

**Presentations from the**

**May 29, 2018**

**City Council Meeting**

# City Manager Comments

May 29, 2018





# City of Palo Alto City Council Meeting

**May 29, 2018**

Approval of the  
Sale of Transfer Development Rights  
from Avenidas and College Terrace Buildings  
&  
City Support Letter of JMZ Project

# Background

- October 2015 – City Commitment to 450 Bryant St. (Avenidas) \$5 million
  - Staff recommendation to fund commitment:
    - \$2.5 million Community Center Impact Fee Fund
    - \$2.5 million Transfer Development Rights
- December 4, 2017 Junior Museum and Zoo \$7.2 Million.
- Infrastructure Plan funding imbalance

# Council Action

## Re-consider Transfer of Development Rights (TDR)

- a) Approve the attached Resolution (Attachment "A") designating 450 Bryant Street to be eligible as a "Sender Site" for 9,188 square feet in the Transfer of Development Rights (TDR) program.
- b) Direct the City Manager to issue a Request for Proposals (RFP) for the sale of 9,188 square feet of TDRs from the Avenidas Building at the minimum starting price of \$275 per square foot.
- c) Direct the City Manager to issue a Request for Proposals (RFP) for the sale 2,500 square feet of TDRs from the College Terrace Building located at 2300 Wellesley Street at the minimum starting price of \$275 per square foot.
- d) Authorize the City Manager to transfer \$2.5 million in proceeds from the sale of the TDRs to Avenidas, to be used for the cost of historic and seismic rehabilitation of the Avenidas Building.

# Council Action

## Junior Museum & Zoo Project

- a) Approve the commitments described in the attached letter from the City Manager to Dick Peery (Attachment “B”) in support of the Junior Museum and Zoo (JMZ) project, stating that the City supports construction an additional \$2 million toward the cost, with the Friends conducting private fundraising for \$1 million, by fiscal year 2020.

# TDRs Avenidas Building

- The Avenidas Building is eligible for TDRs equal to 50% of the building's floor area (PAMC 18.18.070(a)(4)) because the current project involves the rehabilitation of a listed Seismic Category II building as well as a listed Historic Category 2 building.
- The current building is 18,375 square feet (sq.ft.) resulting in a Combined Historic and Seismic Rehabilitation Bonus of 9,188 sq.ft.

# TDRs College Terrace Building

- In addition, City Council designated the College Terrace Library as an eligible “Sender Site” on April 13, 2009.
- That action generated 2,500 sq.ft. of TDRs that can also be offered for sale to support the City’s funding for approved and appropriate projects

# History of TDRs Sale

Property	Size of TDRs in square foot	Date Sold	Minimum Asking Price per Square foot	Sale Price Per square foot
Palo Alto Children Library Building	2,500	March 2006	\$85	\$95
College Terrace & Sea Scout Bldg.	5,000	August 2010	\$90	No offers to purchase received
Roth Building	9,592	May 2015	\$200	\$300.25
Sea Scout Bldg.	1,600	May 2016	\$225	\$405
Sea Scout Bldg.	900	May 2016	\$225	\$301

# Projected Revenue from Sale of 11,688 Sq.Ft. of TDRs

- At price of \$275 per Sq.Ft= \$3,124,200
- At Price of \$300 per SQ.Ft = \$3,506,400
- At price of \$325 per Sq.Ft = \$3,798,600
- At price of \$350 per Sq.Ft = \$4,090,800

# Community Center Development Impact Fund

Transactions	Funds Available
Community Center Impact Fee Fund Balance as of May 2018	\$ 3,461,279
Avenidas TDRs – 9,188 Sq.Ft at \$275	*\$ 2,526,700
College Terrace TDRs 2,500 Sq.Ft at \$275	*\$687,500
<b>Subtotal</b>	<b>\$6,675,479</b>
Payment to Avenidas	(\$2,500,000)
Addition Funding Needed to Meet Commitment to JMZ	(\$3,900,000)
Balance	\$275,479
Future commitment to JMZ FY2020	(\$2,000,000)**
<b>Funds needed by FY2020</b>	<b>(\$1,724,521)</b>

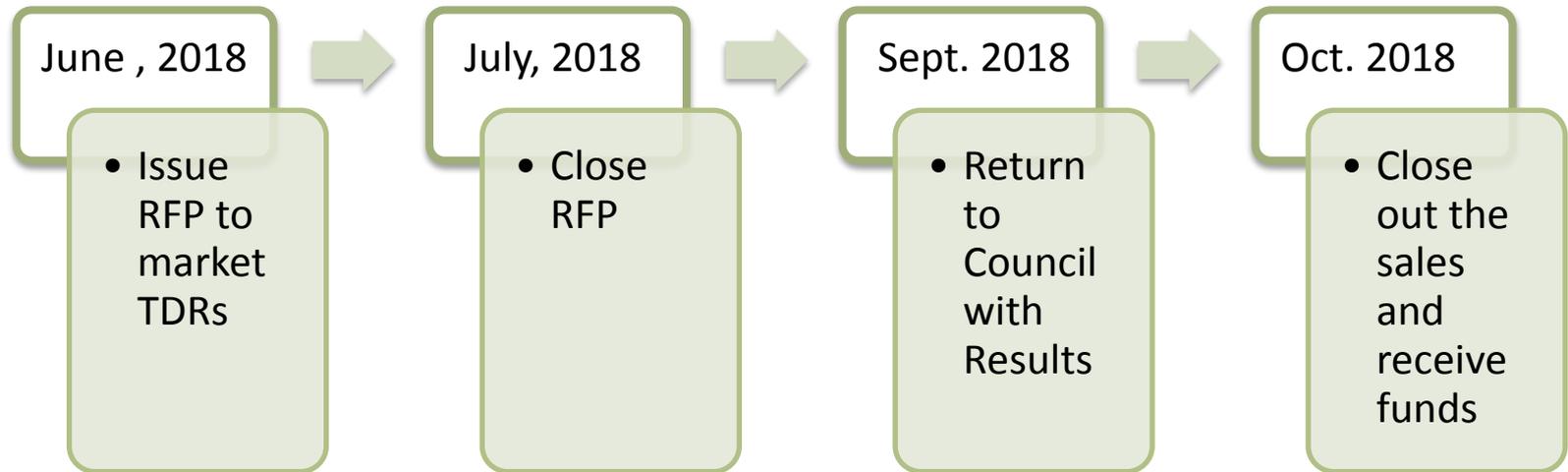
\* Estimated at \$275 per Sq. Ft. sale price

\*\* Friends of JMZ have pledged to fundraise \$1 million

# Junior Museum & Zoo Project

- Add Zoo Netting and Tree House Elements at request of primary donor
- Estimated cost is \$2 million Friends of JMZ have pledged to raise up to \$1 million for netting of Zoo
- City request Council approval to pledge up to \$2 million for netting and tree house elements

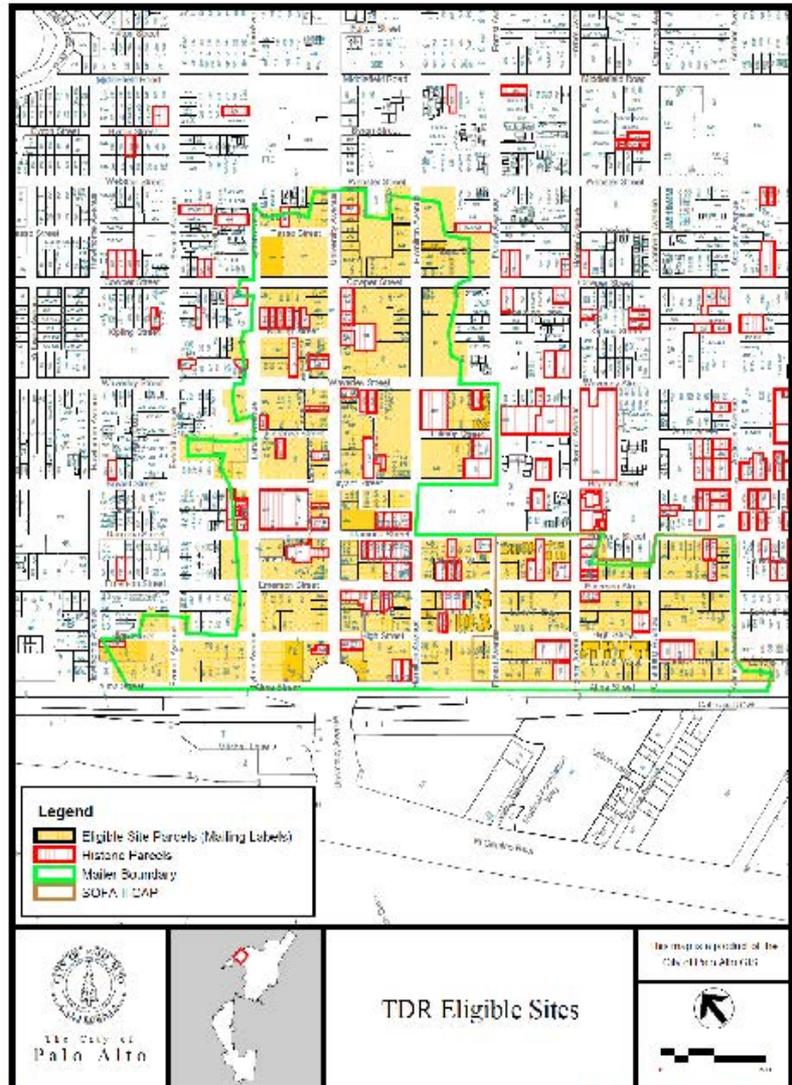
# Next Steps TDRs RFP



Thank you

Public Comments,  
Discussion and Motions

ATTACHMENT F



Map of Palo Alto, CA is a reproduction of the map published by the City of Palo Alto, CA. The map is a reproduction of the map published by the City of Palo Alto, CA. The map is a reproduction of the map published by the City of Palo Alto, CA.



# Connecting Palo Alto: Rail Program Master List of Ideas – Initial Screening



# Connecting Palo Alto – 2017 and early 2018

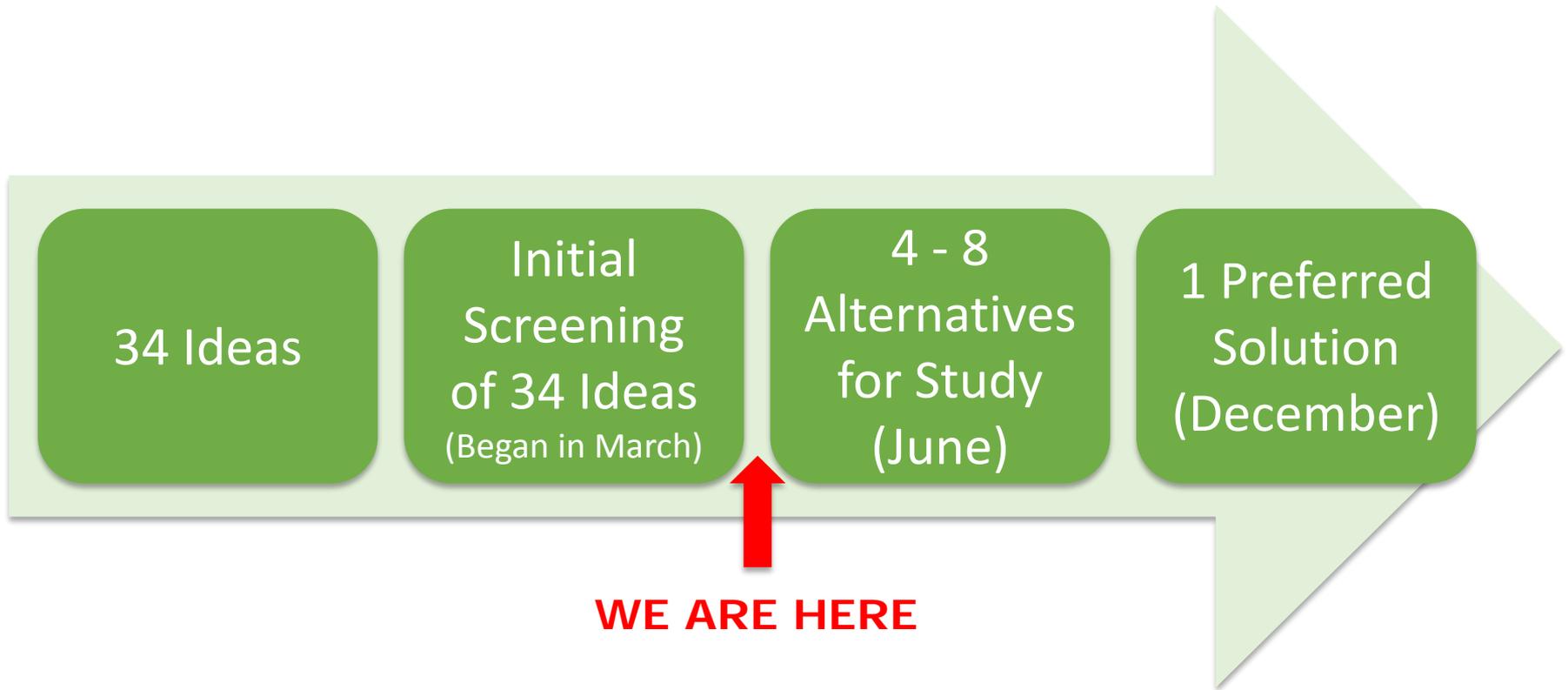


- Connecting Palo Alto website  
[www.cityofpaloalto.org/connectingpaloalto](http://www.cityofpaloalto.org/connectingpaloalto)
- On-line questionnaire with 800 responses
- Held 2 Community Workshops, with 228 attendees
- Held 4 Community Roundtables, with 381 attendees
- Held 14 Rail Committee meetings
- Collected 83 public comments / inquiries
- Built a database of interested stakeholders
- Produced Connecting Palo Alto e-newsletter
- Posted extensively on social media

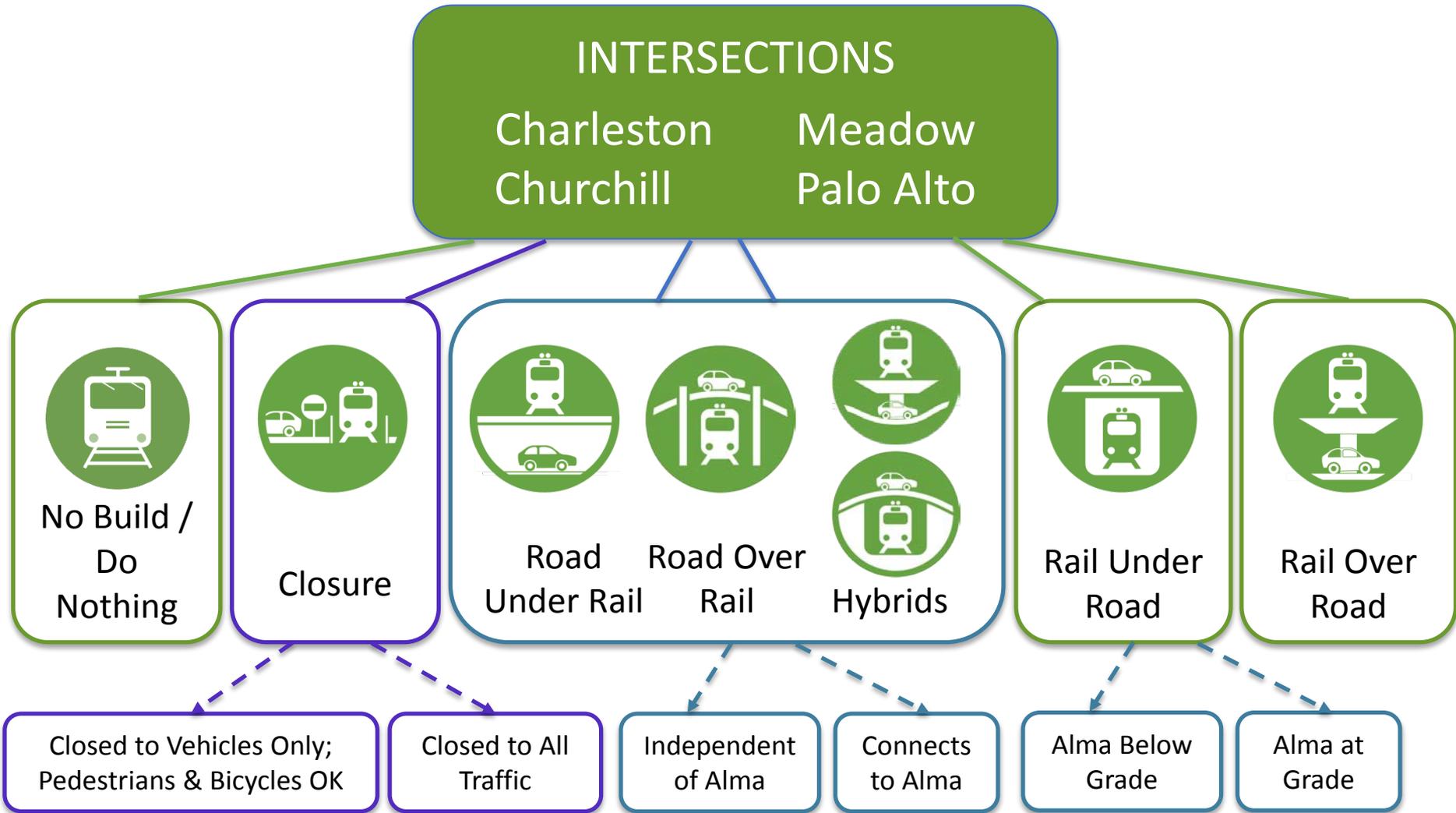
# Connecting Palo Alto – Moving Forward

<b>2018</b>	1 April	Award new consultant agreement
	30 June	Select alternatives to analyze
	13 December	Select preferred alternative
<b>2019</b>	30 June	Circulate draft EIR
	31 December	Certify EIR and select preferred alternative
<b>2020</b>	31 January	Approve agency agreements for managing construction
	1 February	Begin preliminary design
	1 December	Begin final design
<b>2021</b>	1 November	Acquire properties? (only if necessary)
<b>2022</b>	1 November	Obtain agency permits and / or approvals
<b>2023</b>	31 January	Award construction project (s)
	1 March	Start construction
<b>2028</b>	31 December	Finish construction

# Connecting Palo Alto – Mission for 2018



# Potential Changes to Existing Crossings



# Master List of 34 Ideas from Community Meetings

Type of Separation (Alphabetical Order)	Citywide	Palo Alto	Churchill	Meadow	Charleston
<b>Closure</b>		Palo Alto Ave Closed - Everett Bike/Ped (PCE) - Improve University (PCU) - connect Alma Streets in Menlo Park (PCA) - extend Quarry Road to Alma (PCQ)	Churchill Ave Closed - Improve Embarcadero (CAE) - Seale Bike/Ped (CAS) - Kellogg Avenue Bike/Ped (CAK)	Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
<b>Hybrid (Road under Rail)</b>		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid , Loma Verde Bike/Ped (MCL)	Meadow + Charleston Hybrid (MCH)
				Meadow Dr Hybrid (MDH)	Charleston Road Hybrid (CRH)
<b>No Build / Do Nothing</b>		Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build - Safety Upgrades (MDN) - No connection to Alma (MDA)	
<b>Rail under Road (Trench)</b>	Citywide Trench (WTR)		Churchill Ave Trench (CAT)	Meadow + Charleston Trench (MCT) Meadow + Charleston Trench, Alma in Trench (MCA) Meadow Dr Closed, Charleston Trench (MCX)	
<b>Rail under Road (Tunnel)</b>	Citywide Deep Bore Tunnel - under El Camino Real (WBE) - under Rail Corridor (WBR) Citywide Cut & Cover Tunnel - under El Camino Real (WCE) - under Rail Corridor (WCR)				
<b>Rail over Road (Berm/Viaduct)</b>	Citywide Railroad Berm (WER) Citywide Viaduct (WVR)				
<b>Road Over Rail</b>					Charleston Rd Roadway Over Railroad (CRO)
<b>Road under Rail</b>		Connect Alma to Sand Hill Rd; dead-end Palo Alto Ave (PAT)		Meadow Dr Roadway Under Railroad (MDU)	Charleston Rd Road Under Rail - no connection to Alma (CRA) - connected to Alma (CRU)

# Refining Process for Decisions

## ***Tier 1 Criteria: Most Important***

Technical

- East-West connectivity: facilitate movement across the corridor for all modes of transportation
- Traffic congestion: reduce delay and congestion for automobile traffic at rail crossings
- Ped/Bike circulation: provide clear and safe routes for pedestrians and bicyclists seeking to cross the rail corridor, separate from automobile traffic
- Rail operations: support continued rail operations and Caltrain service improvements

Financial

- Cost: finance with feasible funding sources

## ***Tier 2 Criteria: Also Important***

Property

- Environmental impacts: reduce rail noise and vibration along the corridor
- Environmental impacts: minimize visual changes along the rail corridor
- Local access: maintain or improve access to neighborhoods, parks, schools and other destinations along the corridor while reducing regional traffic on neighborhood streets

- Cost: minimize right-of-way acquisition by eminent domain

- Construction: minimize disruption and the duration of construction

Construction

# Evaluation Criteria with Sample Ideas

ID	Description of Alternative	Initial Screening Criteria											Advance into Study	
		Tier 1					Tier 2				New			
		Facilitate Movement - All Modes	Reduce Delay and Congestion	Ped-Bike Circulation	Support Rail Operations	Funding Feasibility	Reduce Noise	Minimize Visual Changes	Minimize Right-of-way	Minimize Construction Impacts	Estimated Community Support	Constructability		TAC Opinion
Alternatives														
A	Grade Separation Idea A	●	●	●	○	X	●	●	◐	○	●	X	?	N
B	Grade Separation Idea B	◐	◐	●	○	✓	●	●	●	◐	●	✓	?	Y
C	Grade Separation Idea C	●	◐	◐	○	✓	◐	◐	◐	◐	◐	X	?	N
D	Grade Separation Idea D	◐	●	◐	○	X	●	◐	●	◐	○	X	?	Y
E	Grade Separation Idea E	●	●	●	◐	✓	●	●	●	●	◐	X	?	Y

Standard Scoring:

- = Highest weight
- ◐ = Middle weight
- = Lowest weight

Fatal Flaw Scoring:

- ✓ = Feasible
- X = Possibly Feasible
- X = Not Feasible

# Initial Screening Process

## 34 Ideas

18 Ideas identified for potential early elimination due to:

- Funding Feasibility Fatal Flaw
- Constructability Fatal Flaw

## 16 Ideas

Presented to Rail Committee (3/21) and TAC

- 4 Ideas identified for elimination
- 6 Ideas combined into 3
- 1 Idea added per TAC feedback

## 10 Ideas

Presented to Rail Committee (4/18)

- 2 Ideas Modified
- 3 Ideas Removed
- 3 Ideas Added

## 10 Rail Committee Recommended Ideas



**WE ARE HERE**

# Master List of 34 Ideas – Initial Screening

Type of Separation (Alphabetical Order)	Citywide	Palo Alto	Churchill	Meadow	Charleston
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<b>Hybrid (Road under Rail)</b>		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid , Loma Verde Bike/Ped (MCL) Meadow Dr Hybrid (MDH)	Meadow + Charleston Hybrid (MCH) Charleston Road Hybrid (CRH)
<b>No Build / Do Nothing</b>		Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build - Safety Upgrades (MDN) - No connection to Alma (MDA)	
<b>Rail under Road (Trench)</b>	Citywide Trench (WTR)		Churchill Ave Trench (CAT)	Meadow + Charleston Trench (MCT) Meadow + Charleston Trench, Alma in Trench (MCA) Meadow Dr Closed, Charleston Trench (MCX)	
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<b>Rail over Road (Berm/Viaduct)</b>	Citywide Railroad Berm (WER) Citywide Viaduct (WVR)				
<b>Road Over Rail</b>					Charleston Rd Roadway Over Railroad (CRO)
<b>Road under Rail</b>		Connect Alma to Sand Hill Rd; dead-end Palo Alto Ave (PAT)		Meadow Dr Roadway Under Railroad (MDU)	Charleston Rd Road Under Rail - no connection to Alma (CRA) - connected to Alma (CRU)

# Master List of Ideas – Funding Feasibility Fatal Flaw

Type of Separation (Alphabetical Order)	Citywide	Palo Alto	Churchill	Meadow	Charleston
Closure		Palo Alto Ave Closed - Everett Bike/Ped (PCE) - Improve University (PCU) - connect Alma Streets in Menlo Park (PCA) - extend Quarry Road to Alma (PCQ)	Churchill Ave Closed - Improve Embarcadero (CAE) - Seale Bike/Ped (CAS) - Kellogg Avenue Bike/Ped (CAK)	Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
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Rail over Road (Berm/Viaduct)	Citywide Railroad Berm (WER) Citywide Viaduct (WVR)				
Road Over Rail					Charleston Rd Roadway Over Railroad (CRO)
Road under Rail		Connect Alma to Sand Hill Rd; dead-end Palo Alto Ave (PAT)		Meadow Dr Roadway Under Railroad (MDU)	Charleston Rd Road Under Rail - no connection to Alma (CRA) - connected to Alma (CRU)

# Master List of Ideas – Constructability Fatal Flaw

Type of Separation (Alphabetical Order)	Citywide	Palo Alto	Churchill	Meadow	Charleston
Closure		Palo Alto Ave Closed - Everett Bike/Ped (PCE) - Improve University (PCU) - <del>connect Alma Streets in Menlo Park (PCA)</del> - <del>extend Quarry Road to Alma (PCQ)</del>	Churchill Ave Closed - Improve Embarcadero (CAE) - <del>Seale Bike/Ped (CAS)</del> - <del>Kellogg Avenue Bike/Ped (CAK)</del>	Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
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Rail under Road (Trench)	<del>Citywide Trench (WTR)</del>		<del>Churchill Ave Trench (CAT)</del>	Meadow + Charleston Trench (MCT) <del>Meadow + Charleston Trench, Alma in Trench (MCA)</del> Meadow Dr Closed, Charleston Trench (MCX)	
Rail under Road (Tunnel)	Citywide Deep Bore Tunnel - <del>under El Camino Real (WBE)</del> - <del>under Rail Corridor (WBR)</del> Citywide Cut & Cover Tunnel - <del>under El Camino Real (WCE)</del> - <del>under Rail Corridor (WCR)</del>				
Rail over Road (Berm/Viaduct)	Citywide <del>Railroad Berm (WER)</del> Citywide <del>Viaduct (WVR)</del>				
Road Over Rail					<del>Charleston Rd Roadway Over Railroad (CRO)</del>
Road under Rail		<del>Connect Alma to Sand Hill Rd; dead-end Palo Alto Ave (PAT)</del>		<del>Meadow Dr Roadway Under Railroad (MDU)</del>	Charleston Rd Road Under Rail - <del>no connection to Alma (CRA)</del> - <del>connected to Alma (CRU)</del>

# Results of Initial Screening = 16 Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Everett Bike/Ped (PCE)  Palo Alto Ave Closed, Improve University (PCU)	 Churchill Ave Closed, Improve Embarcadero (CAE)  Churchill Ave Closed, Seale Bike/Ped (CAS)	 Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
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Rail under Road (Trench)				 Meadow + Charleston Trench (MCT)	 Meadow Dr Closed, Charleston Trench (MCX)
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road over Rail					
Road under Rail					

# Options for Initial Screening - Keep No Builds?

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Everett Bike/Ped (PCE)  Palo Alto Ave Closed, Improve University (PCU)	 Churchill Ave Closed, Improve Embarcadero (CAE)  Churchill Ave Closed, Seale Bike/Ped (CAS)	 Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)  Meadow Dr Hybrid (MDH)	 Meadow + Charleston Hybrid (MCH)  Charleston Road Hybrid (CRH)
	No Build / Do Nothing	 Palo Alto Ave No Build, Safety Upgrades (PAN)	 Churchill Ave No Build, Safety Upgrades (CAN)	 Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				 Meadow + Charleston Trench (MCT)	 Meadow Dr Closed, Charleston Trench (MCX)
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road over Rail					
Road under Rail					

**No Build Options may not be realistic or feasible, but CEQA requires them to be considered**

# Options for Initial Screening – Remove Unnecessary

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Everett Bike/Ped (PCE)  Palo Alto Ave Closed, Improve University (PCU)	 Churchill Ave Closed, Improve Embarcadero (CAE)  Churchill Ave Closed, Seale Bike/Ped (CAS)	 Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	
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	No Build / Do Nothing	 Palo Alto Ave No Build, Safety Upgrades (PAN)	 Churchill Ave No Build, Safety Upgrades (CAN)	 Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				 Meadow + Charleston Trench (MCT)	 <del>Meadow Dr Closed, Charleston Trench (MCX)</del>
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road over Rail					
Road under Rail					

**No design benefit compared to MCT. A 2% grade is still required south of Charleston Rd.**

# Options for Initial Screening – Combine Adjacent

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		Palo Alto Ave Closed, Everett Bike/Ped (PCE) Palo Alto Ave Closed, Improve University (PCU)	Churchill Ave Closed, Improve Embarcadero (CAE) Churchill Ave Closed, Seale Bike/Ped (CAS)	Meadow Dr Closed, Loma Verde Bike/Ped (MDL)	<b>No design benefit to closing Meadow without addressing Charleston Rd.</b>
Hybrid (Road under Rail)		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL) Meadow Dr Hybrid (MDH)	Meadow + Charleston Hybrid (MCH) Charleston Road Hybrid (CRH)
	No Build / Do Nothing	Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				Meadow + Charleston Trench (MCT)	Meadow Dr Closed, Charleston Trench (MCX)
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road over Rail					
Road under Rail					

**No design benefit when compared to hybrid option that includes both Meadow Dr. and Charleston Rd.**

**No design benefit when compared to hybrid option that includes both Meadow Dr. and Charleston Rd.**

# Options for Initial Screening – Merge Overlapping

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
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Hybrid (Road under Rail)		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)	Meadow + Charleston Hybrid (MCH)
				<del>Meadow Dr Hybrid (MDH)</del>	<del>Charleston Road Hybrid (CRH)</del>
No Build / Do Nothing		Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				Meadow + Charleston Trench (MCT)	<del>Meadow Dr Closed, Charleston Trench (MCX)</del>
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)				<p><b>Merge MCH with MCL - No design benefit compared to MCL</b></p>	
Road over Rail					
Road under Rail					

# Options for Initial Screening – Combine Similar

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
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Hybrid (Road under Rail)		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)	<del>Meadow + Charleston Hybrid (MCH)</del>
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No Build / Do Nothing		Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				Meadow + Charleston Trench (MCT)	<del>Meadow Dr Closed, Charleston Trench (MCX)</del>
Rail under Road (Tunnel)		<p><b>Combine PCE and PCU into PCX, with a list of possible improvement options to choose from</b></p>			
Rail over Road (Berm/Viaduct)		<p><b>Combine CAE and CAS into CAX, with a list of possible improvement options to choose from</b></p>			
Road over Rail					
Road under Rail					

# Options for Initial Screening – Add TAC Suggestion

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Closure		Palo Alto Ave Closed, Everett Bike/Ped (PCE) Palo Alto Ave Closed, Improve University (PCU) <b>PCX</b>	Churchill Ave Closed, Improve Embarcadero (CAE) Churchill Ave Closed, Seale Bike/Ped (CAS) <b>CAX</b>	<del>Meadow Dr Closed, Loma Verde Bike/Ped (MDL)</del>	
Hybrid (Road under Rail)		Palo Alto Ave Hybrid (PAH)	Churchill Ave Hybrid (CAH)	Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)	<del>Meadow + Charleston Hybrid (MCH)</del>
				<del>Meadow Dr Hybrid (MDH)</del>	<del>Charleston Road Hybrid (CRH)</del>
No Build / Do Nothing		Palo Alto Ave No Build, Safety Upgrades (PAN)	Churchill Ave No Build, Safety Upgrades (CAN)	Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				Meadow + Charleston Trench (MCT)	<del>Meadow Dr Closed, Charleston Trench (MCX)</del>
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road over Rail					
Road under Rail					

Caltrain recommends exploring both a Road over Rail Hybrid as well as a Road under Rail Hybrid

# Selecting All Options = 10 Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)				 Meadow + Charleston Road Over Rail Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Road Under Rail Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing		 Palo Alto Ave No Build, Safety Upgrades (PAN)	 Churchill Ave No Build, Safety Upgrades (CAN)	 Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				 Meadow + Charleston Trench (MCT)	
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road Over Rail					
Road under Rail					

# Rail Committee Recommendations – Modify Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)				 Meadow + Charleston Road Over Rail Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Road Under Rail Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing		 Palo Alto Ave No Build, Safety Upgrades (PAN)	 Churchill Ave No Build, Safety Upgrades (CAN)	 Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)				 Meadow + Charleston Trench (MCT)	
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road Over Rail					
Road under Rail					

**Add "and/or viaduct" to PAH**

**Add "or tunnel" to MCT**

# Rail Committee Recommendations – Remove No Build

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)				 Meadow + Charleston Road Over Rail Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid and/or Viaduct (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Road Under Rail Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing		 <del>Palo Alto Ave No Build, Safety Upgrades (PAN)</del>	 <del>Churchill Ave No Build, Safety Upgrades (CAN)</del>	 <del>Meadow Dr No Build, Safety Upgrades (MDN)</del>	
Rail under Road (Trench)				 Meadow + Charleston Trench or Tunnel (MCT)	
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					
Road Over Rail					
Road under Rail					

# Rail Committee Recommendations – Add New Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)			<b>Add Reverse Hybrid at Churchill Avenue</b>	 Meadow + Charleston Road Over Rail Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid and/or Viaduct (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Road Under Rail Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing		 Palo Alto Ave No Build, Safety Upgrades (PAN)	 Churchill Ave No Build, Safety Upgrades (CAN)	 Meadow Dr No Build, Safety Upgrades (MDN)	
Rail under Road (Trench)	<b>Add Citywide Tunnel within Palo Alto</b>			 Meadow + Charleston Trench or Tunnel (MCT)	
Rail under Road (Tunnel)					
Rail over Road (Berm/Viaduct)					<b>Add Viaduct for Meadow Dr &amp; Charleston Rd</b>
Road Over Rail					
Road under Rail					

# Rail Committee Recommended Ideas

Type of Separation (Alphabetical Order)	Citywide	Palo Alto 2017 ADT (vehicles/day) = 16,200 (+ 550 bikes)	Churchill 2017 ADT (vehicles/day) = 9,200 (+ 1,020 bikes)	Meadow 2017 ADT (vehicles/day) = 8,900 (+ 900 bikes)	Charleston 2017 ADT (vehicles/day) = 17,900 (+ 240 bikes)
Closure		 Palo Alto Ave Closed, Add Improvements (PCX)	 Churchill Ave Closed, Add Improvements (CAX)		
Hybrid (Road over Rail)			 Churchill Ave Reverse Hybrid (CAR)	 Meadow + Charleston Reverse Hybrid, Loma Verde Bike/Ped (MCR)	
Hybrid (Road under Rail)		 Palo Alto Ave Hybrid and/or Viaduct (PAH)	 Churchill Ave Hybrid (CAH)	 Meadow + Charleston Hybrid, Loma Verde Bike/Ped (MCL)	
No Build / Do Nothing					
Rail under Road (Trench)				 Meadow + Charleston Trench or Tunnel (MCT)	
Rail under Road (Tunnel)	 City-Wide Tunnel within Palo Alto (WBP)				
Rail over Road (Berm/Viaduct)				 Meadow + Charleston Viaduct (MCV)	
Road Over Rail					
Road under Rail					

# Future Engagement



- Working with new consultant to help shape new community engagement plan
- City Manager's Office has identified the need for enhanced engagement with a panel of community representatives
- Staff and new consultant will develop design and process for enhanced engagement for Council consideration

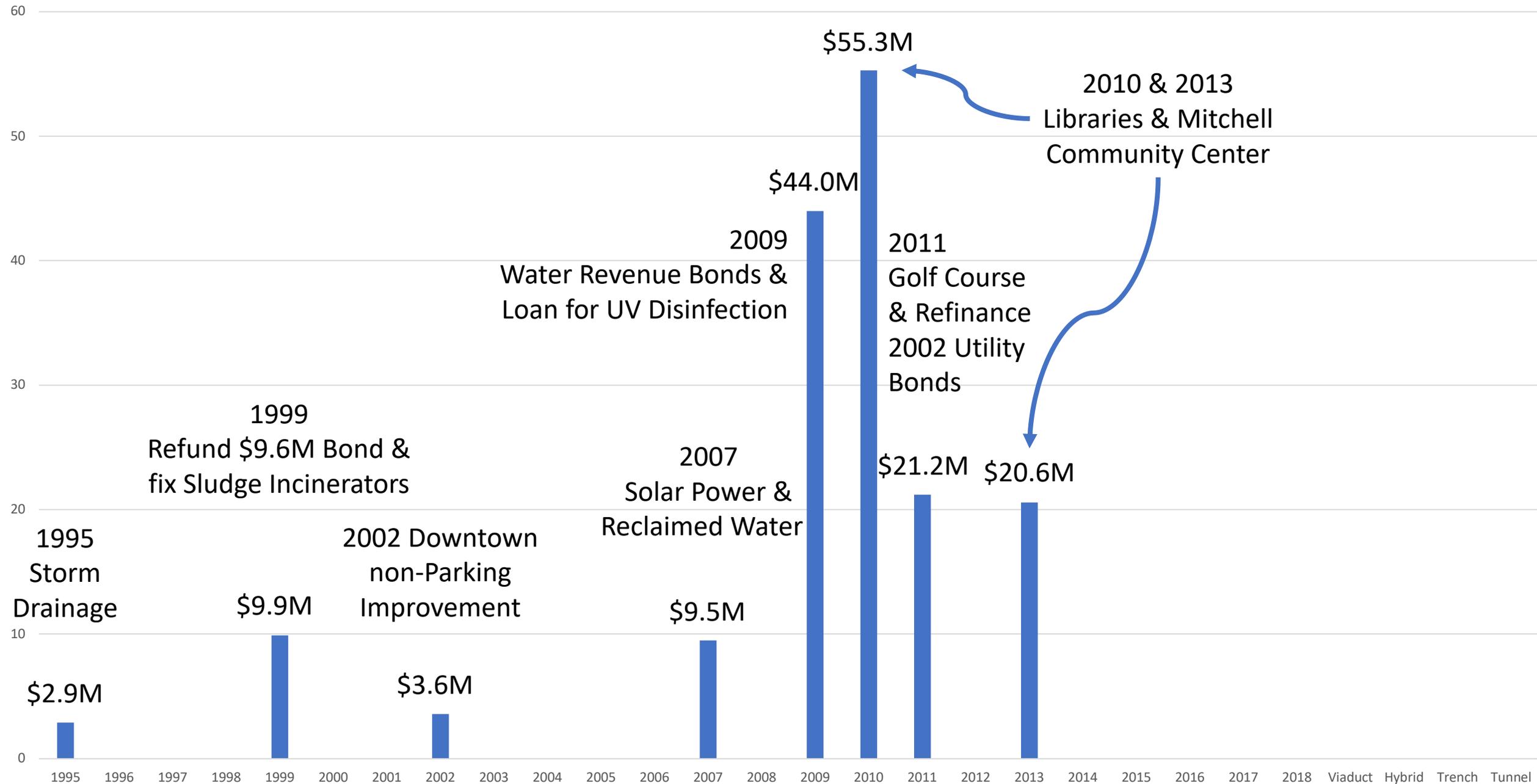


# Connecting Palo Alto: Rail Program Master List of Ideas – Initial Screening

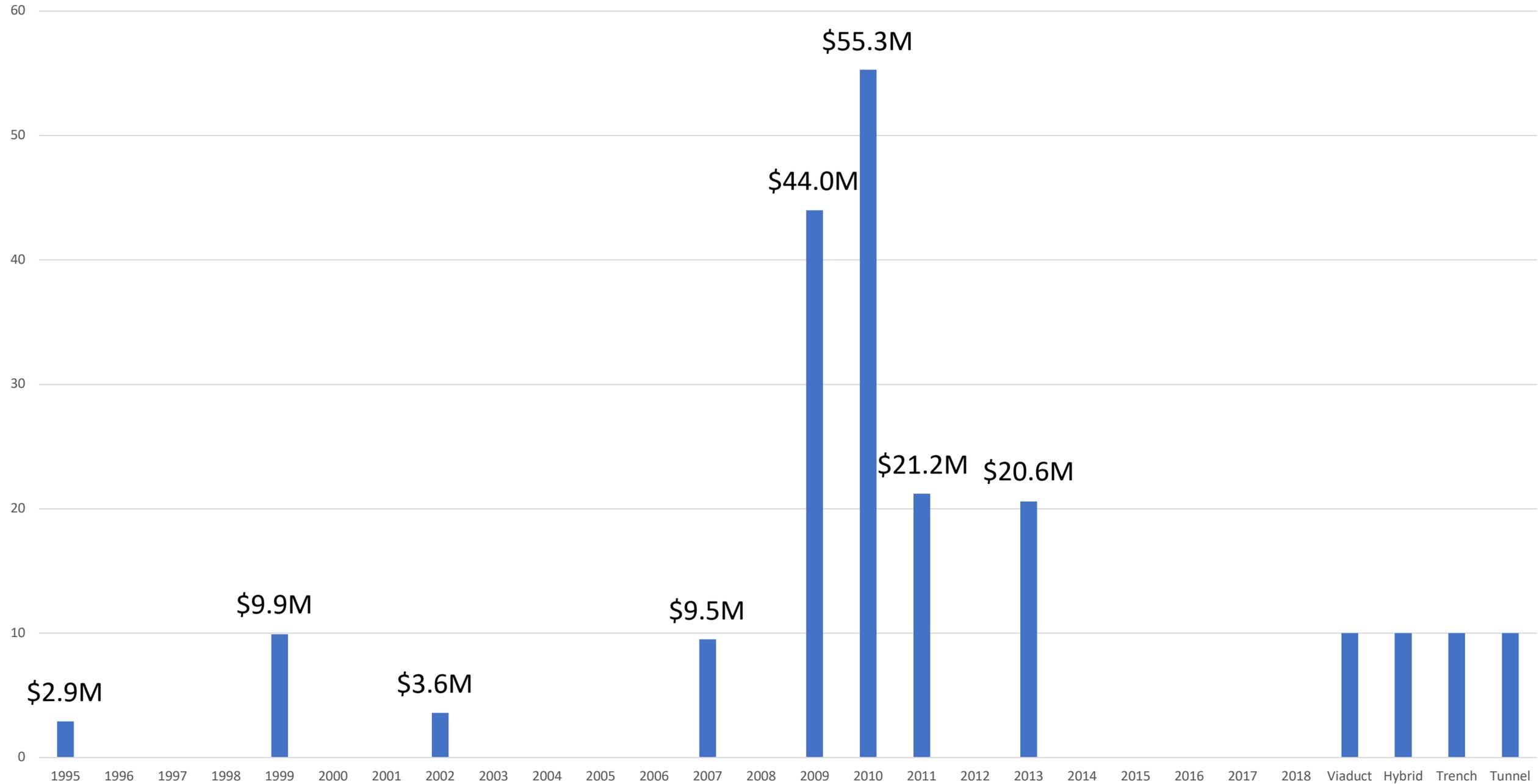


Bond & Loan Proceeds  
(\$ Millions) by year

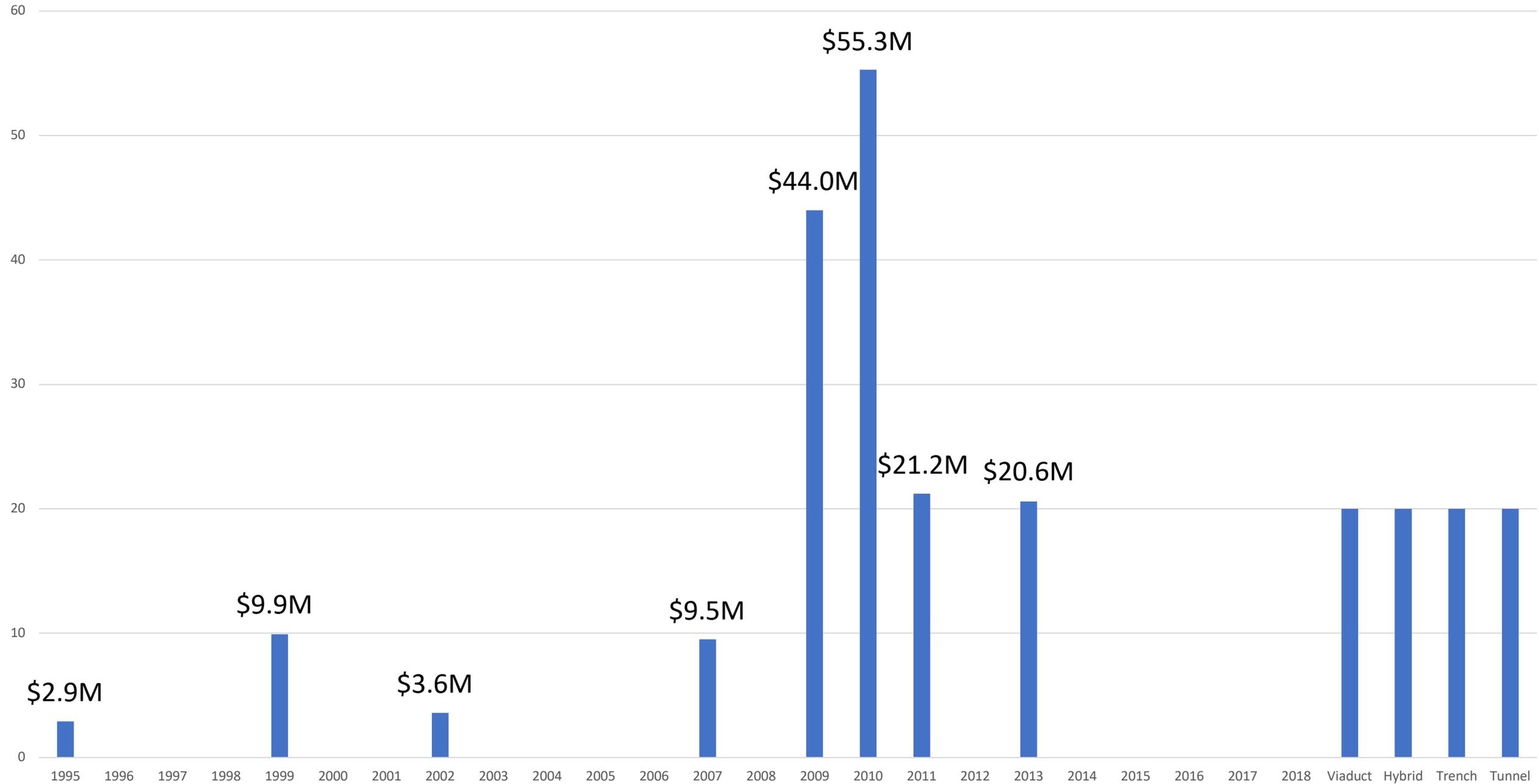
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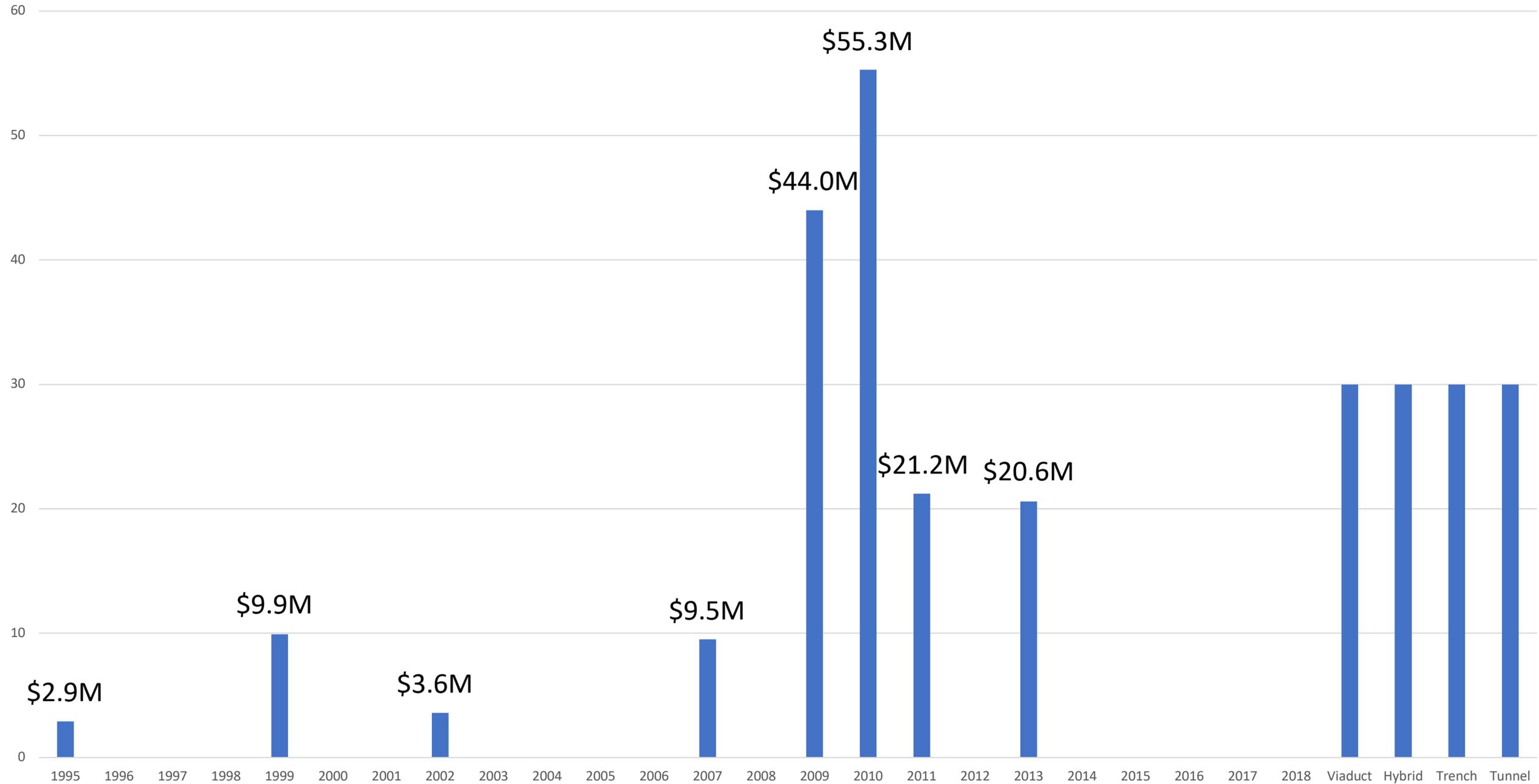
Bond & Loan Proceeds  
(\$ Millions) by year



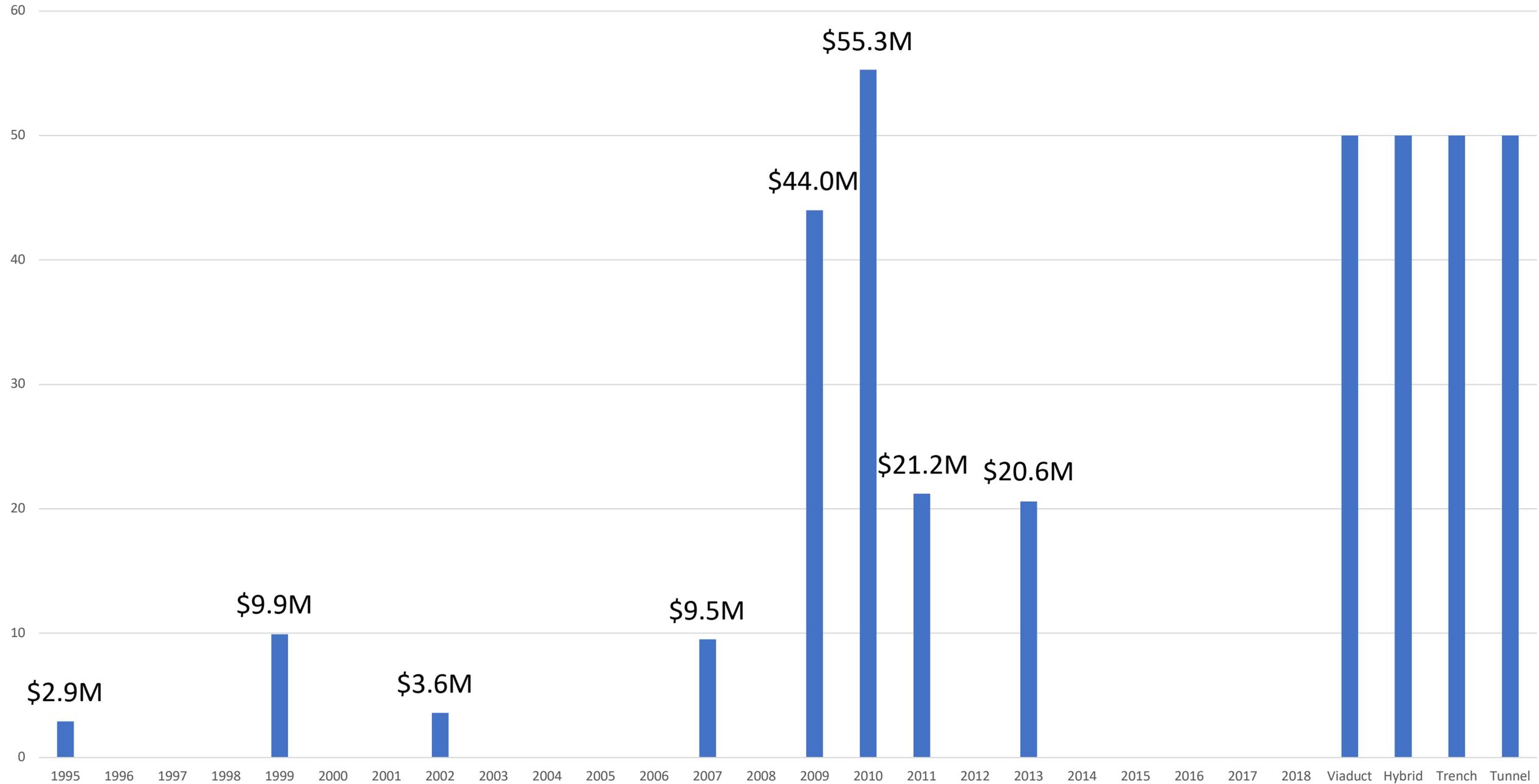
Bond & Loan Proceeds  
(\$ Millions) by year



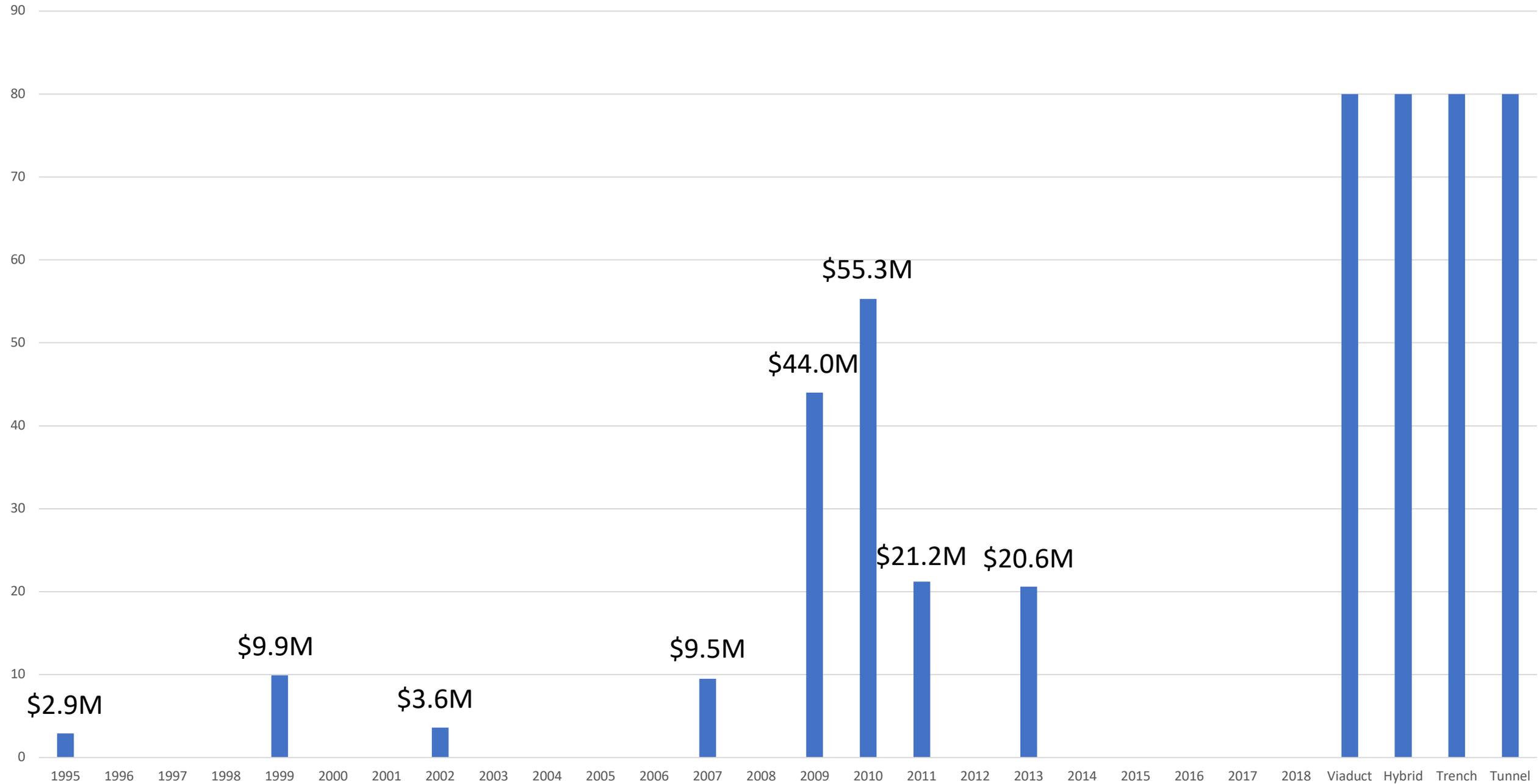
Bond & Loan Proceeds  
(\$ Millions) by year



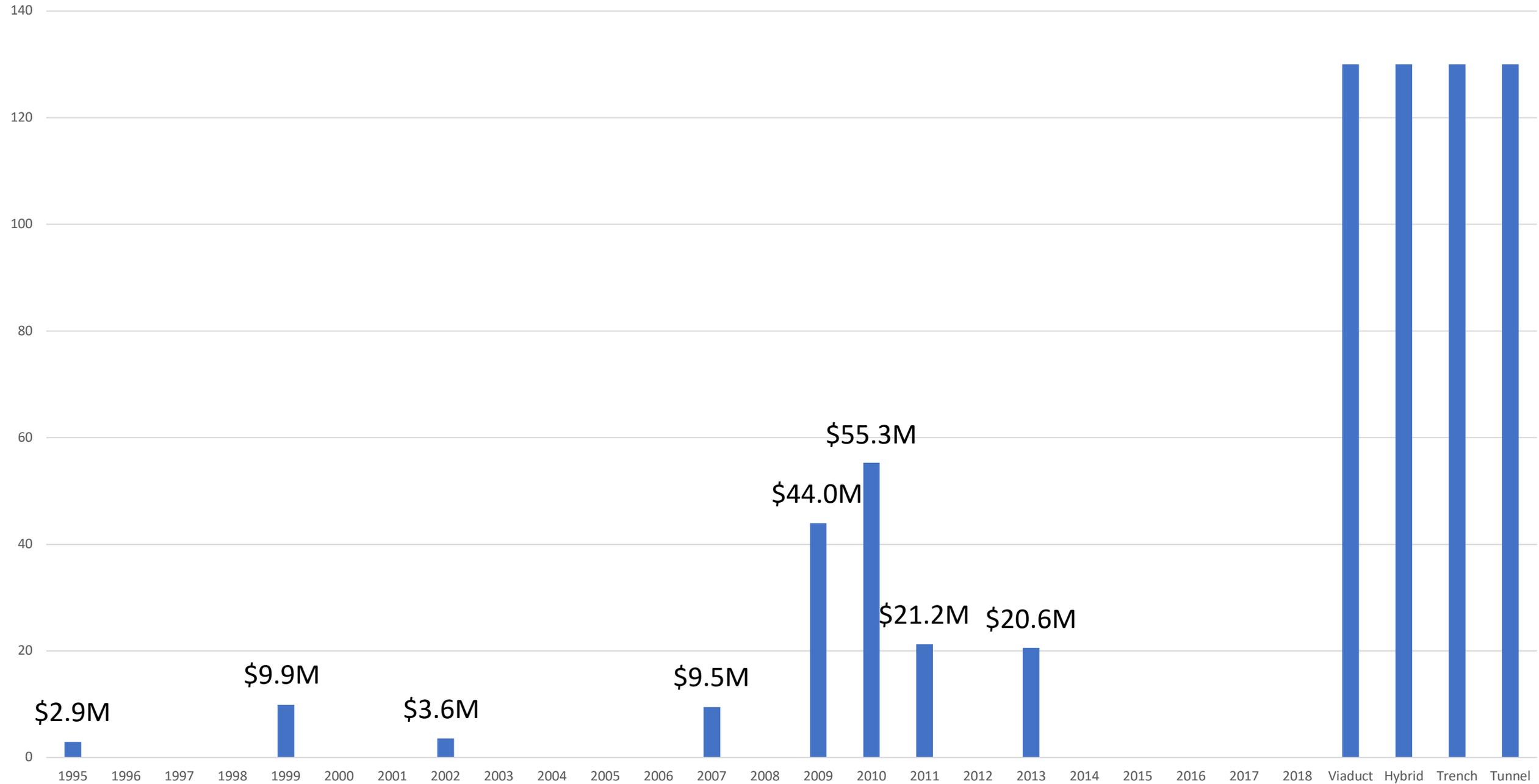
Bond & Loan Proceeds  
(\$ Millions) by year



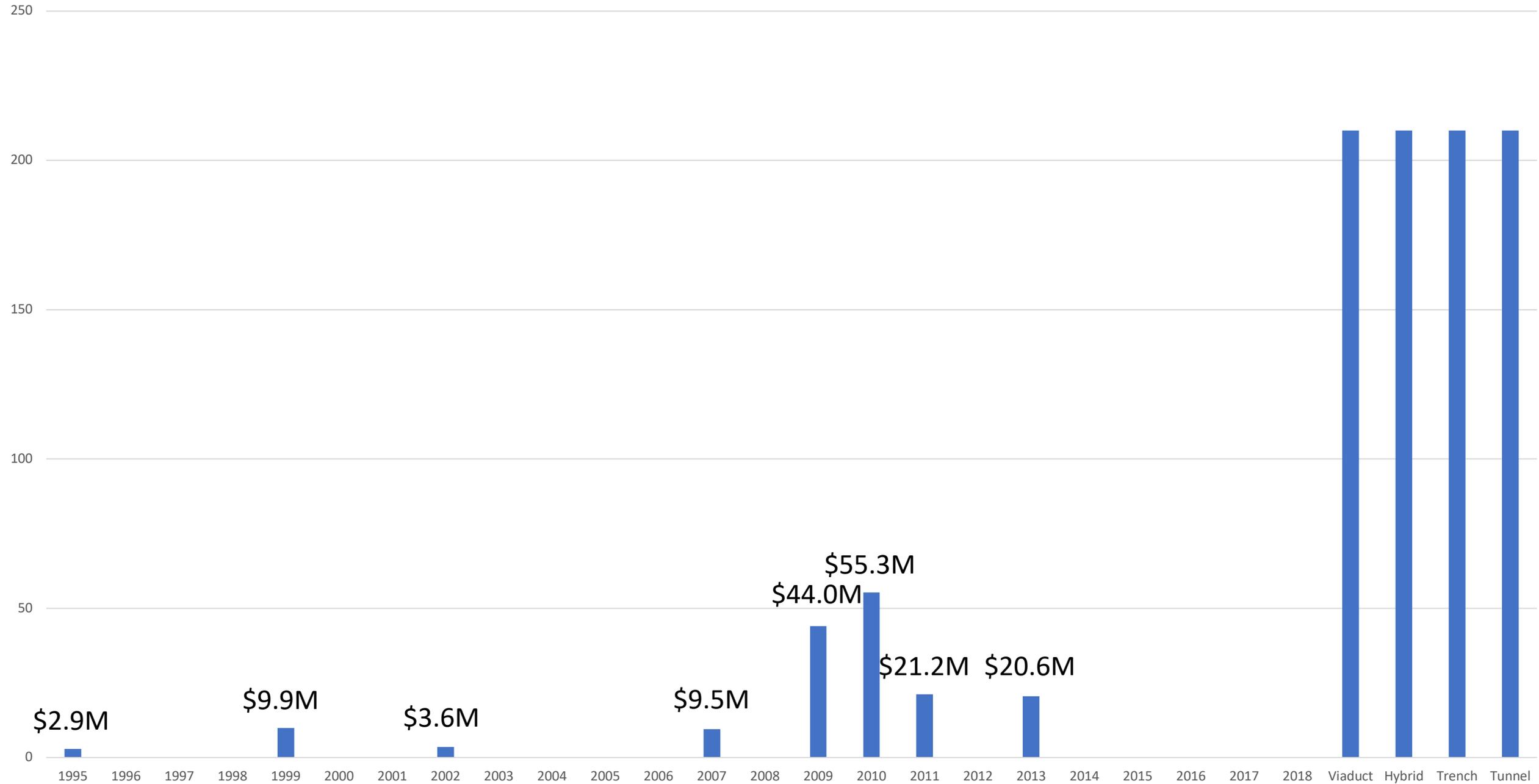
Bond & Loan Proceeds  
(\$ Millions) by year



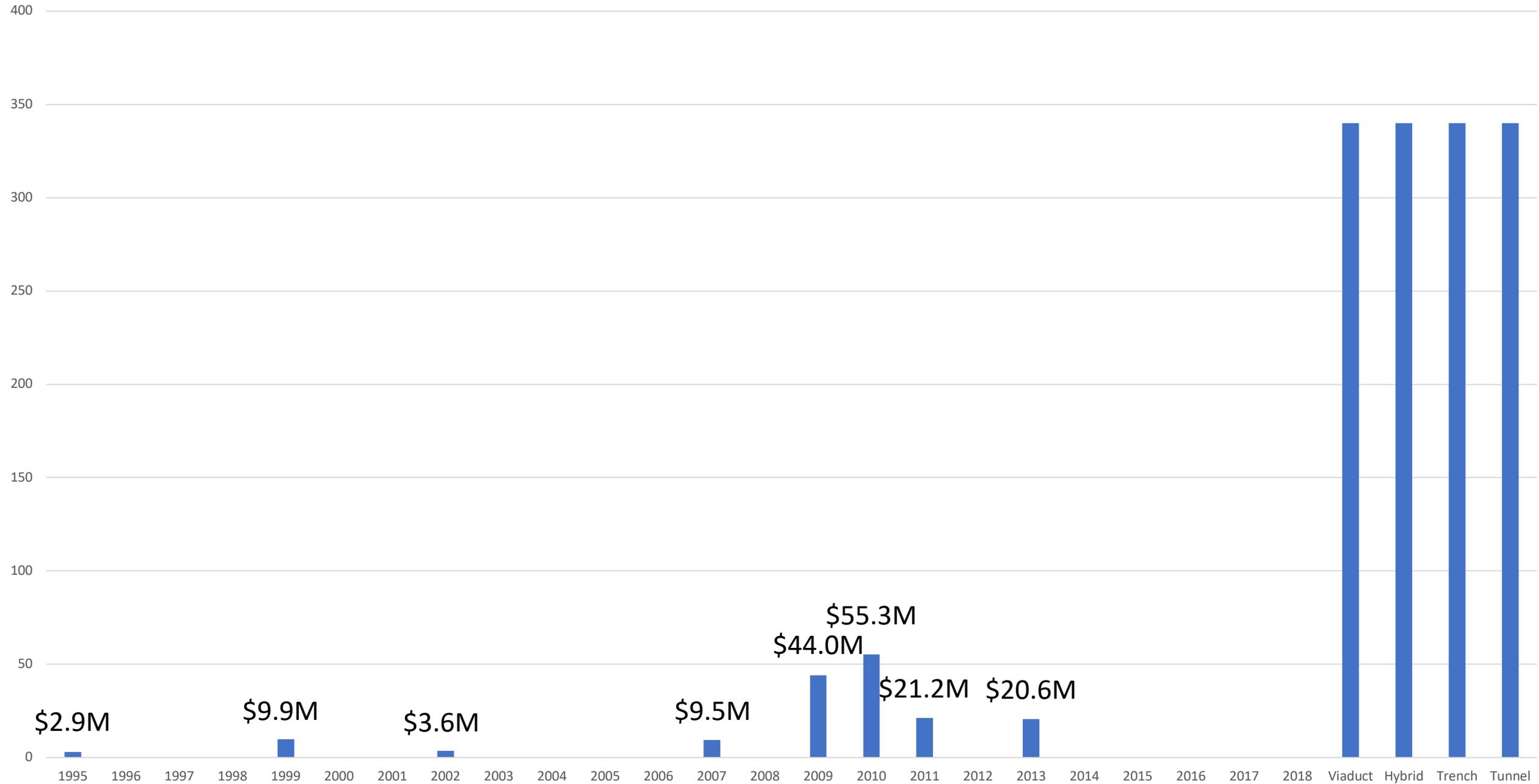
Bond & Loan Proceeds  
(\$ Millions) by year



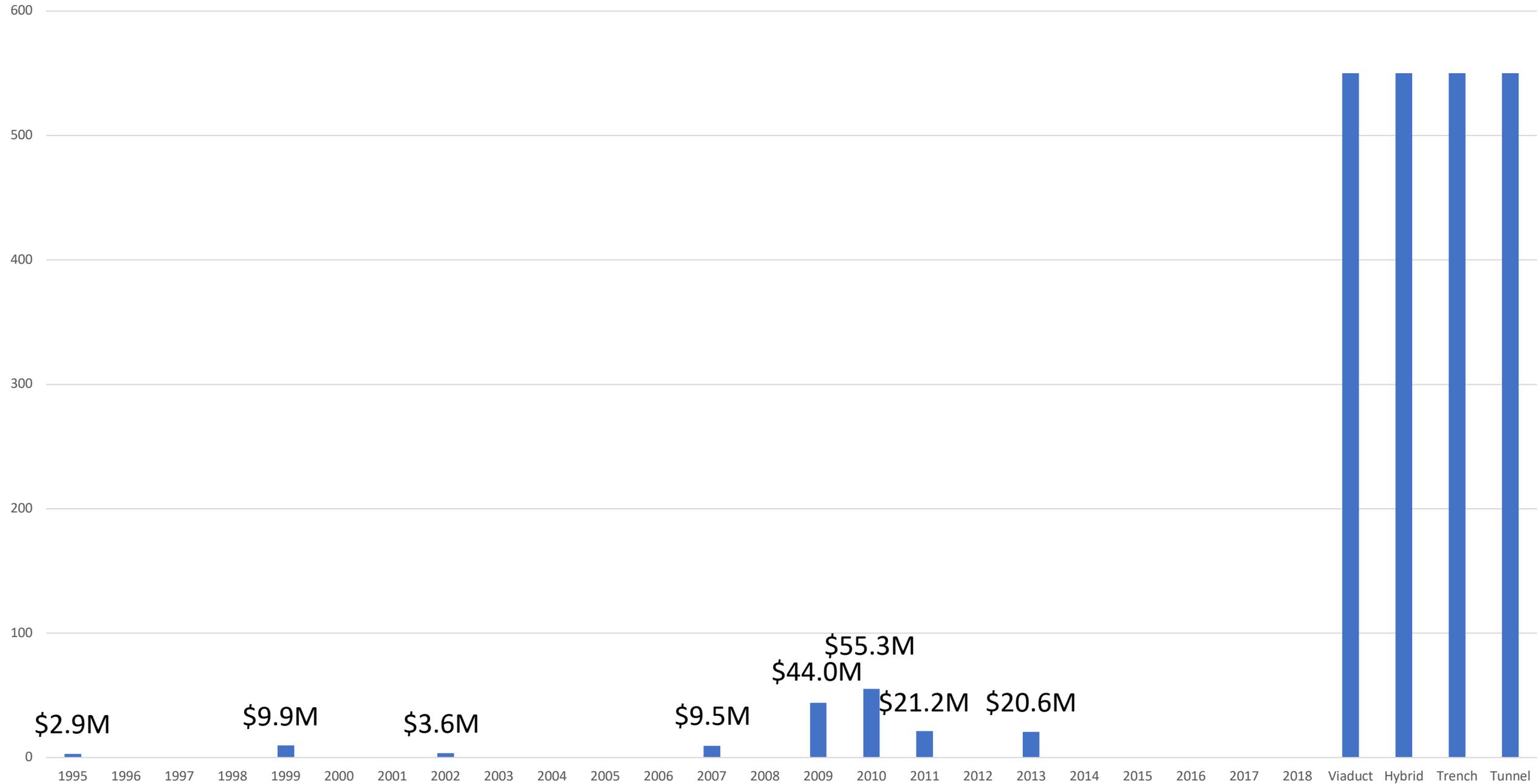
Bond & Loan Proceeds  
(\$ Millions) by year



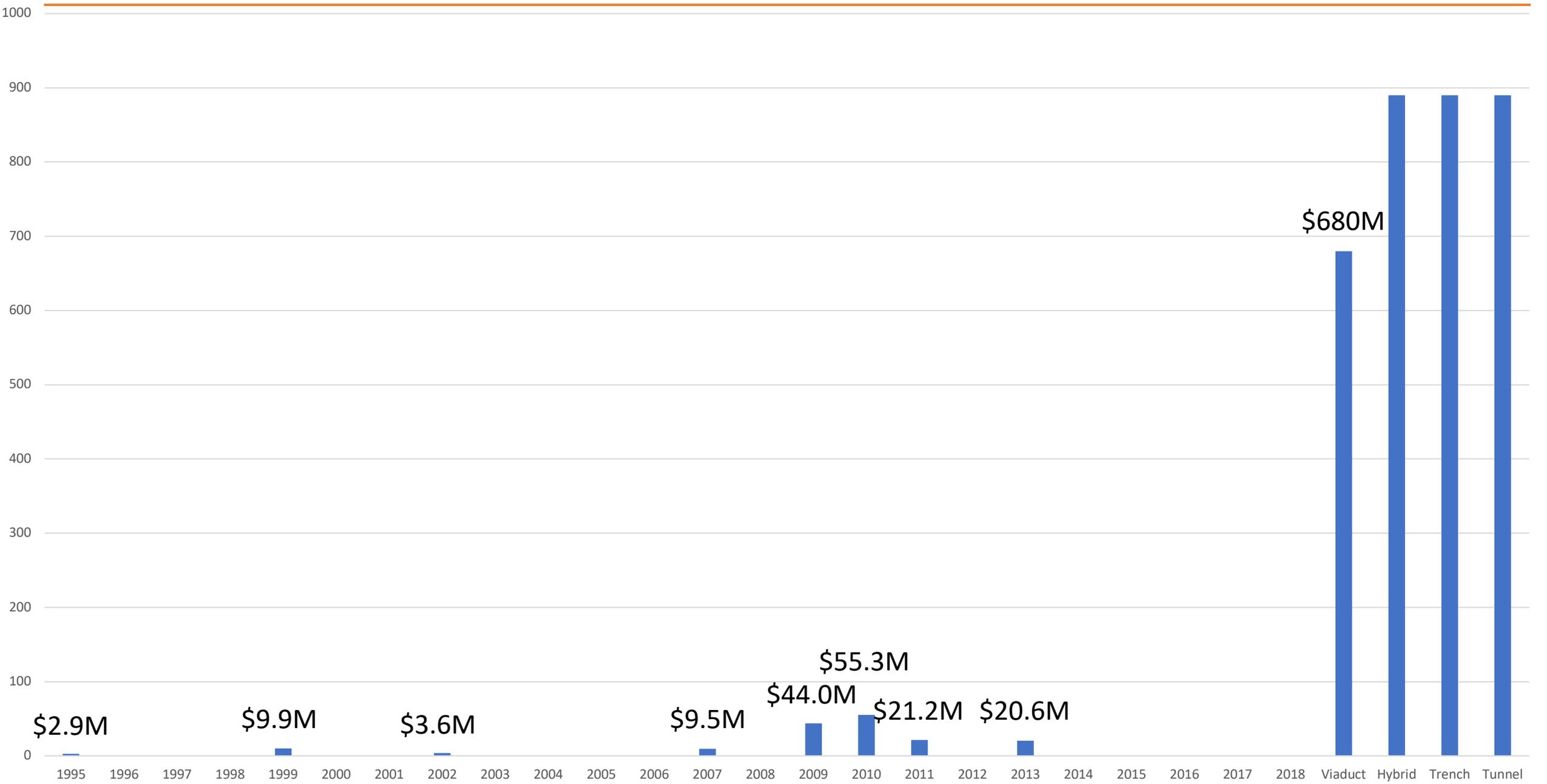
Bond & Loan Proceeds  
(\$ Millions) by year



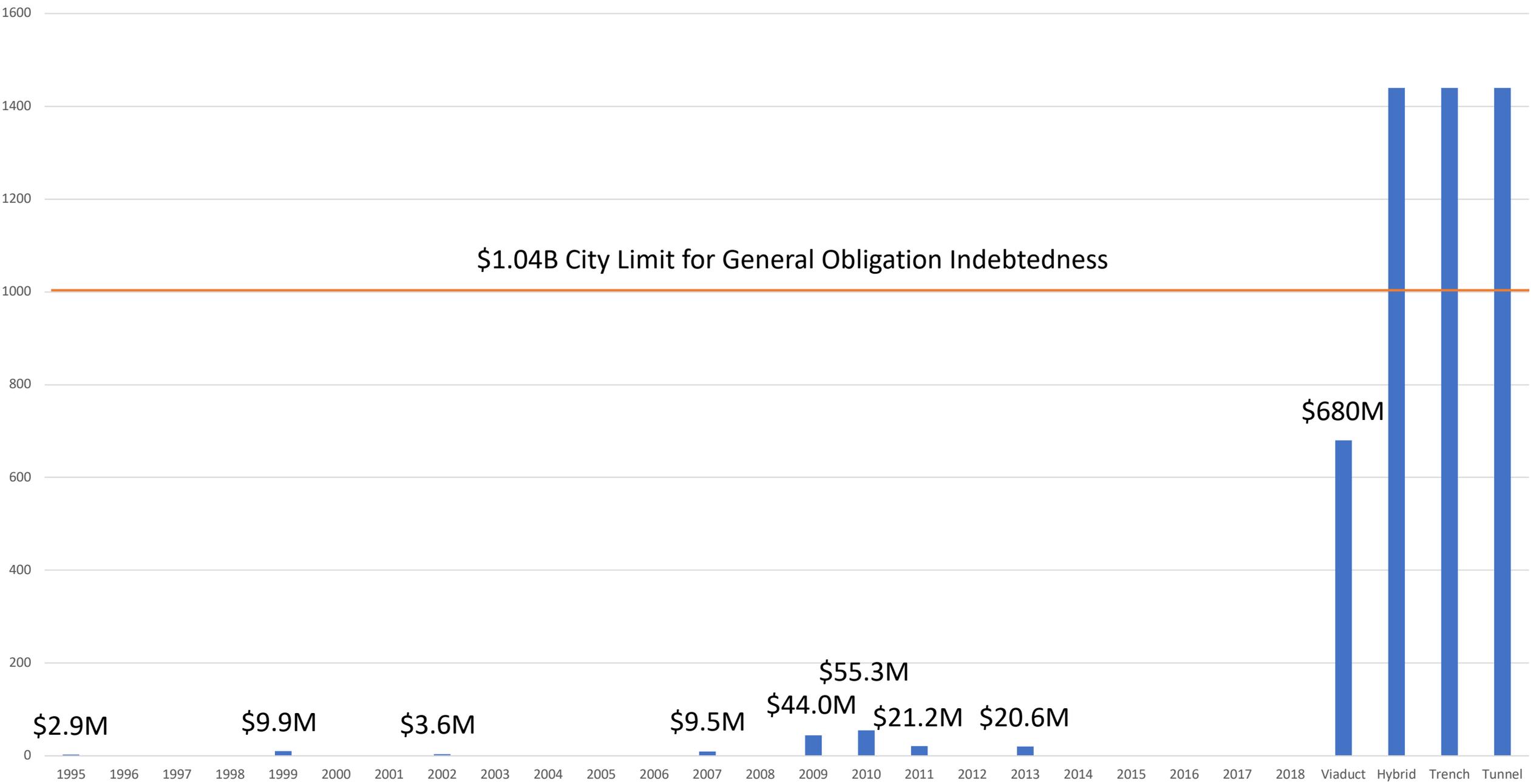
Bond & Loan Proceeds  
(\$ Millions) by year



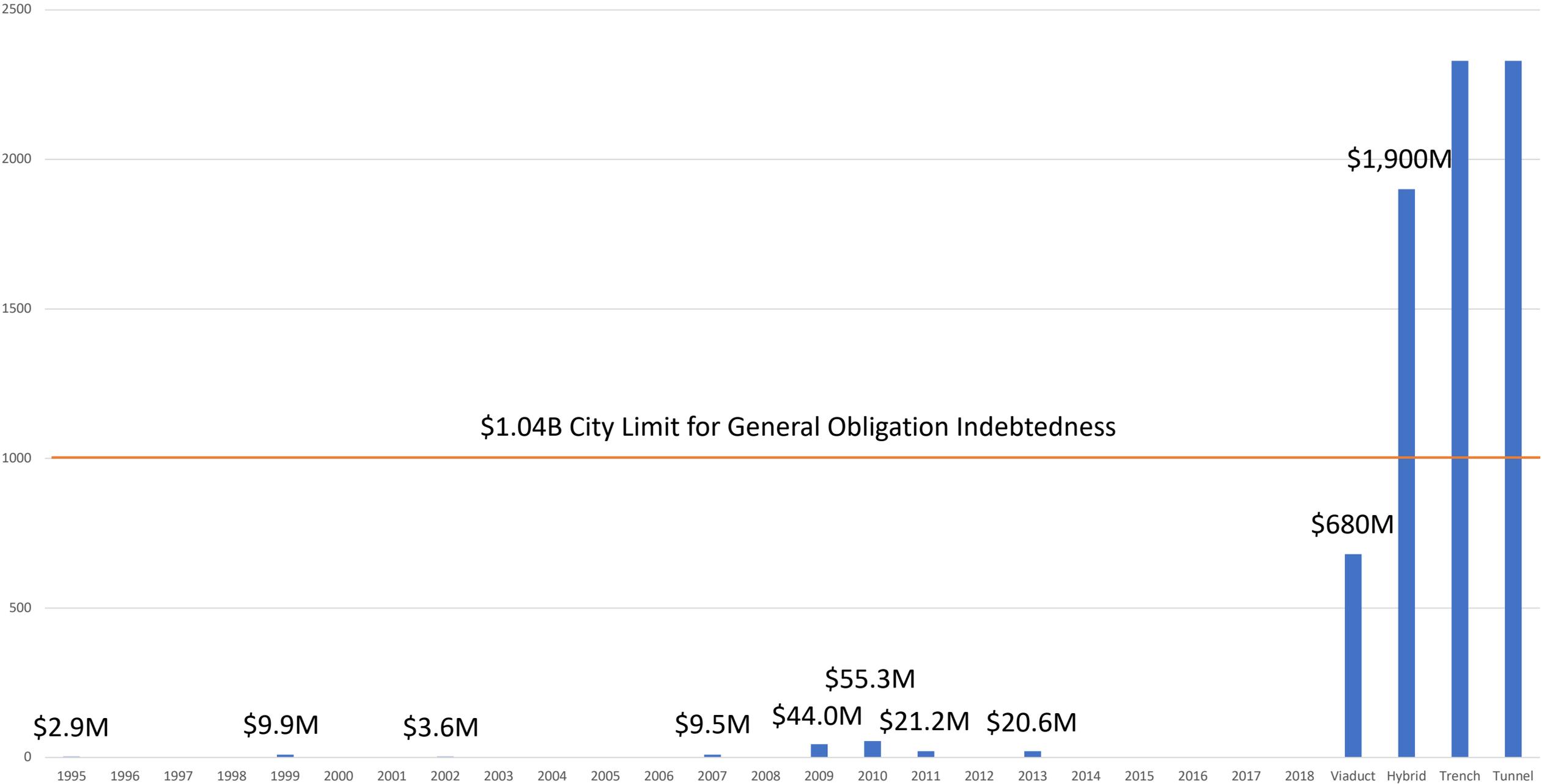
Bond & Loan Proceeds  
(\$ Millions) by year



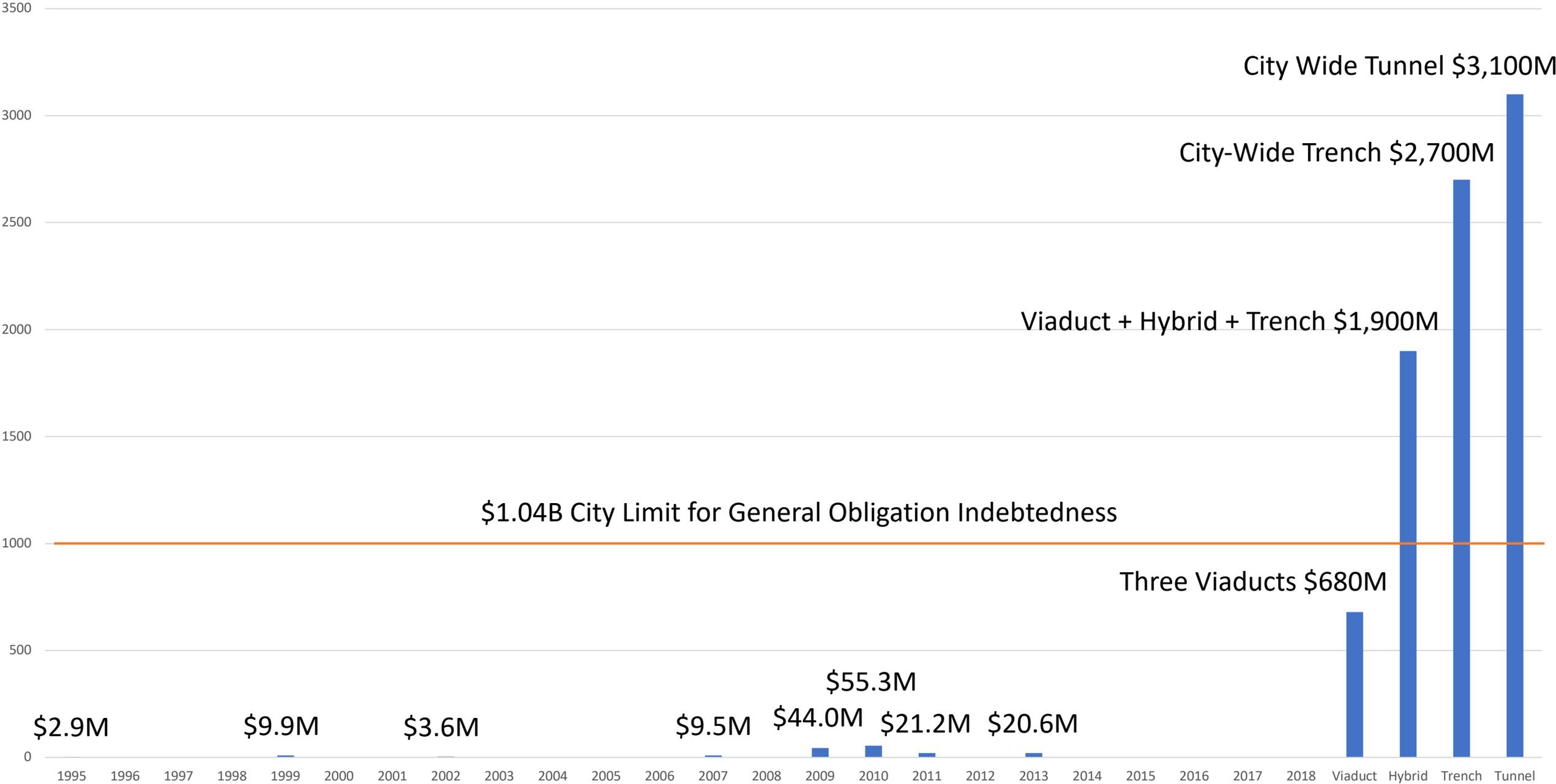
Bond & Loan Proceeds  
(\$ Millions) by year



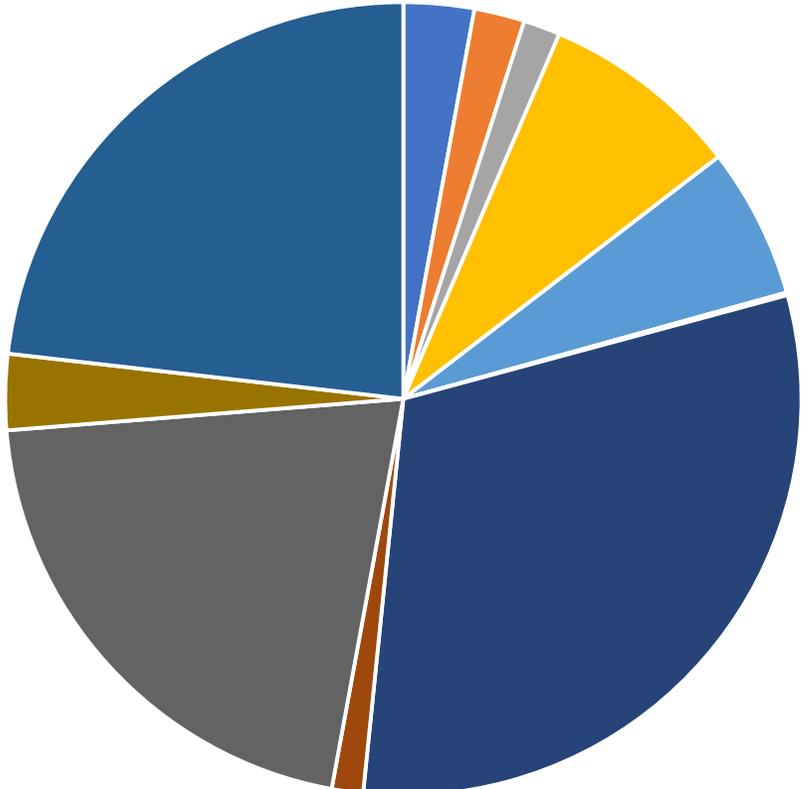
Bond & Loan Proceeds  
(\$ Millions) by year



Bond & Loan Proceeds  
(\$ Millions) by year



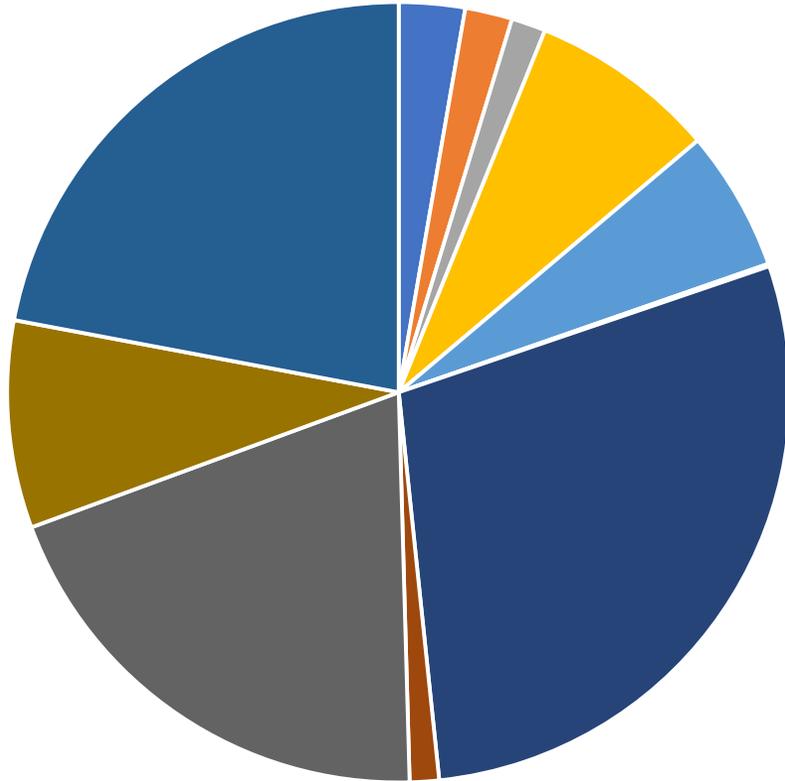
Citywide Expenses by Category  
FY 2018 Proposed \$661.8M



- General Expense
- Allocated Charges
- Salary & Benefits
- Debt Service
- Rents & Leases
- Contract Services
- Supplies & Material
- Utility Purchase
- Net Transfers
- Facilities & Equipment
- Capital Improvement Program

**Debt Service**  
**4%**  
**\$21M**

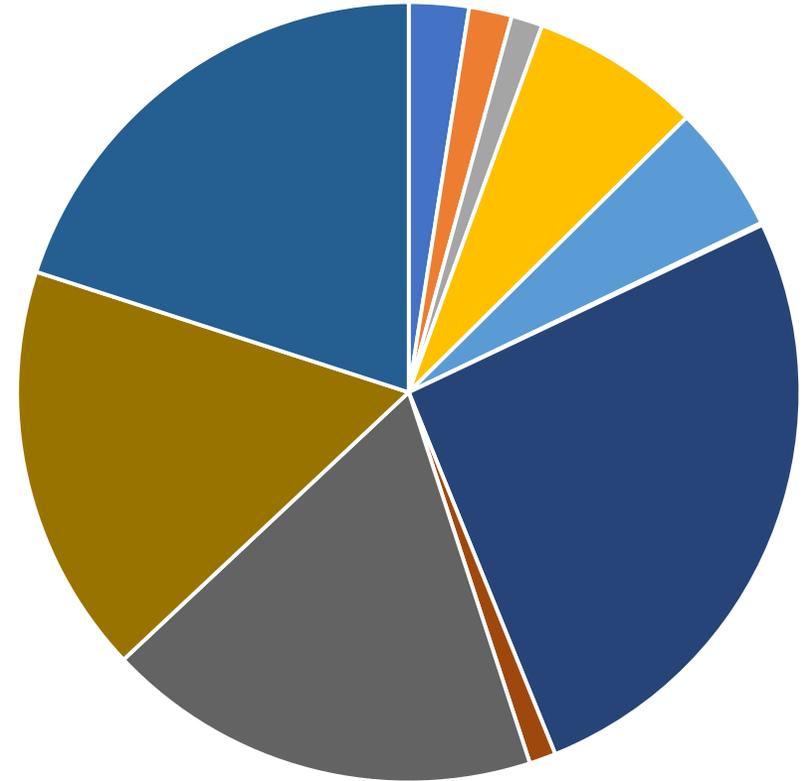
Citywide Expenses by Category including **Viaduct** Option \$701M Total



- General Expense
- Allocated Charges
- Salary & Benefits
- Debt Service
- Rents & Leases
- Contract Services
- Supplies & Material
- Utility Purchase
- Net Transfers
- Facilities & Equipment
- Capital Improvement Program

**Debt Service**  
**9%**  
**\$60M**

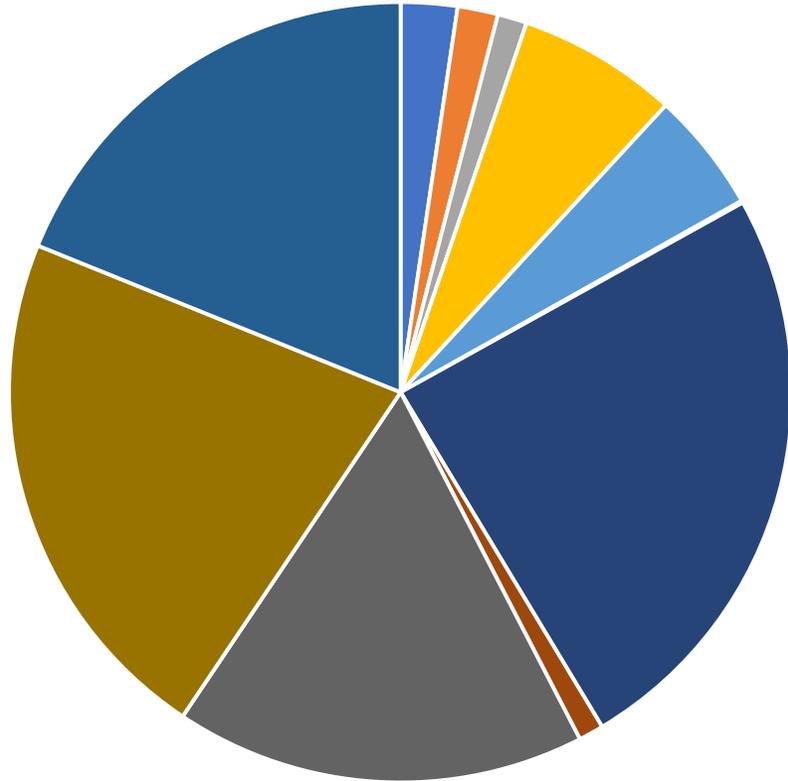
Citywide Expenses by Category including **Hybrid** Option \$773M Total



- General Expense
- Allocated Charges
- Salary & Benefits
- Debt Service
- Rents & Leases
- Contract Services
- Supplies & Material
- Utility Purchase
- Net Transfers
- Facilities & Equipment
- Capital Improvement Program

**Debt Service**  
**17%**  
**\$131M**

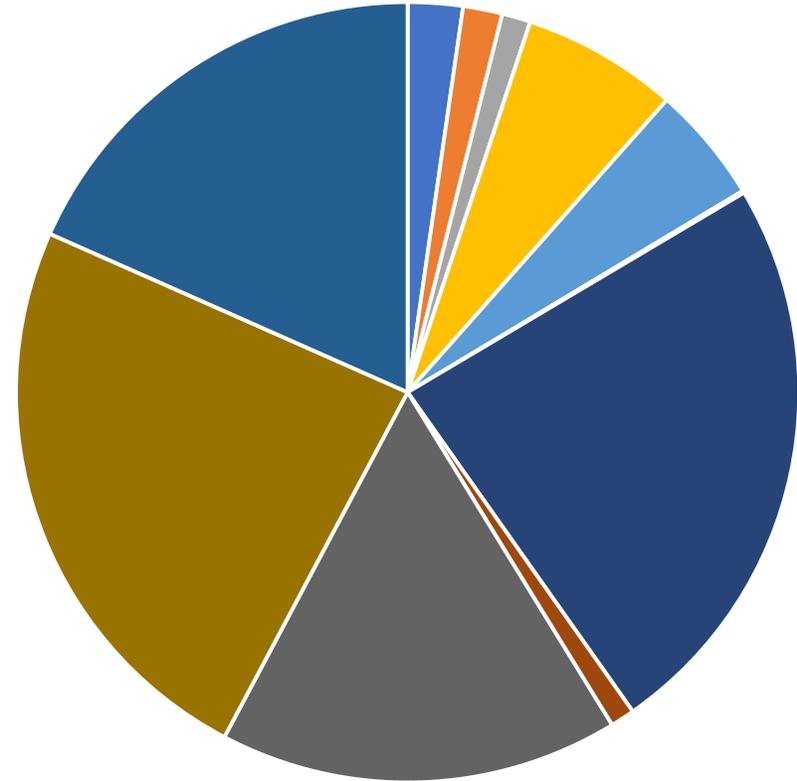
Citywide Expenses by Category  
including **City Trench** Option \$819M Total



- General Expense
- Allocated Charges
- Salary & Benefits
- Debt Service
- Rents & Leases
- Contract Services
- Supplies & Material
- Utility Purchase
- Net Transfers
- Facilities & Equipment
- Capital Improvement Program

**Debt Service**  
**22%**  
**\$178M**

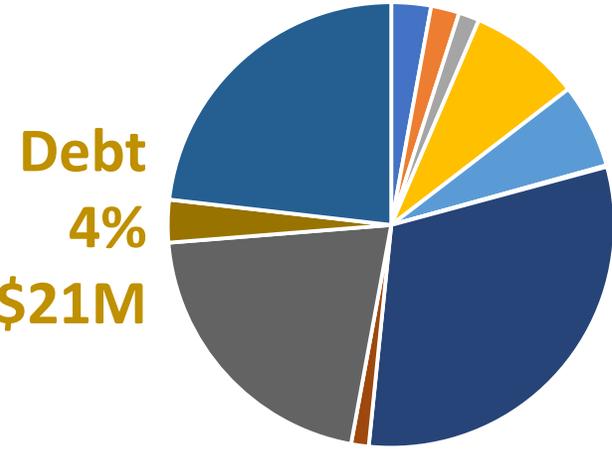
Citywide Expenses by Category  
including **City Tunnel** Option \$843M Total



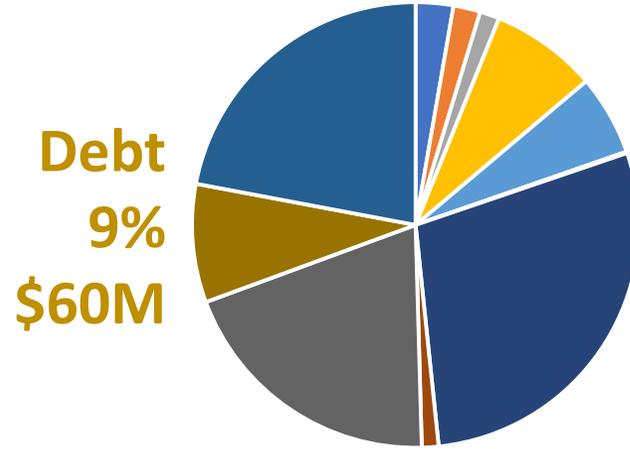
- General Expense
- Allocated Charges
- Salary & Benefits
- Debt Service
- Rents & Leases
- Contract Services
- Supplies & Material
- Utility Purchase
- Net Transfers
- Facilities & Equipment
- Capital Improvement Program

**Debt Service**  
**24%**  
**\$201M**

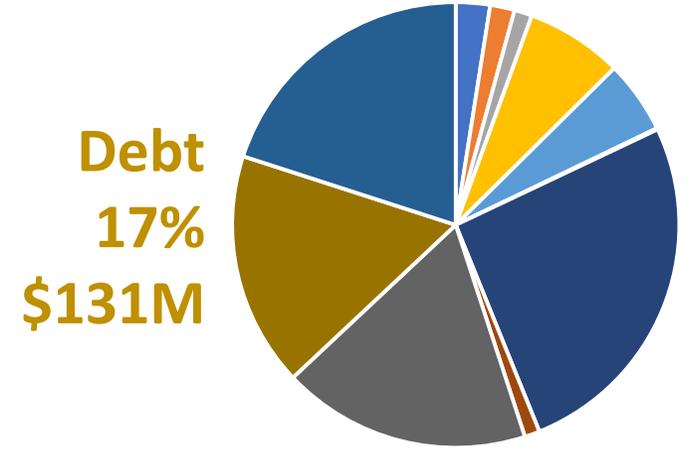
Citywide Expenses by Category  
**FY 2018 Proposed**  
 \$661.8M Total



Citywide Expenses by Category  
 including **Viaduct** Option  
 \$701M Total

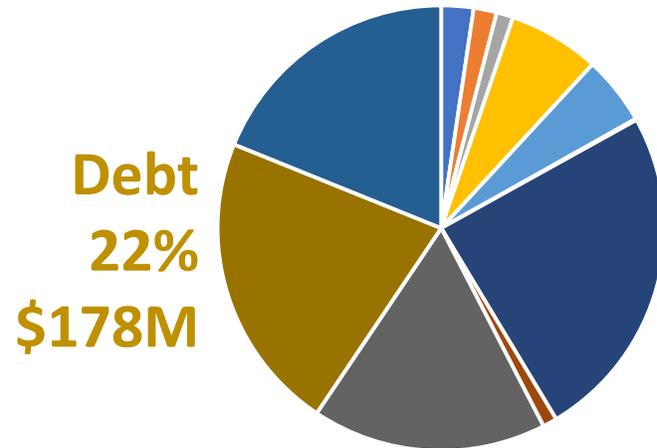


Citywide Expenses by Category  
 including **Hybrid** Option  
 \$773M Total

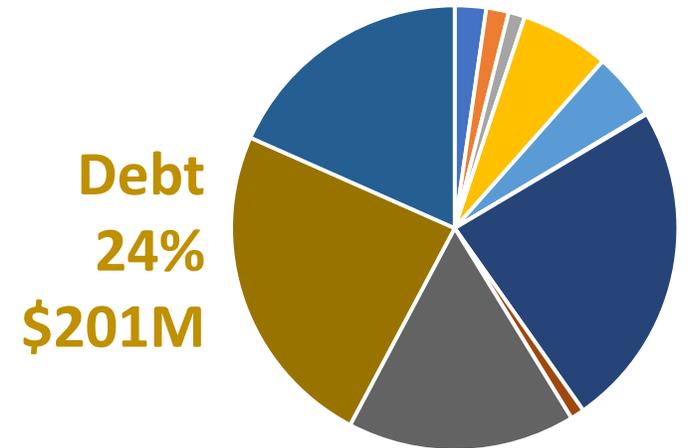


**Debt Service**  
 goes from being one  
 of smallest line items  
 to the largest line item

Citywide Expenses by Category  
 including **City Trench** Option  
 \$819M Total



Citywide Expenses by Category  
 including **City Tunnel** Option  
 \$843M Total





WENSWOOD

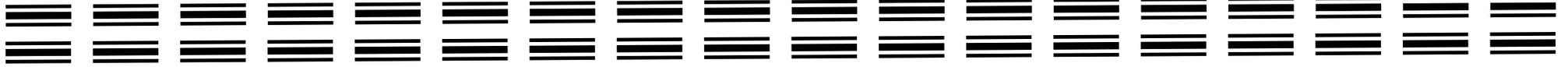
NO PARKING ANY TIME

STOP

# Current Situation – Partial Trench

Received from Council Member Lydia Kou

Rail



Alma - South



Alma - North



Sidewalk

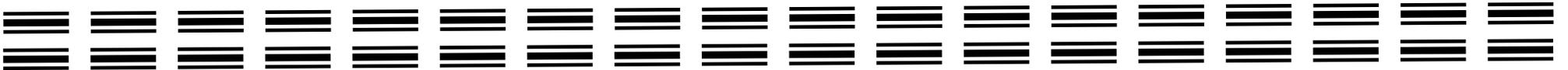


# After Construction

Alma - South



Rail



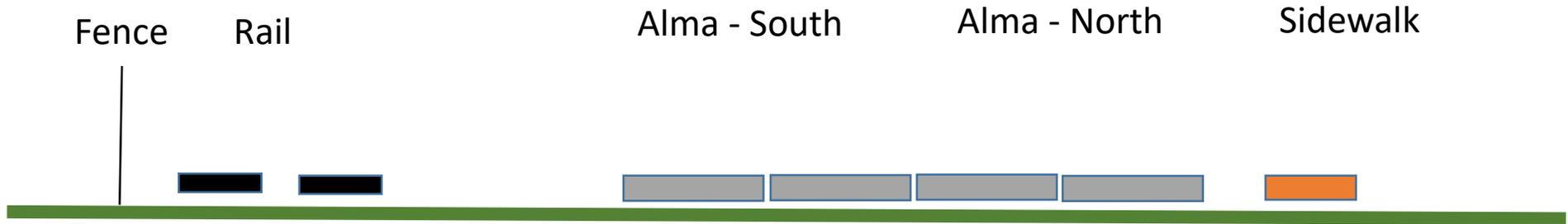
Alma - North



Sidewalk



Current Situation



After Construction – South PA Trench

