros, Town Manager
Brandi de Garneau, Sustainability and Special Projects Manager
Howard Young, Public Works Director
Karen Kristiansson, Deputy Town Planner
Leigh Prince, Town Attorney
Sharon Hanlon, Town Clerk

ORAL COMMUNICATIONS

None.

(1) Ad Hoc Water Conservation Committee Task Force: Interviews and Appointments

Mayor Wengert said that although as an ad hoc committee, this group would meet over a timeframe of six months to a year, there's also a good chance that it would evolve into a significant standing committee. Of the residents who submitted applications expressing interest in participation, the Council heard from those who were able to attend tonight's meeting.

(a) Marge DeStaebler, Santa Maria Avenue

Marge DeStaebler said she's always been interested in water, and after teaching high school biology for 10 years, she went to Ormondale School to serve as the science specialist. She said she was thrilled to find that Corte Madera Creek was part of Ormondale's boundary, and with Herb Dengler's help and parents' help, they built a nature trail that gave children the opportunity to have experiences in the creek. As an environmental volunteer, Ms. DeStaebler said she helped train willing fourth- and fifth-graders as docents to teach first- and second-graders about the creek. Then, she said, when the fourth- and fifth-graders got to Corte Madera School, they often trained on their own time to be docents on the Toyon Trail. The experiences encouraged the children and their parents alike to think about their environment.

Ms. DeStaebler said she's read Alliance for Watershed Stewardship articles focusing on the amount of water used in raising crops for animal food and the very high volume of food crops that are wasted. It takes 10 times more water to produce a steak than a dinner salad, which takes about 130 gallons, compared to 60 to 80 gallons for vegetables, she said, and 30% of food purchased for home use is thrown out – over-purchased, over-served or spoiled. Although she recalled in the late 1970s, when rainfall was scarce, her family cut back yard irrigation by replacing ornamentals with native plants, grew more of our food and consolidated household water use, Ms. DeStaebler said she'd been unaware of the huge waste of water in food production. She said her hope is that as residents become more aware of what food to buy and in what amounts to reduce consumption and waste, water could be used more efficiently. One can think globally, but needs to start locally.

As a part time resident of The Sequoias, serving on advisory committees encouraging the use of natives and other drought-tolerant plants and reducing the amount of lawn and water loving plants, Ms. DeStaebler said that as part of its master plan, The Sequoias will be installing a smart new irrigation system that monitors and responds to soil conditions, weather conditions, temperature, etc., rather than just randomly watering everything. Further, she said The Sequoias and others could certainly be

encouraged to track and reduce food waste. Even if food waste goes into the compost pile, she added, it's not the same as preventing the waste in the first place. She said encouraging and publicizing and getting experts to help us learn more about ways to be more prudent in water use would all be helpful.

She said she expects the Committee to have informative, exciting discussions that produce even more insights to share. For example, noting that she buys a pound of almonds every couple of weeks as a meat substitute, she said she was astonished to find out that almonds take as much water to grow as beef does.

When Mayor Wengert remarked that she has found anecdotal stories about people pulling water from creeks troubling, Ms. DeStaebler also noted that Conservation Committee members wonder where the water comes from when they notice large properties in Town with vast expanses of lawn and plantings.

(b) Judith Murphy, Portola Green Circle

Since retiring from her pediatric practice four years ago, Judith Murphy has served on the Sustainability Committee, the Conservation Committee (Chair for last two years), the Portola Road Corridor Plan Task Force and the Ad Hoc Affordable Housing Committee. She said when she joined the Sustainability Committee she thought it would focus on water, and although she considers the emphasis on energy has been very important but her heart's been with water all along. She's also been active for several years in a family project that builds rain catchment units on schools in Tanzania, and also developed a water hygiene curriculum to use in those schools to increase awareness of the public health benefit of the availability of having clean water.

How do you encourage people to make landscape decisions that would be more mindful of water, because a big part of conservation is being mindful. She said education is also part of it, because people who move here from wetter climates (such as Seattle) don't understand the issues here.

Noting that she'd like to serve on Ad Hoc Water Conservation Committee Task Force because water conservation and water best practices are among her major interests of mine, she also pointed out that she can serve as a bridge between the Sustainability and Conservation Committees. She said she looks forward to the new group recirculating information about things we all know and don't do, or some of us don't do, and hopes it will dig deeper with some experts and push people's limits at least a little bit. One of the great strategies, Ms. Murphy said, would be to work in concert with the schools, so that children take projects to follow up on home, take measurements and involve their parents. Instead of asking, "Why aren't we turning off the lights?" they may ask, "Why don't we have a low-flow shower head?"

A Portola Valley resident since 1990, on a personal level, Ms. Murphy said that with Acterra's help, she set out an array of 14 rain barrels to catch rain from the roof a couple of years ago. She installed mostly native plantings in a garden just around the house and purposely left the rest of her lot just open woodland.

In conclusion, she said she sees the Ad Hoc Water Conservation Committee Task Force an exciting adventure and would be happy to be part of it.

(c) Marty Mackowski, Los Charros Lane

Marty Mackowski said he's been a conservationist most of his life (40 years of which he's lived in his Los Charros Lane home), and through his work with the Tuolumne River Trust, he's done presentations all over the Bay Area to fifth- through seventh graders, showing them whimsical works by the late Phil Frank – the cartoonist who created Farley – who was commissioned to display the Hetch Hetchy water system and the San Francisco reservoirs, tanks and pump stations it feeds. Adults enjoy it as much as the kids do, he said. He also recalled telling the schoolchildren that it takes 1,857 gallons of water to produce a single pound of beef – and one day none of the children would eat the hamburgers that were being

served for lunch after they'd heard his presentation. Mr. Mackowski was the Tuolumne River Trust's 2011 Volunteer of the Year.

Mr. Mackowski said that after checking around, he found that Portola Valley used pretty sustainable methods, especially with the new construction, with low-flow toilets, showerheads and aerators on all the spigots and so forth. He said he's also done energy audits for Acterra, which included measuring water flow. He said it's amazing the differences you can find, with some people having seven to eight gallons per minute coming out of their shower head as opposed to two gallons a minute. So there's definitely education to be done, he stated.

As far as consumption, he said that Portola Valley is right in the middle – with Palo Alto, Menlo Park and other communities using about 240 gallons a day per person. However, with Monterey using 58 gallons per capita each day, we have ample room for improvement. He cited such initiatives as a “watersmart” website and water bill inserts that compare your consumption to other homes about the same size. He said that he'd be willing to research something like that on the Town's behalf. He indicated that the town of Cotati lowered its water usage by 5% in the first six months.

(d) Mike Ward, Old Spanish Trail (Los Trancos Woods/Vista Verde)

Mike Ward, who received authorization last month from the Los Trancos County Water District (LTCWD) to form a citizen committee focused on water conservation and explore different water-saving concepts, said that when LTCWD stopped its rebate programs, the incentives and publicity that led a lot of people in the community to change out toilets, washing machines, shower heads, etc., went away. Those programs brought water usage down 31%, he said, adding that although about 50% of the community took advantage of the rebate program to install low-flow toilets, it should have been 75% to 80%. The LTCWD community, which encompasses homes in Los Trancos Woods, Vista Verde and the Blue Oaks subdivision, has a population of about 1,000 people in 277 households, he said. Except for the Blue Oaks homes and about 65 residences in Los Trancos Woods, septic systems serve these properties.

During the last drought, Mr. Ward said, water use went down because people rise to a crisis, and then it climbs back where it was. He referenced a book published earlier this year by David Sedlak, *Water 4.0: The Past, Present, and Future of the World's Most Vital Resource*. In it, the author says we're at a turning point; we may be working hard to use less water and increasing awareness of water usage is coming along, but we really have to change our strategies. The cheapest water we have is the water we already get, which is graywater, rainwater and waste water. (With a PhD in water chemistry and bachelor's degree in environmental science, Mr. Sedlak is a Professor of UC-Berkeley's Civil and Environmental Engineering Department, as well as Co-Director of the Berkeley Water Center and Director of the Institute for Environmental Science and Engineering (IESE).

According to Mr. Ward, Mr. Sedlak expects society to rely more on decentralized water sources, use more wells, recycle more groundwater, develop more water re-use programs and even bring back 19th century septic-tank technology – which is very good in that they put the water back in the ground, and a filter of 10 feet of dirt makes water pretty pure, he said. In the meantime, Mr. Ward said when he asked Mr. Sedlak what we can do as a small community; Mr. Sedlak said smart irrigation is probably the best bet, especially in communities with large homes. But, he added, even when you have the answers, it's a hard sell.

In response to Mayor Wengert asking how to prioritize among various short- and longer-term initiatives, Mr. Ward said the long ones require political will and possibly hiring an outside expert such as Mr. Sedlak. Mr. Ward noted that his letter of application to serve on the Ad Hoc Water Conservation Committee Task Force included a link to a website that contains an informative presentation by Mr. Sedlak. As for short-term initiatives, Mr. Ward referred to a CalWater poster as an example of a “pull” effort – where customers request information on how to save water but that target people who are already doing a good job, already using gray water, etc. He said we need “push” messages. In his neighborhood, he said he's going to try to buy and distribute water saving kits, because if you buy them singly, they cost \$21, but only \$11 if

you buy a couple hundred. He wants to hang one on each doorknobs with a message – if you need help, call me or Ms. de Garneau – just to get people’s attention, because everybody’s busy.

Mr. Ward noted that the wholesale price of water increased three times in the last five or six years, but still not enough to get our attention. When gas prices go up, we complain, and then we go fill up our vehicles.

(d) Loverine Taylor, Naranja Way

Loverine P. Taylor, who couldn’t make tonight’s meeting, wrote in her letter expressing interest in serving on the Ad Hoc Water Conservation Committee Task Force, that “, water is more precious than gold . . . at least those of us who choose to live beyond the 100th Meridian 0th Meridian.” A Naranja Way resident since 1974, she volunteered in Ormondale’s science lab at and through the Environmental Volunteers raised ecological awareness in classrooms all over the San Francisco Peninsula. Ms. Taylor said a critical part of the EV program was the semester-long class at Foothill College on Peninsula ecology, where experts on all aspects of the environment presented seminars that: catalyzed a major life change for me.” She and her children participated in Wildlife Rescue, too, raising and releasing quail and raptors from their aviary).

With the support of her family and urging of Dorothy Regnery (whom she met at an EV seminar), she went earn a PhD in Plant Biology at Stanford in 1986, after which she won fellowships to Stanford’s Carnegie Institution and at USDA Plant Gene Expression Center and became a tenured faculty member in Molecular Biosciences, Genetics and Cell Biology at Washington State University, operated a successful research laboratory, supervised student doctoral programs and served as a Program Director for the National Science Foundation in Washington DC.

During her tenure with the NCF’s Division of Molecular and Cellular Biosciences, where she developed strong cross-disciplinary ties with the Environmental and Ecology Directorate, Ms. Taylor said she I helped review grants and program applications. Noting that the NSF has some programs that rely on data collection by non-academic personnel (average citizens) who live in the area under study, she suggested that perhaps Portola Valley might want to consider seeing a NSF grant to study some aspect of water usage that other localities might find useful.

Expressing a desire to “give back to the community I love,” Ms. Taylor said she offers historical perspective, research skills, and granting institution management to bring to bear on the challenging issue of living responsibly in an era and area of unpredictable water resources. Confident that the new Ad Hoc Water Conservation Committee Task Force will serve as the forum for airing thoughtful and realistic suggestions and solutions to a problem that is only going to get more acute with time, she concluded, “I would like to be part of that process.”

(e) Jade Williams (advisory member)

Jade Williams, a Conservation Coordinator with California Water Service Co. (CalWater), was unable to attend tonight’s meeting.

Council Vote

As Mayor Wengert observed, the fact that Councilmembers had few questions signals how fortunate we are to have solid candidates who are ready, willing and able to add such great value to a very serious issue.

Councilmember Richards moved to appoint Marge DeStaebler, Judith Murphy, Marty Mackowski, Loverine Taylor, Mike Ward and Jade Williams (advisory member) to the Ad-Hoc Water Conservation Committee Task Force. Seconded by Councilmember Hughes, the motion carried 4-0.

Recruiting will remain open for an additional two weeks with any additional applicants to be interviewed at the March 26, 2014 Council meeting. The charter provides for up to nine members.

Councilmember Derwin and Mayor were appointed as Council liaisons, and Mayor Wengert advised the newly appointed members that they'd receive notice of their first meeting very soon.

CONSENT AGENDA

- (2) Approval of Minutes: Regular Town Council Meeting of February 26, 2014
- (3) Ratification of Warrant List: March 12, 2014 in the amount of \$97,801.87
- (4) Recommendation by Town Attorney: Adopt Ordinance for a Skate Park at Town Center
 - (a) Second Reading, waive further reading and adopt an Ordinance of the Town Council of the Town of Portola Valley Adding Chapter 8.30 [Skate Park] to Title 8 [Health and Safety] of the Portola Valley Municipal Code (Ordinance No. 2014-402)

By motion of Vice Mayor Aalfs, seconded by Councilmember Richards, the Council approved Items 2-4 on the Consent Agenda with the following roll call vote:

Aye: Councilmembers Hughes and Richards, Vice Mayor Aalfs, Mayor Wengert

No: None.

REGULAR AGENDA

- (5) Report from Bicycle, Pedestrian and Traffic Safety (BT&TS) Committee: Analysis of Traffic on Corte Madera Road

Mr. Young highlighted key points from Town Manager Nick Pegueros' March 12, 2014 memorandum to the Town Council. For more than a year, Mr. Young said, Corte Madera neighborhood residents have been attending meetings held to address concerns about high speeds, dangerous turning movements and traffic delays resulting from vehicles dropping children off at Corte Madera School and picking them up. Police Commissioner Gary Nielsen and BP&TS Committee members also have been involved, including collecting data, along with Mr. Young, to help determine the magnitude of the problem.

Mr. Young said his observations coincided with Mr. Nielsen's, whose report indicated an average of 22.8 vehicles during the observed time on Corte Madero Road in the morning and 16.4 in afternoon. At both times of day in both observations, both speeds and vehicle counts were low. Mr. Young also visited the site with Sheriff's Department Lieutenant Tim Reid to meet parents and talk to some of those who'd parked illegally, searched accident history for the area for the past five years (with none reported), and, because a variety of residential construction projects are underway on Corte Madera Road, had Deputy Building Official Gary Fitzer discuss employee parking issues with contractors working in the area.

Among steps taken or planned to help alleviate resident concerns, Mr. Young enumerated:

- Increased deputy patrols and traffic enforcement
- Right-of-way vegetation trimming to improve visibility
- Roadway restriping as part of street maintenance
- Taking measures to prevent and discourage roadside parking

- Placing temporary signage (e.g., “Slow,” “Ped Xing”) on barricades as requested by users and BP& TS Committee members (with Committee members managing the signs)

Despite many neighborhood residents’ requests, he said the data don’t justify restricting traffic by closing off streets during particular times of day. More intensive data collection and further studies could get expensive, he said, and there’s the question of who’d pay for them. Also, he explained that the Sheriff’s Department must patrol all school areas, so they have to split their time and generally stay longer where there’s more traffic.

Vice Mayor Aalfs asked how much latitude the Town has in terms of redirecting traffic, either by closing off certain streets to through traffic at certain times in certain locations or by making traffic flow in one direction only. Mr. Young said because taxpayers pay for public streets, the streets should be accessible to all. He expressed concerns that closing streets might even compound the problem and set a precedent that other neighborhoods might want to pursue also. In terms of enforcing traffic restrictions, he said the current deputies are familiar with the neighborhood, but if different deputies come in, they couldn’t know which vehicles do or don’t belong in the neighborhood. Mr. Young advised checking with the Town Attorney before considering any decisions to restrict traffic on public streets, because public streets serve the entire community. Ms. Prince said she would look into it.

Councilmember Richards asked about the procedure and rationale for using a traffic sign to restrict turns at Shawnee Pass. Mr. Young said that as he understands it, because the roads were so narrow they couldn’t handle the volume of traffic in both directions at the same time; the sign was used not to restrict traffic but to direct vehicles in one way and out another with a result of being a more organized flow.

In response to Councilmember Hughes’ inquiry about recommendations in the report from Parisi Transportation Consulting for restriping crosswalks, adding school crossing signs and other measures to improve safety, Mr. Young said he supports some of them, noted that some are maintenance related, and that some involve the Portola Valley School District – whose Governing Board today reviewed recommendations also. Specifically, Mr. Young mentioned Parisi Report recommendations for:

- Refreshing red curbing, enamel painting and crosswalk striping; those are things Public Works does every summer, he said, and the School District favors them also
- Placing the more visible fluorescent crossing signs on Alpine Road; now required by law, these signs, with arrows pointing to the crosswalk, will be installed when we resurface the road this summer
- Moving the school crossing pavement markings; again, new regulations establish the distance from the crosswalks, so this too will be done during the resurfacing work
- Narrowing lanes from 12 to 11 feet; the School District doesn’t seem to see any benefit in that, but among the factors the Town must consider:
 - The need to be consistent with the rest of the Town in lane widths
 - The fact that narrower lanes may cause larger trucks may drift off the road, thereby increasing rather than reducing the danger to children on the shoulder
 - No accident history at this point seems to justify narrowing the lanes
- Installing driver feedback signs in both directions on Alpine Road; the School District seemed to see no value in electric signs telling drivers how fast they are going
- Putting up yield signs in advance of uncontrolled crosswalks; the *Manual on Uniform Traffic Control Devices* recommends but doesn’t mandate these “sharks’ teeth,” which are lines placed

about 75 feet in front of the crosswalks to advise motorists where to yield, and while Mr. Young said they're something for the Town to consider, we'd want to be consistent throughout Town

In terms of recommendations specific to the School District's items, Mr. Young said Board members asked "Why is this an issue?," "Where is the supporting data?" and "Does this affect four kids or 10 kids?" They specifically asked about the rationale for raising crosswalks and walkways, Mr. Young said, but no one was there to answer the questions. One recommendation he said seemed to enjoy Board support was changing the fire access at the west entrance into an actual exit for vehicles that are leaving, and having just one driveway. Mr. Young said he also considers that a good idea, but indicated that the School District should hire an architect and check with the state architect and Fire Department to make sure they can do those things. He said Board members were vague about any timeframes, but agreed to gather more information and continue discussions during another meeting.

Andy Hutcheson, 65 Prado Court, said her children always walked to school (both Corte Madera and Ormondale) rain or shine until the past couple of years, when it became so dangerous she now either drives them to school even though they live only 10 houses away or walking them slowly down the middle of the street trying to slow cars down. She said they've been actively calling people and asking them to please stick to Portola Road and come up Alpine Road, and not cut through the tiny narrow street – much narrower than Shawnee Pass, and has no sidewalk for the kids to step off the street, just bushes. The problem isn't just that people are driving too fast, Ms. Hutcheson said; it's too fast for that area. Driving 15 mph a foot away from a fourth-grader wobbling along on his bicycle is too close and too fast. She said that there are about four "repeat offenders," but the problem isn't just with them.

She said she and some other residents have aggressively lobbied with the BP&TS Committee to get the neighborhood traffic issue addressed for more than two years. Ms. Hutcheson said that she, Cathy Carlson and Julie Dickerson all have gone to multiple meetings. Mr. Young said we needed data, so six of us spent an entire week at every entrance to our neighborhood, collecting 100% of the cars and we also wrote notes about the bad driving that we're witnessing at that time.

Ms. Hutcheson said the point is not that 100 cars are going through there at 7:50 a.m. every day, but enough that aren't from the neighborhood, driving recklessly at 7:55 a.m., and it's really endangering our kids. She said there's no reason for people from outside the neighborhood to be cutting through there right before school. It's just too dangerous, she stated, and somebody is going to get hurt.

According to Ms. Hutcheson, data requires intelligent interpretation to mean anything; the data did not include any conversation with the concerned neighbors, she said, although they requested it, and she does not consider it a helpful study.

Her children, as well as a former student, also spoke about their experiences, talking about cars going way too fast, running stop signs and not paying attention to pedestrians or other vehicles.

Andy Byrne, Canyon Drive, who's lived in the neighborhood since October 2000, said he loves Portola Valley and described it as a magical place. He also described experiences of asking drivers to slow down and witnessing his son's near-misses with speeding vehicles. Mr. Byrne encouraged thinking about the value of quantitative versus qualitative data in this instance, because there's a lot of qualitative information from kids like this that are in danger, and it would be terrible to have a situation where a kid is hurt because we were waiting for quantitative data. Mr. Byrne said an ideal solution would be closing streets down during certain hours, as has been done near Ormondale; the next-best option would be to one-way traffic.

Ms. Hutcheson said she did not think one-way flow would help. She also said the police informed her that they're happy to enforce, but they can't ticket vehicles traveling at 15 mph because that's the minimum speed they can post — but that's too fast for the tiny narrow streets adjacent to the school. Because she lives on Prado Court, Ms. Hutcheson said she surveyed neighbors from there down toward Corte Mader Road, asking how others would feel about having the neighborhood closed off to outside people between

7:30 and 8:15 a.m., and again from 2:30 to 3:15 p.m. Except for two households where no one answered, she said, 100% responded, "Yes, please do something. This is so dangerous."

Cathy Carlson, Crescent Avenue, said with her eldest child in college and the youngest in seventh grade, she's been dealing with school-related traffic problems for a long time. She suggested that traffic volume and speeds may have been down when Mr. Young made his observations due to construction on Corte Madera Road, and thus skewed the data. Despite the desire for independence, Ms. Carlson said it's difficult to let children walk to school alone. If her daughter is allowed to walk by herself, she said, they make sure she leaves 20 minutes before school starts; otherwise she has a parent chaperone or rides her bike because it's so dangerous between 7:50 and 8:00 a.m. Ms. Carlson said her older daughter has had to jump into bushes to avoid getting hit.

Further, Ms. Carlson said no one should be dropping children off at the intersection of Corte Madera and Alpine Roads. People should get their children to school early enough to go through the right process. When she drives her child to school, when she has a project she's worked on, or it's raining hard, she goes to the front of the school even though it takes a couple of minutes longer to go all the way through. She also said this would be enforceable, when a child is dropped off at the corner, Ms. Carlson said the police officer could approach the driver.

Ms. Murphy said she's totally uninvolved in this issue, but the Town has had a major focus on energy, and transportation is a big piece of the energy picture. She said it would be better to make it as safe as possible for children to walk to school rather than just telling parents they shouldn't drive.

Ms. Hutcheson said she'd love it if their neighborhood is where the kids all walked. She said parents are parking on Georgia Lane and walking with little kids to Ormondale, while the bigger kids can walk safely alone because there aren't so many cars there.

Mayor Wengert pointed out that although this issue has clearly been around a long time, it's the first time it's come to the Council level for discussion. She also noted that a lot of the same activity speakers have described is taking place throughout the Town; it's part of a bigger problem in which the mixture of pedestrians and traffic make it a more dangerous environment for everyone. In this case, she continued, everyone respects the neighborhood residents for their incredible diligence, persistence and passion, and the time and effort Mr. Young' and BP&TS Committee members have devoted to the issue reflects that respect.

At this juncture, she said, we're also trying to understand the school's position, and make sure as they proceed with whatever changes they may or may not propose, that they don't inadvertently create a whole different dimension to the problem. In dealing with this issue, she said, we will be doing more and integrate what we learn from the school as they work through their process too. Even if the Council had all the information needed, no immediate solution would present itself tonight. From a pragmatic point of view, the Council wouldn't have a quorum to vote, in that one Councilmember is absent and two others (Vice Mayor Aalfs and Councilmember Richards) would have to recuse themselves because they live in the immediate area.

Councilmember Hughes, with children attending both Corte Madera and Ormondale schools, said they walk to the bus stop and take the bus to school. He knows how much they value their independence, he said, and although they don't have an enormous traffic problem between the bus stop and the house because they live in a cul-de-sac, he appreciates the problem speakers have described. Indicating that he's hopeful about a good, easily enforceable solution that creatively alleviates the problem without producing other side effects, he said the two major problems that strike him are vehicles coming from Ormondale to Corte Madera and vehicles going from Corte Madera to Ormondale, with right-hand turns off Corte Madera Road and Portola Roads being the sore points. Rather than restricting entrance to the area, he suggested simply prohibiting right turns from both Alpine and Portola Roads onto Corte Madera Road during a specified time period every school day would avoid having to deal with the issue of whether a particular vehicle is authorized or not.

Councilmember Richards, saying that the traffic situation around Corte Madera School is a long-standing problem that's worsened over time, agreed with Councilmember Hughes about right turns from Portola Road being really scary at times and said that restricted right turns during certain time periods might help a little. He also agreed that the narrow streets are an issue, noting that his daughter has actually been knocked off her bicycle by a car that was probably going only 5 mph. When construction is underway, he added, in some places the streets are only about half a lane wide.

Vice Mayor Aalfs, who lives on Crescent Avenue, said we need more data because the two sets of numbers just don't agree. He also has an issue with the timing of the surveys, just prior to Thanksgiving. He also agreed with Mr. Byrne's observation that the numbers don't tell the whole story, and with speakers who indicated that vehicles go through the area entirely too fast and that something must be done. Although his children don't walk to school, Vice Mayor Aalfs said when he walks from his house on weekends; he goes down the middle off street just to make sure people see him. Although he would have to recuse himself from a vote and a public hearing and public process would be needed, he said that he personally believes that closing the street off at certain times would be very helpful.

Mayor Wengert noted that she doesn't have enough data to consider supporting the idea of closing streets at this time, and considering an outcome without fully understanding the magnitude of the problem probably isn't the right order to follow. Appreciating the difficulty of residents approaching "repeat offenders," she added that perhaps there's something within the Town's purview to work with them. She also reiterated that part of the solution lies with the School District.

Ms. Hutcheson said that at about 7:55 a.m., when traffic from Alpine Road backs up, many drivers either cut up Groveland Street or turn left on Echo Drive and haul through there and down Canyon Drive, turning left on Portola Road enroute to Ormondale. So it's not just Corte Madera, she said, but also the other entrances. She also stated that the School District confines its concern to the time that children are actually on school property.

But the solution probably will lie in a combination of what the Town and the School District plan and are able to do, and now the communications are open, Mayor Wengert countered, noting that in addition to Mr. Young, four Councilmembers attended today's School District meeting, even though they had to leave early to attend the Council meeting tonight.

Mayor Wengert also said that in seeking a solution, the Town would want to develop a process for dealing with it that can apply to future issues that have similarities. She said we always wrestle with how to develop a process by which we collect enough data so we're comfortable that we've done the job we need to do at Council, staff and community levels.

Mr. Byrne asked when the community might expect a decision. Mayor Wengert said to some extent it will depend on the School District's process as well as additional information and our own continued analysis and whether it will be necessary to hire a third-party professional. We want to make sure we understand what the School District is actually looking at, because if they propose something that will have an impact on this, it would be foolish to exclude it from our analysis. Also, the BP&TS Committee members and Mr. Young's efforts have been tremendous, she said, but we've tasked them beyond a reasonable level, and we may need to bring in a professional. Vice Mayor Aalfs added that irrespective of what the school does, we also have to define our process.

Ms. Dickerson asked if there's anything the residents should continue to do? It takes a lot of time and effort, and we're trying to make headway, but we're always kind of hitting the wall. She said one of the residents who signed her petition today said she'd been here 35 years and I can't see how any of this has done any good.

Mayor Wengert advised keeping an open mind for the solution, because the Town is very clearly hearing that there's a problem. We may have various opinions about it but we have to work toward a data-driven solution that is effective. Some alternatives – potentially a trail – are bigger and more expensive. Neighbors would have to agree to ROWs, etc. Such options would be longer-term in nature and ultimately infeasible because of cost and time, but others we can potentially look to be able to do something within six-plus months, just to give you an idea.

Councilmember Richards said he'd like more information on the possibility of instituting limited turns at some intersections. Vice Mayor Aalfs said he'd appreciate understanding what the options are, suggesting possibly a staff report in the next month or two.

Mr. Pegueros suggested the Council consider directing to staff to come to the Council – perhaps at the April 9, 2014 meeting – with a proposed process that addresses the concerns we're hearing from the Council and the community and also could be used as a template in the future, plus an estimate of the cost of a study to obtain additional data. Mayor Wengert suggested including specific analysis of what the implications might be of instituting a "no right turn" policy at certain potential intersections for a limited time each school day.

Mr. Pegueros said he and Mr. Young have discussed a concern about installing signs that would alter traffic flows to the extent that they inadvertently create a problem somewhere else. He said they're also very sensitive to the fact that there's no separation between pedestrians and vehicles, and providing such separation ultimately would be ideal for addressing safety issues.

- (6) Recommendation by Town Manager: Memorandum of Agreement (MOA) regarding funding for construction of an animal control shelter on Airport Boulevard in San Mateo, California among the 20 cities and the County of San Mateo
 - (a) Adopt a Resolution of the Town Council of the Town of Portola Valley authorizing the Mayor to sign a 30-Year MOA with the County of San Mateo regarding funding for construction of an animal shelter at Airport Boulevard in San Mateo (Resolution No. 2612-2014)

As discussed in his March 12, 2014 staff report, Mr. Pegueros explained that the Town and other cities in San Mateo County currently contract with the County to use the services of the Peninsula Humane Society (PHS) for animal control field and sheltering services. He said it's a unified effort that San Mateo County is noted for, but the facility PHS uses for animal control services has become functionally obsolete and in dire need of replacement because repairs would be as expensive as a new construction. Pamela Machado, San Mateo County Health Service Manager, said that for the last three years, the County been putting \$50,000 into the old building to help maintain it.

Councilmember Hughes, noting estimates of \$15 to \$20 million for the new building, asked what Portola Valley would be committing to provide. Under the proposed MOA, Mr. Pegueros said Portola Valley would pay in the range of \$3,000 to \$4,000 annually, but we'd be agreeing to an allocation formula based on the construction costs. The County seems confident about the range and the construction estimates. The benefit of continuing the relationship with PHS, Ms. Machado said, is the building doesn't have to be as big as the one it's replacing, because PHS has moved its administrative offices in a much newer facility on Rollins Road in Burlingame, from which it runs its animal adoption services and other charitable functions. Regardless of what happens on the operations side, though, she said they need a new shelter because the old one doesn't even come close to meeting the standards of care for animals. It's more than 50 years old.

In response to Mayor Wengert, Ms. Machado said the County is going from council meeting to council meeting, with the last stop on the circuit on April 22, and all jurisdictions are expected to sign their MOAs. She said Colma, the seventh on the list, approved its MOA about an hour ago.

Vice Mayor Aalfs moved to adopt the Resolution of the Town Council of the Town of Portola Valley authorizing the Mayor to sign a 30-year MOA with the County of San Mateo regarding funding for construction of an animal shelter at Airport Boulevard in San Mateo (Resolution No. 2612-2014). Seconded by Councilmember Richards, the motion carried 4-0.

COUNCIL, STAFF, COMMITTEE REPORTS AND RECOMMENDATIONS

(7) Report from Town Manager: Planning Department Staffing Update

To update the Council on the Town's planning services transition from Spangle Associates to in-house staff, Mr. Pegueros recapped the fact that the Council authorized creation of the Deputy Town Planner position last year, when the recruitment effort for a Town Planner didn't produce the right candidate to fill the role, and hired Karen Kristiansson to fill that position. Even before that, he said, the transition actually began in 2012 when Assistant Planner Carol Borck started taking on more project applications.

Mr. Pegueros said Ms. Kristiansson and her team work as hard as could be expected of any staff, and they've done an amazing job. We're looking at new processes, new technologies and skills that we didn't have to cultivate in the past, he said, while maintaining the relationship with the community and meeting expectations of applicants. In addition to setting up a brand new Planning Department, Mr. Pegueros said Ms. Kristiansson is working through past practices that focused on sending projects out to Mr. Vlasic and his Spangle predecessor, George Mader, to keeping the work in-house. At the same time, the volume of work coming in is higher than it's been any time since the early 2000s, the projects are becoming increasingly complex and more contentious, the Housing Element update process has been more robust than in previous years, and time-consuming new code-enforcement issues keep popping up around Town.

All of this has led to a need for him to reevaluate the department needs and resources, Mr. Pegueros said. He and Mr. Vlasic have worked closely on ideas for moving forward, and they will continue working together although Mr. Vlasic is likely to retire officially as Town Planner on June 30, 2014 and to retire in reality by the end of the year. He said that he and Ms. Kristiansson also have discussed consultant services they expect to need to enable the in-house team to continue to develop while also managing the extremely heavy work load. In the process, he's hoping ideas from the outside also might help improve in-house efficiencies.

Mr. Pegueros said that he will draft agreements and bring them to the Council's March 26, 2014 meeting, and ask the Council to consider authorizing three consultant service contracts. One would shift what remains to be done on the Housing Element – primarily report-writing and finishing touches – to the consultant. Another would provide as-needed support for long-range planning and to be available when the workload requires additional help. The third would contribute planning management services skills, because no one on the staff has that experience.

Well aware of the importance of a sound succession plan, Mr. Pegueros said he's still working on a proposal for a Town Planner, and expects to bring that to the Council in the near future so that a new Town Planner can be designated by July 1, 2014.

Councilmember Hughes agreed that the activity level is much higher than it has been, but he encouraged caution about committing too much to consultants in case the activity level goes back down.

Since her time as a Planning Commissioner, Mayor Wengert said she's known it would be difficult when the time came for a full transition from Spangle to in-house staff. She thanked Mr. Pegueros and Ms. Kristiansson for making the unprecedented transition – the first in 50 years – as seamless and efficient as possible, and said she supports all the moves they've made to date.

(8) Reports from Commission and Committee Liaisons

Councilmember Richards, who attended today's Portola Valley School District Governing Board meeting, said he found it somewhat underwhelming but hoped there would be an opportunity to get more in-depth attention to this issue and some solid proposals for solutions

Councilmember Hughes

(a) Architectural and Site Control Commission (ASCC)

Following a field meeting 229 Corte Madera Road on March 10, 2014, the ASCC continued its preliminary consideration of plans for residential redevelopment of a .443-acre Brookside Park property at its regular meeting. Iija and Sangini Bedner are proposing replacing their single-story home with a new two-story structure to get a view of the western hills, and have been working with the architect and neighbors, particularly those at 112 Crescent Avenue, whose back yard is adjacent to the Bedners' and who are concerned about the positioning of second story, the massing of the structure and its impact on their view.

Also on ASCC's agenda was an architectural review for a small remodeling project at 440 Golden Oak Drive, a 1.6-acre Alpine Hills subdivision property where William and Michelle Green propose adding a 169-square-foot single story addition to their existing partial two-story residence.

Councilmember Hughes also reported that he and Councilmember Derwin were among those who met with Stanford representatives at the site of the access easement on Ford Field, which leads toward a bridge crossing proposed to span Los Trancos Creek. The vacant properties, owned by Ryland Kelley, are in Santa Clara County, and there has been discussion about Stanford's potential interest in purchasing the property. Although no decisions were made, the parties now have a better understanding of the lay of the land, including what it looks like from the Stanford side, Councilmember Hughes said. He also said the site appears buildable and apparently Santa Clara County would allow building there. Carter Warr, the architect, seems convinced that he can build a bridge that will satisfy the engineers, the California Department of Fish and Wildlife, and other authorities.

Vice Mayor Aalfs

(b) Planning Commission

The Planning Commission focused most of the discussion at its March 5, 2014 meeting on the State Density Bonus Law (SDBL). The bonus itself is mandated by state law, and all the Town is talking about is passing an ordinance that spells out the process. Having an ordinance in place would also facilitate state review of the Town's Housing Element.

Vice Mayor Aalfs said there was also some discussion about what can be done to ensure that a developer puts up affordable housing before finishing the project; i.e., ensure that the inclusionary housing actually gets built. Ms. Prince said that she is still working on ordinance language to more clearly spell out the timing of constructing the affordable units in a project. She also clarified that per the language in the ordinance, in order to get the density bonus and the final permit, the developer would have to enter an affordable housing agreement with the Town whereby the units would not only be built but remain affordable for 30 years.

Mayor Wengert

(c) FireWise

Participants at the FireWise February 27, 2014 meeting were advised that:

- San Mateo County has been declared to be in “exceptional drought” category
- This year’s chipper program will be more robust, including a third chipper and potentially adding incorporated parts of the County, including Old La Honda Road and other high-risk locations
- A wild land fire drill is scheduled for May 7, 2014
- Courses will be scheduled in a new method of administering cardiopulmonary resuscitation (CPR) that is faster and doesn’t involve mouth-to-mouth contact

(d) Council of Cities

The February 28, 2014 Council of Cities dinner was well-attended. Chris McKenzie, executive director of the League of California Cities, discussed the state’s financial condition, but the picture he painted isn’t as rosy as reports of California’s recovery that we’ve been reading. He focused on the tremendous amount of money that will be required to fund the massive projects we face, as well as the standing pension liability – with benefits now approaching 50 to 70% of employee costs.

(e) 50th Anniversary Committee

Committee members are in the process of preparing a postcard mailing to advise residents of the dates of upcoming celebrations, many of which are Committee events being “reengineered” to tie in with the anniversary of the Town’s incorporation. Mayor Wengert said, too, that the Town has offered to host dinner at the grand finale September 21, 2014 celebration.

(f) Bicycle, Pedestrian and Traffic Safety (BP&TS) Committee

The San Mateo County Transportation Authority Board met on March 6, 2014, and one of the items on the agenda related to its December 2013 Pedestrian and Bicycle Call for Projects (CFP) to consider for up to \$5.4 million in Measure A funds – which has now grown to approximately \$5.7 million. Despite the increase in funds, the 23 applications submitted by 15 jurisdictions (including Portola Valley) requested a total exceeding \$9.3 million.

Final TA action on the final list of projects is anticipated at the April 4, 2014 Board meeting, but in the meantime, Mayor Wengert shared the great news she saw on a PowerPoint slide: Portola Valley was among the top 10, and is likely to receive funding for two projects.

(g) SFO Airport/Community Roundtable

Mayor Wengert said that earlier this week, word came in that the FAA would not follow up on its promise to meet with Roundtable representatives in advance of the NextGen OAPM Report of the Environmental Assessment, which is scheduled for March 24, 2014, but the public hearing time period has been reduced by 30 days. The most relevant hearing is scheduled for April 17, 2014, in the San Mateo Library.

WRITTEN COMMUNICATIONS

(9) Town Council February 28, 2014 Weekly Digest – None

(10) Town Council March 7, 2014 Weekly Digest

- (a) #7 – Email from resident Nancy Lund to the Town Council re: Woods Historic Complex – March 6, 2014

Ms. Lund, Town Historian and Chair of the Historic Resources Committee, wrote that given extensive input from MROSD reports, we can begin find out if it makes sense for the Town to enter into a partnership with MROSD to become the steward of the historic site. However, she said that few people have any idea of the potential opportunities offered there. Among other suggestions, she urged developing an immediate strategy to research all possibilities.

Mr. Pegueros said that he, along with Councilmember Hughes and Vice Mayor Aalfs, met to outline a process for anyone who is interested in moving forward on submitting a letter of interest to MROSD regarding restoration proposals for Hawthorn property. He suggested that the Council agenda an item for the April 23, 2014 meeting if any Committee recommendations are submitted, so that Council could direct staff if and how to help.

- (b) #10 – Letter from Steve Abbors, General Manager with Midpeninsula Regional Open Space District (MROSD) re: June 3rd Bond Measure for major regional open space projects – February 28, 2014

Mayor Wengert drew attention to this letter in which, Mr. Abbors advised that in a historic decision on February 26, 2014, the MROSD Board of Directors voted to move forward with a June 3, 2014 bond measure that would enable MROSD to fulfill major regional open space projects within its tri-county boundaries. They are seeking more than \$300 million in general obligation bonds. It's a very worthwhile cause and an ambitious target, Mayor Wengert said.

- (c) #10 – Attached Separates #2 – Letter from Susan Etezadi, Grand Jury Judge for San Mateo County re: Request for nominees for 2014-2015 Grand Jury service

Mayor Wengert asked whether anyone on the Council had any recommendations for people to serve.

ADJOURNMENT [9:45 p.m.]

Mayor

Town Clerk