

From: [Rice, Danille](#)
To: [Council, City](#); [Council Agenda Email](#)
Cc: [Executive Leadership Team](#); [ORG - Clerk's Office](#)
Subject: Council Agenda Questions: Consent Items and Action Item 9 for November 16
Date: Friday, November 13, 2020 2:17:32 PM
Attachments: [image002.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)
[image004.png](#)



Council Question Response

Dear Mayor and Council Members:

On behalf of City Manager Ed Shikada, please find below the staff responses to inquiries made by Vice Mayor DuBois and Council Member Tanaka in regard to the November 16, 2020 Council Meeting agenda.

- **Item 2: Cubberley Building Management System**
- **Item 3: Automatic Public Toilets**
- **Item 6: College Terrace Centre: New Neighborhood Market**
- **Action Item 9: 788 - 796 San Antonio Road & San Antonio Road Corridor**

Item 2: Cubberley Building Management System

(Requested by Council Member Tanaka)

1. **A three-month-long project is significant for a community center, what will the impact on daily operations be? What disturbance will be caused by the project?**

The three-month schedule was based on a fully occupied Community Center.

With the current limited usage, the contractor should be able to complete the project in about half the time. Mechanical systems will be shut down at various times during the project, but with the limited occupancy staff expects to schedule these shutdowns when the buildings are not in use. Given the current reduced usage, staff anticipates limited or no impact to the users.

2. **There is a reference to an increase in energy efficiency, how much can this increased efficiency save every year in comparison to the current costs?**

Staff does not have estimates of savings from energy efficiency improvements, but the following are some examples of operations the new control system will allow:

- a. Overall improved equipment scheduling capabilities, allowing equipment to run for less time
- b. Economizer control, which will allow the use of outside air for cooling instead of running a chiller system. It will also close down outside air dampers when the outside air temperature is hot so less cooling will be required
- c. Boiler water temperature resetting based on outside air temperature. As outside air temperature gets warmer the control system will reset

the discharge water temperature lower, which decreases gas usage and boiler run time

- d. Air handler discharge air temperature resetting based on outside air temperature. This will allow for the chiller cooling system and the boiler heating system to run less

3. **After updating to the new system how will be maintained and kept up to date, so it doesn't go out of date like the last system?**

The new system will be Automated Logic Controls, which is the City standard. There is one central system server, which is located in the City Hall Data Center. The system is web based, which allows staff to access the system from any computer connected to the City's network. When a software upgrade is performed all locations, including the Cubberley Community Center site, will receive the upgrade because it is a centralized system.

4. **Computer malfunctions or outages are a common occurrence nowadays, in the case of a computer malfunction or provider outages is there a manual control available to ensure the community center can continue to operate?**

As mentioned previously, the server is located in the Data Center at City Hall. The Data Center is backed up by uninterruptible power supply (UPS) and emergency generator power. There are also local controllers at each location, allowing the systems to continue running if the connection to the server is lost.

-
Item 3: Automatic Public Toilets

(Requested by Council Member Tanaka)

-
1. **Why hasn't the city put advertising on the toilets in order to offset the cost?**

Palo Alto Municipal Code Section 16.20.090(b) (Prohibited Signs) prohibits signs from being used for advertising purposes except for signs on a place of business identifying the business. This was discussed previously; if the council wished to reconsider this direction, the contract could be rescoped.

2. **Why is Palo Alto paying for these toilets if JC Decaux is paying San Francisco for these toilets?**

Unlike Palo Alto, San Francisco allows placement of advertising on the exterior of the Automatic Public Toilet buildings, which generates revenue for JC Decaux.

3. **Has staff considered increasing the cost of the usage per toilet in order to offset cost?**

Staff has not proposed increased the cost per usage because usage is already low. Any increase in cost may further lower usage, and even doubling the cost would not create significant revenues relative to the contract cost.

Item 3: Automatic Public Toilets

(Requested by Vice Mayor DuBois)

1. Did staff consider whether the city should stop providing this service?

Yes, but the only public restrooms downtown are in two parking garages (Parking Garage S/L on Bryant Street and Parking Garage R on High/Alma Street). These two parking garage restrooms already experience high rates of vandalism including fires, property destruction, and people locking themselves in for long periods of time and overnight. Eliminating the two Automatic Public Toilets may increase existing problems at these parking garage restrooms, as well as the sanitation and staff time impacts of people relieving themselves in public spaces other than restrooms. Staff also considered the negative impact of stopping the service during the COVID-19 pandemic, when there are fewer restroom options available to the homeless.

2. What are the next closest alternatives?

Automatic Public Toilets are designed to be self-cleaning after every use and designed to minimize the occurrence of people camping out inside. No other restroom alternative is self-cleaning. An alternative would be to put in a porta potty and hand wash station, but they may not hold up well to vandalism. The train station location is a very challenging site even for the Automatic Public Toilet.

Item 6: College Terrace Centre: New Neighborhood Market

(Requested by Vice Mayor DuBois)

1. Some recent public speakers have suggested this is not proper procedure. Can Council approve quasi-judicial items on consent?

The City Council is not precluded from taking action on the subject request on consent. Quasi-judicial items involve the application of adopted policies to specific persons or property on the basis of an evidentiary record. Although quasi-judicial items often involve hearings to permit the introduction of evidence, it is possible for the City Council to approve an application based entirely on a written or documentary record provided in the Council packet. If the City Council believes there is additional information not included in the packet that is necessary to make an informed the decision on the request, or if the Council seeks to amend or deny the application, the City Council can and should pull the item from the Consent Calendar to hold a hearing. As noted in the staff report, to pull the item off consent, three Councilmembers would need to signal this interest prior to taking action on the consent calendar.

ACTION ITEM

Item 9: 788 - 796 San Antonio Road & San Antonio Road Corridor

(Requested by Vice Mayor DuBois)

1. **Can the council be sent printed plans for this project ASAP?**

Yes. Plans were available at noon on Thursday, November 12.

2. **I saw no discussion of traffic, where is the traffic report and analysis?**

The staff report included a comment noting that there were no California Environmental Quality Act (CEQA) related traffic impacts. The project included two traffic studies that were linked in the report: 1) for the mixed-use development project

(<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=77846>) ;

and 2) for the expansion of the Housing Incentive Program

(<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=77845>).

These reports conform to City, Santa Clara Valley Transportation Authority (VTA) and CEQA standards with respect to scope, format and impact threshold analysis.

As a reminder, starting July 1, 2020, as required by State law, CEQA traffic impact thresholds evaluate vehicle miles traveled (VMT) and not level of service (LOS) impacts. This information was previously presented to the Council in May (<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=64851.55&BlobID=76361>). LOS thresholds are still evaluated for consistency with the City's Comprehensive Plan Policy T-2.3, but are separate from CEQA.

Based on the traffic studies, there are no CEQA impacts that require mitigation as VMT thresholds were not exceeded. However, the ultimate build-out of the housing incentive program could lead to a cumulative LOS impact for the intersection of Independence Avenue and Leghorn Street in the City of Mountain View. To alleviate the LOS impact at the noted intersection, the applicant, with permission from the City of Mountain View, would need to restripe the westbound approach at the intersection for a right-turn lane or extend the no-parking zone further to allow for right turn queuing. Condition number 10 on staff report page 17 includes a condition to remedy this impact.

3. **What is considered "best practice" for how much of a city should be zoned commercial use?**

Each jurisdiction determines the appropriate mix of land uses based on range of interests set forth in policy documents, such as the comprehensive plan, and to respond to a jurisdiction's fiscal and other interests that support city services, programing, capital improvements and workforce. Accordingly, there is no established best practice that would determine how much of a city should be zoned for commercial. The closest principle might be that of jobs-housing balance; however, since in a metropolitan area there are interrelationships between cities, "balance" is also a function of job mix - industries, wage levels, and economic sustainability, as well as housing mix - types, affordability, demographics, etc. It is worth noting, however, that the subject application does not change the underlying commercial zoning for subject properties or the other properties where the housing incentive program is recommended for extension.

Thank you.

Danille Rice

Executive Assistant to the City Manager

(650) 329-2105 | danille.rice@cityofpaloalto.org

www.cityofpaloalto.org

