

PORTOLA VALLEY TOWN COUNCIL REGULAR MEETING NO. 878, APRIL 23, 2014

Mayor Wengert called the Town Council's regular meeting to order at 7:30 p.m. and led the Pledge of Allegiance. Mr. Pegueros 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
Leigh Prince, Town Attorney
Sharon Hanlon, Town Clerk

ORAL COMMUNICATIONS

None.

- (1) Presentation: Doug Yakel, Public Information Officer for San Francisco International Airport with an overview of the upcoming SFO runway construction

Mayor Wengert welcomed Mr. Yakel and David Ong from the SFO Noise Abatement Office.

Mr. Yakel stated that he would explain the rationale for the construction project, which focuses on runway safety areas, explaining what they're doing, why and how, as well as how it affects neighboring communities. SFO has four runways: 27-Left and 27-Right are used primarily for flights arriving over from the San Mateo Bridge, while Runways 1-Left and 1-Right are primarily used for departing traffic.

Mr. Yakel explained that the areas being addressed in the current construction project are essentially safety zones at the end of every runway that are designed to give flights an additional margin of safety in the event of aborted takeoffs when they can't slow fast enough, or overshooting the runway when they land. Development of safety zones stemmed from incidents that occurred at other U.S. airports, including one at Burbank, where an aircraft overran the runway, went through a fence and ended up at a gas station, and another at Midway in Chicago. Congress mandated completing these improvements by the end of 2015.

Mr. Yakel said SFO has completed RSA work on 27-Left and 27-Right. The phase coming up this summer will address 1-Left and 1-Right. The FAA provides for two ways to comply with its requirement for enhanced safety zones. One would involve adding another 1,000 feet of runway, but real estate constraints made that option possible only with 27-Left and 27-Right. With Highway 101 on one side and San Francisco Bay on the other, Runways 1-Left and 1-Right require Engineered Materials Arresting system (EMAS). Mr. Yakel liked an EMAS to a runway truck ramp; it consists of installing blocks of cellular material that are strong enough to drive a truck on, but would collapse predictably under the weight of an airplane, allowing the landing gear to sink gently into the sand-like material. SFO will install over 15,000 of these blocks this summer, during which time both arriving and departing flights will use 1A-Left and 27-Right.

Runways 1-Left and 1-Right will be out of commission from May 17, 2014 until August or early September 2014. This is a busy travel season, he said, but EMAS curing requires dry weather and these are statistically some of the driest months of the year. They plan to work 24/7 until the project is complete.

Using only these two runways isn't rare, Mr. Yakel said, noting that on 101 different days in 2013 the airport operated for a time on only two runways. SFO regularly relies on 27-Left and 27-Right for both

arrivals and departures during high-wind conditions, so he said it's also a familiar process for Air Traffic Controllers.

As for how closure of two runways affects delays, Mr. Yakel said that when all four runways are open to operate, SFO can handle up to 100 flights per hour, divided about equally between arrivals and departures. The runway closure will cut capacity by about 15%, to 85 operations per hour, again, split pretty evenly between arrivals and departures. Priority will be given to arriving flights, so arriving flight delays will be minimal on good-weather days. Mixing in departures from the closed runways with the arrivals on 27-Left and 27-Right might cause some departure delays, particularly during peak demand periods – around 9:00 a.m., 11:00 a.m. and 1:00 p.m.

Mr. Yakel said the FAA has taken temporary authority to review all airline flight schedules at SFO, and as a consequence, the airlines have cut back plans to expand summer flights (to 2% instead of 5%), and the additional flights will be added only during off-peak periods. He also said SFO has been using a new procedure, Closely-Spaced Parallel Runways (CSPR), since last fall. He said CSPR makes more efficient use of SFO's two parallel runways, and has helped reduce delays during rainy months in the winter. The CSPR procedure also will bolster capacity during the runway closures.

In addition, Mr. Yakel said that during the runway closure, the airport would use a departure management system similar to what JFK International Airport implemented several years ago to help address a chronic problem of long taxi times. Mr. Yakel likened the system to metering lights on freeway onramps during commute hours. It gives departing flights a time to push back from the gate so that when they reach the end of the runway they don't have to wait long for takeoff, and reduces fuel consumption in the process. He said SFO hopes this system will help minimize delays during construction.

As for the effects of the project on flight patterns, Mr. Yakel first described a typical configuration today. With all four runways in operation, he said flights departing for the Midwest, the East Coast and Europe use Runways 1-Left or 1-Right, flying over the Bay en route to their destinations. Flights headed to Southern California also use those runways, turning left over Brisbane and flying over the Peninsula. Most of the flights that depart via Runways 27-Left and 27-Right have destinations in Hawaii and Asia. Closure of 1-Left and 1-Right will shift all departing traffic to 27-Left and 27-Right. Southbound flights will take off straight, fly through the so-called gap and turn left off the coast. Departing eastbound flights will execute shoreline departures, turning right over Highway 101 and flying on toward their destinations.

Mr. Yakel said residents of San Bruno, South San Francisco, northern Pacifica and southern Daly City will experience the addition of the Southern California traffic while 1-Left and 1-Right are closed. In the evening, he said outbound Southern California flights are generally scheduled only until about 9:00 p.m. From 10:00 to 11:00 p.m., red-eye flights to New York, Boston and Washington will use the shoreline departure route.

Mayor Wengert asked whether any increased vectoring is expected for arrivals, or whether it's all weather-related. Mr. Yakel said he didn't know. He pointed out that vectoring occurs when predictability is lacking and more aircraft feeding into a region that can't handle it. He said the process to be used during the SFO construction isn't new, so at least it doesn't add to the unpredictability.

Councilmember Hughes, referring to a chart showing the imbalance between demand and available time slots for takeoffs and landings, asked whether the need to catch up actually stretches the three-hour delay indicated into a longer delay. Mr. Yakel said a period of excess supply follows each hour of excess demand, so after the 9:00 peak, there's a 10:00 valley. The peak-valley offset minimizes the buildup and the need to catch up. Even at JFK, he said, it's only during peak demand periods that flights may be held five, 10 or 15 minutes.

Councilmember Hughes also asked what "bad weather" during the summer months would be. Mr. Yakel said during the "June balloon," the day begins with a marine layer that typically burns off by about noon. In that situation, the FAA implements a ground-delay program, which attempts to meter arriving flights by

assigning revised takeoff times to inbound flights to artificially reduce capacity. Unless stormy weather is involved, he said this scenario most typically affects flights from Southern California.

In looking at the charting, Vic Schachter, Golden Hills Drive, said that in terms of departures, it seems as if the noise impact on Portola Valley and Woodside would be minimal as a result of this construction, or possibly even less than it is now.

Tina Nguyen, Alhambra Court, noted that Portola Valley had more air traffic over the summer of 2013 than in any previous year, and the amount of traffic was horrible even on clear days. She said it's hard to believe that the construction won't affect the arrival side, because more incoming flights lead to vector trafficking. She said, too, that the people who have complained the most are from Portola Valley, Woodside and Brisbane. These communities share a problem with the Southern California commuter air traffic, which has worsened over the past five years, as SFO embraced Virgin Airlines and Southwest. She said their aircraft are really loud. She asked what we should expect to be different this year.

In response, Mr. Yakel said it's tough to compare. Some variables are known, such as planned closure of Runway 2-A, but some are not, such as the closure after the Asiana Air accident in July of 2013 and the temporary change in the way international arrivals were handled, with an increased level of separation between flights. He said the level of unpredictability was among the factors that made a difference. The selection of an option familiar to Air Traffic Controllers during this summer's construction should help mitigate the unpredictability factor.

Ms. Nguyen said she's noticed a lot of noontime traffic, including Air France from Paris and Lufthansa, with its huge Airbus A380s flying over our neighborhoods. She said she doesn't understand why the times they leave Frankfurt can't be adjusted. Mr. Yakel said that in altering departure times, the FAA focused on airlines that were increasing their flight schedules, which affected carriers such as United and Delta.

CONSENT AGENDA

- (2) Approval of Minutes: Regular Town Council Meeting of April 9, 2014 [*Removed from Consent Agenda*]
- (3) Ratification of Warrant List: April 23, 2014 in the amount of \$125,730.16
- (4) Recommendation by Town Manager: Support of West Nile Virus / Mosquito and Vector Control Awareness Week
 - (a) Adoption of a Resolution of the Town Council of the Town of Portola Valley declaring April 20-26, 2014 West Nile Virus and Mosquito and Vector Control Awareness Week (Resolution No. 2617-2014)

By motion of Councilmember Richards, seconded by Councilmember Hughes, the Council approved the Items 3 and 4 on Consent Agenda with the following roll call vote:

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

No: None.

- (2) Approval of Minutes: Regular Town Council Meeting of April 9, 2014

Councilmember Hughes moved to approve the minutes of the Town Council meeting of April 9, 2014, as amended. Seconded by Councilmember Richards, the motion carried 3-0-1 (Aalfs abstained).

REGULAR AGENDA

- (5) Public Hearing: Adopt Ordinance adding Section 18.17, State Density Bonus Law to the Portola Valley Municipal Code
- (a) First reading of title, waive further reading, and introduce an ordinance of the Town Council of the Town of Portola Valley adding Chapter 18.17 [State Density Bonus Law] to Title 18 [Zoning] of the Portola Valley Municipal Code (Ordinance No. __)

As Ms. Prince explained, according to State Density Bonus Law (SDBL), which is found in Government Code Section 65915, if an applicant meets certain threshold requirements, the Town must grant the applicant a density bonus and one or more incentives in who meet certain state-mandated thresholds accordance with the law.

Although the law applies whether or not the Town adopts an implementation ordinance, having such an ordinance can be advantageous. Ms. Prince offered three reasons:

- It complies with state law
- It provides the Town more control over the process, setting the table for developers to understand what they need to provide the Town in terms of information, what costs they must bear and generally adds clarity about who does what
- It allows the Town to take advantage of streamlined review of the Housing Element.

She explained, too, that the ordinance would not add anything to state law; e.g., it provides no additional incentives, bonus or other perks for developers. By the same token, the ordinance does not take anything away from SDBL. The Planning Commission reviewed the ordinance and voted unanimously to recommend its approval.

Councilmember Hughes asked what would constitute one bonus or incentive a developer might receive. Ms. Prince said the density bonus percentages to which an applicant is entitled for providing a certain amount of very low income and low income units are set by state law. For example, providing 10% low income housing might warrant a 5% density bonus. The code defines an incentive as a reduction in a development standard, such as a relaxed setback or height.

To frame the context for public understanding of the potential impact, Mayor Wengert asked how many housing developments the Town has had in the past 10 years, and how many parcels might lend themselves to being affected by density bonus regulations. Ms. Prince said tonight's packet include information about a requirement of five or more units to be eligible for a bonus. Knowing that requirement, staff looked at the number of properties in Town that could accommodate five or more units, and found four (El Mirador Ranch, Spring Ridge, Stanford Wedge and Fogarty). Housing developments are not anticipated for any of these four sites. SDBL would not take away the Town's discretion to require a CUP, either, so that would remain part of the Town process.

Underscoring the fact that no development on these parcels is imminent, Mayor Wengert noted that a CUP review for the Spring Ridge property spanned three years, and we know the owners plan to maintain their parcel and expand its agricultural use. As for the Stanford Wedge, she said Stanford's construction projects are more centrally located on the main campus and Wedge development has not been prioritized at all. The Town has had no discussions for some time with either El Mirador Ranch, which is complicated by multiple owners, or Fogarty, she said.

In response to Bud Eisberg, Wyndham Drive, Ms. Prince said the maximum bonus that could be awarded is 35%, and all of the housing on which the bonus is based would have to be at the same income level (e.g., very low income) and part of the same project.

Lou Ebner, Wyndham Drive, asked at what point in this process the public would be able to comment effectively on this. He said he raised the question because density bonuses and their “explosive” ramifications were never even mentioned in discussions about 900 Portola Road. The public never knew what was potentially on the other side of this transaction, he said.

Ms. Prince said when any developer submits an application; the application becomes part of the public record and is thus always available for anyone who wants to review a file. Further, she said, the properties involved would have use permits that would require CUP amendments, which is a public process. She also explained that the process outlined in the density bonus ordinance indicates that the Town would concurrently review the density bonus application when the developer comes in for a CUP amendment or anything else. It would be part of the public process at the Planning Commission and Council level, in any study session or review that takes place. Ms. Prince said the site was not even zoned for housing; it was commercial.

Mayor Wengert added that even if zoning had allowed for a housing development at 900 Portola Road, no plan was ever put forward by any developer for any specific project, let alone a number of units, so it's a moot point relative to that property. Mr. Ebner said that if it had been rezoned for eight units, as far as he can tell it would have qualified. Mayor Wengert noted that had such a situation existed, when a developer came in to apply for any approval the process would have become public, with Planning Commission and ASCC reviews, hearings and everything else.

Mr. Ebner said that (prior to any approvals or denials), we'd have ample opportunity to review any proposal and if it met state eligibility requirements for a density bonus and understand any potential consequences of any application of a density bonus. Mayor Wengert agreed, emphasizing that the law's application is project-specific.

With no other speakers coming forward, Mayor Wengert closed the public hearing.

Councilmember Richards moved to approve the first reading of title, waive further reading, and introduce an ordinance of the Town Council of the Town of Portola Valley adding Chapter 18.17 [State Density Bonus Law] to Title 18 [Zoning] of the Portola Valley Municipal Code (Ordinance No. ____). Seconded by Vice Mayor Aalfs, the motion carried 4-0.

The second reading is scheduled for the May 14, 2014 Council meeting.

(6) Discussion and Council Action: Comments to the NorCal OAPM Environmental Assessment Report

Mayor Wengert said the Federal Aviation Administration (FAA) originally provided 30 days to comment on the Northern California Optimization of Airspace and Procedures in the Metroplex (OAPM) Environmental Assessment (EA) Report. She said that over the past month, Town representatives have attended a number of FAA “workshops,” meetings and gone through an extensive review, and also encouraged neighboring jurisdictions to step up their involvement. She credited the Ad Hoc Citizens Committee on Airplane Noise Abatement for the South Bay for the tremendous amount of work its members have done.

In addition to the support of Congresswomen Anna Eshoo and Jackie Speier in requesting an extension of the review period, Mayor Wengert said the help of Senators Barbara Boxer and Dianne Feinstein had been enlisted. She was just told an extension was granted; although it wasn't the 60 days requested, the deadline for comments has been pushed back from April 24, 2014 to May 4, 2014.

The good news, Mayor Wengert said, is we now have some additional time, but we need additional data needed on flight routes, patterns, paths and the related altitudes to be able to evaluate the potential impacts. Having experienced major increases in air traffic over Portola Valley already, she said, the concern is that these changes will forcing an uptick in volume and make it even worse.

Mayor Wengert said we also want data to review on the noise impacts of each of FAA's proposed phased implementation, and that they not move from the first phase, departures, into the second without providing that data and evaluating those impacts. She said Portola Valley is most affected by the arrivals, and the public should have the opportunity to provide input between implementation phases.

Mr. Schachter commented on the support of our senators and congresswomen and the tremendous team effort that resulted in the FAA, for the first time in its history, to grant an extension. He said the letter is quite compelling, because we need the data to make intelligent judgments. He said the Ad Hoc Committee put together a triage position paper that was forwarded to Mayor Wengert.

Vice Mayor Aalfs moved to approve the draft letter, subject to further amendment if appropriate prior to the May 4, 2014 deadline. Seconded by Councilmember Richards, the motion carried 4-0.

(7) Recommendation by Nature and Science Committee: Proposal for the Hawthorn Property

Committee Chair Yvonne Tryce said the Hawthorn property, which is now a part of the Mid-peninsula Regional Open Space District (MROSD) provides a potential opportunity to establish the permanent Nature Center that Committee members have discussed for years, and MROSD's Request for Letters of Interest (RLOI) seemed like the ideal time to take the first step toward this goal. She said that although it's clear that the Town wouldn't take on the expense, she noted that officials have not voiced any objections to the idea of a permanent Nature Center there.

Looking at funding options, Ms. Tryce said one obstacle is how to take in funds, and whether an independent organization should handle the funding. She said the best solution she found is the model used for Town Center, which would not burden Town staff. A Windy Hill Hawthorn Program partnered with MROSD could be totally independent of Town government and yet provide a wonderful resource for the whole Town. An independent entity, such as the Silicon Valley Community Foundation, could also facilitate the interaction of the various interest groups that would like to see the Hawthorn property developed for various uses.

Ms. Tryce outlined some proposed uses, indicating that she's just received a cost estimate of \$6 to \$8 million. She noted that the Nature Center would actually be the least expensive part of what they have in mind. The project would be in the design phase for about a year, and under construction for a year to 18 months.

Councilmember Richards said the process sounds incredibly intensive.

Vice Mayor Aalfs asked whether the Nature and Science Committee had discussed the project with any other Committees. Ms. Tryce said that Nancy Lund, Chair of the Historic Resources Committee, was very interested in an historical museum with artifacts in the main house, and an art gallery with some of the exhibits that were on display before Town Center was built. She also said a site on the Hawthorne property would be ideal for community gardens, which interest another group of people. She said Acterra is particularly interested in the olive orchard. Scouts are also interested in participating in some way. Ms. Tryce said it would be good to get together a group of people representing the various interests.

SallyAnn Reiss, Portola Drive, said a group would have to form, write a business plan, identify the developer, create a budget and take several other steps before actually opening a fund at the Silicon Valley Community Foundation. Vice Mayor Aalfs agreed, the more defined a project is going in, the better. Ms. Reiss said that she and other Foundation "alumnae" from the Town Center project met today and discussed how they could support the group that wants to develop the Hawthorn property and pass on the legacy of what they know from their Town Center experience and what they did.

Ms. Tryce said while the Town wouldn't be paying for it, it would be important to have the Council's blessing and guidance.

Looking back at the Town Center project, Mayor Wengert recalled that the community involvement began in earnest with a series of charettes, which resulted in creating a vision for the project, and former Mayor Ted Driscoll tapped his extensive background and gave up a year of his working life to run with it. What Ms. Tryce described as the Hawthorn potential would be very large scale, Mayor Wengert said, and she understands why it's grown from the initial idea of a Nature Center. However, she said she doesn't understand who would lead what she considers the "business organization" that could drive this sort of project to fruition. The Town Center, on the other hand, had not only Town volunteers but Mr. Driscoll serving as "CEO" and a significant amount of staff support.

Ms. Tryce said they hope that reaching out to the community, perhaps with some charettes – which would not necessarily have to be Town-sponsored – would result in being able to identify people who are not only interested enough in taking on the management role but also capable of doing so.

Discussing it with MROSD representatives just yesterday, Ms. Tryce said she's on top of the CEO idea to which Mayor Wengert alluded. She also said that the Hawthorn development may draw in different parties for different projects, e.g., the main house versus the garage versus something else. She said it's very early in the game, and solutions could take a variety of forms.

Councilmember Hughes noted another aspect of the Town Center project that differs from this one. Whereas the Town Center project was able to proceed at the Town's own pace, this one could be more dependent on another entity's schedule, including, of course, MROSD's.

Bernie Bayuk, Paloma Road, urged Town backing to support nature and science interests similar to the backing for athletic interests the Town showed in bringing soccer, baseball and tennis facilities to Town Center. Mayor Wengert said she thought it's too early to make that determination, and the Town is currently facing some very serious issues, including the water shortage and fire danger, that demand priority and resources.

Councilmember Richards said he'd love it if the Town had the bandwidth to take this project on in its entirety, because the concept is fabulous. The timing issue is problematic though, with staff stretched to its limits, the Planning Department in transition and a huge uptick in building throughout Town. He said depending on what develops, the Town may be able to help with a portion of it – but we'll have to wait and see.

Kirsten Kingdom, Portola Road, said this is an exciting project, and wondered whether the Town would sponsor something whereby people could come together who have an interest, and perhaps form a volunteer group that's committed to it. Mayor Wengert said we'd be amenable to having Town facilities used by such a group; the uncertainty about the Town's role relates more to the type of entity that's contemplated or might form.

Mr. Pegueros said Ms. Tryce's early draft of the RLOI, which is included in tonight's meeting packet, shows \$3 million labeled "Open Space Acquisition grant" in the Finance section, and he wanted to know whether the Council considered that appropriate to include in any proposal at this time. Mayor Wengert said that with no specific proposal, it's a difficult issue, but she said at this point it would be appropriate to assume that money is not available. One issue is that the property being discussed isn't Town property, and the fund is designed for the Town to acquire and/or operate open-space land.

Gary Nielsen, Pinon Drive, Chair of the Open Space Acquisition Advisory Committee, said that he doesn't know much about the proposal, but it basically involves buildings rather than open space. It's affiliated with open space, but it isn't open space.

Bonnie Crater, Wayside Road, who's a member of the Nature and Science Committee, said she thinks this is a great project and is excited that that it can result in some wonderful education programs for children in the community. She said she infers that the Council is okay with the Nature and Science Committee proceeding with preparing a letter of interest, but that Councilmembers want more detail prior

to any additional steps beyond that. Mayor Wengert said the only other question now is the entity; she thought she heard initially that it was not the Nature and Science Committee. If she mis-heard, she said, that would be a concern, because the Committee is a Town entity, so it would by definition be a letter of interest by the Town.

“Portola Valley Community” is listed as the organization or individual name on the draft letter, and Mr. Pegueros said the draft letter begins with, “Our organization is composed of residents of Portola Valley and the surrounding area with various interests encompassing . . .”

Ms. Tryce confirmed that the Nature and Science Committee is not named in the application.

The deadline for submitting letters of interest to MROSD is June 20, 2014.

(8) Recommendation by Town Manager: Traffic Calming Policy Framework

Mr. Pegueros said the Council is being asked to consider directing the Bicycle, Pedestrian and Traffic Safety (BP&TS) Committee to draft a traffic-calming policy for Portola Valley. To help kick-start that process, he explored such policies in other communities. Neither Woodside nor Atherton has a formal policy, he said, and the policies in Redwood City and Menlo Park would require considerable massaging to fit the Town’s needs. However, Los Altos Hills (LAH) has been working on a tailoring the policy in effect in Moraga to LAH’s needs. Scheduled to go to the Los Altos Hills City Council on May 15, 2014, the LAH draft Traffic Calming Guide is included in tonight’s Council packets.

As noted in Mr. Pegueros’ April 23, 2014 staff report, the LAH Guide might serve as a useful starting point for Portola Valley because of certain shared conditions, including steep and narrow roadways, a roadside trail system with gaps in continuity, private roadways and concern about hazardous driving in close proximity to schools. If the Council agrees that the LAH material could be tweaked for Portola Valley, he asked that they and identify items that the BP&TS Committee should add, enhance or omit.

He specifically requested Council guidance on using the Town’s traditional “test and measure” approach. He referred to a March 14, 2014 email in the Council packet from BP&TS Committee member Leslie Latham, who outlined possible additional test-and-measure efforts for Corte Madera Road that might be considered at a future Council meeting

Councilmember Hughes said he reviewed the LAH draft through the lens of the Corte Madera situation. He saw some overlap between Levels 2 and 3, noting that the question seems to boil down to which situations call for law enforcement, fire official and/or planning department involvement and the appropriate degree of review and approval. With Portola Valley considering prohibiting left turns for a half-hour twice a day on a couple of streets as an example, he suggested that Level 3 measures in the LAH Guide contain changes more substantial than what Portola Valley may need.

Councilmember Hughes said he thought the test-and-measure idea would be appropriate in some situations, but in the Corte Madera instance, measurement doesn’t illustrate the issue because there seems to be a qualitative rather than quantitative problem that measuring doesn’t help define. He also suggested that it might be worthwhile to develop a more expansive policy that covers traffic and parking in general, in addition to traffic-calming measures.

Councilmember Richards agreed about the overlap between Levels 2 and 3, suggested that Levels 1 and 2 might be sufficient for Portola Valley and review at any level should be thorough. Councilmembers agreed that Portola Valley has already taken Level 1 approaches, and that ASCC review of signage should be required.

Leslie Latham, Grove Drive, recalled advice that former Councilmember Ted Driscoll shared when the BP&TS Committee formed: Refine your problems if you want to get anything done. She said this problem is big enough on its own, so she’d keep the focus on traffic calming. Ms. Latham said the BP&TS

Committee still has potential solutions to test, and measure the results before making them permanent. She said the Committee also is working on a separate recommendation for Windy Hill parking.

Cathy Carlson, Crescent Avenue, asked whether the idea is to develop a policy and then do more testing and measuring and then follow through with implementation. Mayor Wengert said yes, that would be the process, but with a template to follow it shouldn't take a long time.

Dean Asborno, Canyon Drive, asked whether the discussion was limited to Corte Madera Road, or the surrounding neighborhood. Mayor Wengert said we'd look at the whole area, aware that there would be ripple effects from any area. Ms. Prince added that the policy would apply anywhere in Town that had issues with respect to traffic.

Mayor Wengert, commenting on the process, said when the Trails and Paths Committee faces an issue, members mount a concerted effort, reach out to ensure neighbors understand the problem and systematically take a variety of tacks, intensifying the pressure to bring about a solution. Taking as an example the issue of scoring driveways to make them safer for horses, she said taking this approach made the list of problem driveways dwindle away from double digits. For the first time since she's been Trails and Paths Committee liaison, Mayor Wengert said, driveway scoring no longer appears as an agenda item for the Committee. She said the BP&TS Committee could take the same approach as effectively, using a variety of tactics and a variety of partners.

Noting LAH's preference for permanent versus temporary measures, Councilmember Hughes pointed out that clarification would help ease the tension between the permanent-versus-temporary issue and the trial-and-error, test-and-measure approach. He suggested addressing timeframes for temporary measures and review periods. Ms. Latham indicated that matters of timing depend heavily on the various demands on Public Works Director Howard Young, whose backload of projects is stacked up.

Vice Mayor Aalfs raised the issue of legal maneuvering room, which the Council has discussed briefly in terms of street closures and turn restrictions. He said the LAH Guide touches on this, but he'd like Portola Valley's policy to clarify what's within local authority and what goes to state level. Ms. Prince explained that state law provides for situations in which roads can be closed, but circumstances in the Corte Madera neighborhood don't align with state allowances for exceptions.

Mayor Wengert said she'd omit parts of the LAH Guide, particularly some in the Level 3 tools, because they wouldn't apply Portola Valley (e.g., as sidewalks, curb extensions, bulb outs and median islands).

Mr. Asborno said signage wouldn't be very effective in slowing traffic in the Corte Madera neighborhood. The area needs a 24/7 "forcing" function 365 days a year – properly installed and laid out speed bumps that force slow driving.

Mr. Pegueros said the Council meeting minutes, the LAH policy and direction regarding parts to strengthen or omit would be forwarded to the BP&TS Committee to take up.

COUNCIL, STAFF, COMMITTEE REPORTS AND RECOMMENDATIONS

(9) Reports from Commission and Committee Liaisons

Councilmember Richards

(a) Cultural Arts Committee

Meeting on April 10, 2014, Committee members discussed:

- An art-participation project to hold at Rossotti's and at the Meadow in conjunction with the Town's 50th Anniversary events

- Its budget, which he said should have been submitted by now
- The Town picnic on June 7, 2014; the Town's 50th Anniversary parade, which had been planned for Town Picnic day, was postponed to September 21, 2014, to avoid any potential conflicts with the Zots to Tots event

(b) Architectural and Site Control Commission (ASCC)

The ASCC considered three fairly significant and somewhat controversial projects at its April 14, 2014, including:

- 229 Corte Madera Road, where privacy has been an issue
- 18 Redberry Ridge, where development of the lower yard remains a concern, but the unauthorized tree clearing issues seem to have been resolved
- 3 Grove Court

Councilmember Richards said he left the meeting prior to a discussion about gates, but understands the ASCC is concerned about the proliferation of gates in Town. He said plans for 299 Corte Madera Road included a six-foot gate that was almost solid, but the applicant was persuaded to scale back to four-foot gate that is more open.

(c) Emergency Services Council

The San Mateo Emergency Services Council met on April 17, 2014, discussing:

- The radio tower upgrade
- A review of a silver dragon exercise earlier this month, simulating response to an anthrax attack; during this simulation, volunteers managed to deliver antidotes to 15,000 homes within 90 minutes
- New JPA documentation, which had been approved by all the cities and the County, apparently has some legal issues; he said the revisions are not major, but the documentation must be rewritten and reprocessed and won't be back until after June 16, 2014

(d) Conservation Committee

Meeting on April 22, 2014, the Conservation Committee talked about going back to having Committee members doing the "grunt work" and bringing in more members to make that a viable proposition. Meanwhile, they want a budget amendment that would allow hiring people to work on various projects under the Committee's direction. Councilmember Hughes said that in a discussion with Planning Commissioner Alex Von Feldt, he learned that Acterra organizes such activities. Councilmember Richards said that's true, and there may be other sources of volunteers that we aren't tapping.

The Committee also:

- Discussed the proposed barn addition at the Jelich Ranch on Portola Road and the possibility of talking with the Whites about opening some of the views on their property

- Announced two Backyard Habitat program award recipients: the Schachters on Golden Oak Drive and the Richards' family (yes, Councilmember Richards!)
- Reviewed Earth Day participation plans
- Continued discussion on plantings and other improvements for the Oak Grove by the tennis courts
- Reviewed concerns about willows in creek and eucalyptus removal on Portola Road

Councilmember Richards said the Conservation Committee now has a liaison from the Trails and Paths Committee, Phil Reilly.

(e) Corte Madera School

Councilmember Richards said a meeting today covered the Parisi report on the traffic issues near Corte Mader School and the Town's plans for projects in that area, including the street resurfacing. The School District was represented, but the School Board has not come up with any concrete plans. Councilmember Richards suggested considering school buses, which he said would go a long way to solving a lot of problems.

Councilmember Hughes

(f) Planning Commission – meeting was canceled.

(g) Nature and Science Committee

At their April 10, 2014 meeting, members of the Nature and Science Committee discussed the Hawthorn proposal, which is now much more concrete than it had been. Chair Tryce collected ideas, which member Treena Diehl apparently pulled together, he said.

The Committee is also putting together its FY 2014-2015 budget (which Mr. Pegueros said was submitted earlier this week) and organizing a range of events through the spring and summer, including:

- Earth Fair activities on April 26-27, 2014; the Committee's table will have birds' nests to view, pond water samples to examine under microscopes
- Flight Night on May 16, 2014, building on last year's great success
- Hike on August 14, 2014
- Star Party on August 29, 2014
- Ecology Day on October 18, 2014

Councilmember Hughes said the question of banners – what we have, where they are stored, who may use them – comes up often.

Vice Mayor Aalfs – None

Mayor Wengert

(h) Ad Hoc Water Conservation Task Force

The Task Force met for the second time on April 14, 2014. Mayor Wengert reported that Chair Mike Ward is incredibly enthusiastic and the Task Force has gathered a significant amount of data. Members discussed their various action items, ranging from gray water to purple pipes, and their plans to attend the Los Altos Hills water conservation meetings.

Although they ran out of time, members continue to work on setting and prioritizing short- and long-term goals. Following the wordless “K-J Jiro Kawakita” method to reach consensus, they will continue to work on goals at their meeting on May 16, 2014.

(i) Association of Bay Area Governments (ABAG)

Mayor Wengert said San Francisco ranked number one among all 100 metropolitan areas in the United States when it comes to the lack of affordable housing. While New York has more pockets of higher expense, she said it also has pockets of less-expensive housing in between, while fewer and fewer places in the Bay Area have that diversity. Mayor Wengert also noted that the San Francisco metropolitan area is now being called Silicon Valley – including San Francisco and Oakland. She gathers that the reason is the entrepreneurial spirit implicit in the Silicon Valley name, and the entrepreneurial spirit is the heartblood of the economy in this area.

She also noted that the affordable housing shortage, which has been an intractable problem for years, is worsening, with ever-increasing resistance and barriers. She said there's some movement among ABAG participants to come up with some high-tech experimentation to tackle the problem, an approach that she hopes gains traction and involves all regional governments.

Clearly, she said, our top challenges are housing and transportation. In terms of transportation, she said we are much more like Los Angeles than we were even 10 years ago, particularly when the economy is doing well.

(j) Finance Committee

On the agenda for the Finance Committee meeting on April 23, 2014, was a discussion of the possibility of instituting a parcel tax to replace the Utility Users Tax, something that Committee member Bill Urban has been promoting for a long time. Mr. Pegueros, who also attended the meeting, and Mayor Wengert said that the Town could not commit staff time to collect data or research the issue.

Member Ken Lavine also led a discussion on using parcel tax funds to underground utilities. Mr. Lavine acknowledged that the Town Council has not favored that approach, but member George Savage noted that if the Town were to save money by replacing the UUT with a parcel tax, the cost savings could go toward undergrounding utilities.

WRITTEN COMMUNICATIONS

(9) Town Council April 11, 2014 Weekly Digest

(a) #6 – Memo from Town Manager Pegueros - Study of Alpine Road at I-280 Signalization

Mr. Pegueros explained that the Town received an advance notification from the County that a recommendation to authorize resources to study signalizing I-280 would be going to the Board of Supervisors. A copy of the recommendation was included in the Digest. A subsequent post appeared in the PV Forum, Mr. Pegueros said, and he's not heard anything since. When Mayor Wengert asked whether the Town should address the question, Councilmembers concurred that at this point they're only discussing conducting a study.

(10) Town Council April 18, 2014 Weekly Digest – None

- (a) #8 – Memo from Town Manager Nick Pegueros re: Weekly Update – Friday, April 18, 2014

Mr. Pegueros said the new skate ramp arrived earlier than expected and has been more popular than anyone anticipated. He and Mr. Young, heading off to Corte Madera School today, noticed a photo shoot taking place there. The Parks and Recreation Committee is planning a ribbon-cutting ceremony at 11:00 on April 27, 2014; Vice Mayor Aalfs said he would attend.

Mr. Pegueros also reported that because the street resurfacing bids came in below the engineer's estimate, we'll be able to do both the bid and the bid alternate. Unfortunately, hang-ups with CalTrans prevented us from seeking bids on federally funded projects during the time of year when bids tend to come in at their lowest level.

ADJOURNMENT [10:00 p.m.]

Mayor

Town Clerk