

From: [D Caleb Hauser](#)
To: [Planning Commission](#)
Subject: 2755 El Camino Real
Date: Wednesday, January 31, 2018 4:48:59 PM

Dear Commission - Regarding the VTA property at the corner of Page Mill and El Camino Real. I urge you to not up-zone the property to allow multi family housing. The property should have 100% public benefit which I do not think more housing accomplishes.

Please do not re-zone the property.

Thank You,

Caleb Hauser
Ventura Neighborhood.

Planning & Transportation Commission Emails 1-31-18

From: [Sung, Don \(RWC\)](#)
To: [Planning Commission](#); [Hodgkins, Claire](#)
Cc: [D'Alessandro, Jamie \(Windy Hill Property Ventures\)](#)
Subject: Letter in Support of 2755 El Camino Real, Palo Alto
Date: Wednesday, January 31, 2018 4:25:10 PM
Attachments: [image001.png](#)
[Support Letter for 2755 El Camino Real - Palo Alto - Jan 31, 2018.pdf](#)
Importance: High

Hello,

I would like to submit the attached letter in support of the 2755 El Camino Real project in Palo Alto,

I am unable to attend the meeting tonight due to a school event for my daughters, but I voice my support for the 2755 El Camino Real, as it provides more high-quality rental housing supply, which can benefit the City of Palo Alto in the long run.

Please review the attached and let me know if you have any questions,

Thank you,

Don

Don Sung

Senior Vice President

CA License No. 01935797

Direct +1 650 486 2228



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don.sung@colliers.com | [Add as Contact](#)

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Claire Hodgkins
Associate Planner
City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, California 94301

January 31, 2018

RE: 2755 El Camino Real Workforce Housing

Dear Ms. Hodgkins,

I am writing to you in support of this project and ask that you forward this letter to both the Planning and Transportation Commission as well as the City Council, as they consider this project at future meetings. I have followed this project since it was first proposed in 2016 and I continue to support it as it has evolved and additional amenities and benefits to the have been included in the project.

As a long time Palo Alto resident and a proud father of 3 wonderful children, who were born and raised in Palo Alto, I would hate for them to one day return from college, only to find a general lack of housing options because of insufficient supply of good quality housing units at fair market prices. I believe the key to stabilizing housing prices (for rent or for sale) is to provide sufficient supply, and allow the market to take care of any pricing inefficiencies. I believe this project would represent a good step towards providing more good quality, relatively affordable housing units, which would offer our local workforce additional housing options in the long run.

I have selfishly thought about the impact this project may have on traffic, and the overall congestion that many residents may be concerned with. But in the grand scheme, I believe more good quality, high-density housing developments, located within walking distance/bike ride to commute options, would, over time, alleviate any perceived impact on traffic and local congestion. I believe the City of Palo Alto can evolve in a positive direction by offering its residents better rental housing choices, while offering more supply to offset rising rental rates due to finite supply.

The project will be an asset to our community in that it promotes and supports our City's goals as they pertain to the provision of additional housing in our community to serve our local workforce and developing housing in appropriate locations near transit to reduce vehicle trips and promote healthy lifestyle choices that include walking and bicycling. This project will also replace an existing parking lot with a sustainable and attractive building that provides for a high-quality design at a very visible corner. While providing for 57 new residential units, the building is also in context with height, massing and scale of the adjacent residential uses. This project has the right attributes to not only to benefit the immediate project area, but more importantly, the City as a whole since it includes the following components:

- **Work-Force Units**-Smaller residential units, comprised of studios and one-bedroom units are proposed, which are more affordable by design and size to serve an unmet need in Palo Alto.
- **Income Restricted Units**-20% of the units will be income-restricted at levels to serve the local work force (140%-150% AMI).
- **Palo Alto Employee Preferences**- Palo Alto employees will be given a preference for a portion of the units, so that employees within the city have a greater opportunity to live, work and play within the city.
- **Transit Proximity**-Residential units that are proximate to transit (within 1/2 mile walking distance of the California Avenue train station; direct access multiple bus routes and shuttle

service; as well as being within walking and bike riding distance to employers and retail and dining amenities.

- **Robust TDM Plan**-A robust TDM plan that reduces vehicle trips by 35% compared to a typical residential project. A variety of measures TDM measures are included to maximize the use of adjacent transit amenities: including Cal Train Go Passes and VTA Bus Passes; construction of a new Bus Shelter; a Bike Share program; and a monthly stipend to encourage the use of services like Uber and Lyft to those residents not owning a vehicle.
- **GreenTrip Certification** – The project meets GreenTRIP standards for daily vehicle miles driven per household, a reduced parking ratio, the provision of a traffic reduction strategy and bicycle parking. The project will also participate in GreenTRIP's Transportation and Parking Survey for annual monitoring.

I encourage the PTC to support this project for our city.

Sincerely,

A handwritten signature in black ink, appearing to be 'D. S.' or similar, written in a cursive style.

Don Sung
Palo Alto Resident Since 2003

From: [Cervantes, Yolanda](#)
To: [Cervantes, Yolanda](#)
Cc: [Lait, Jonathan](#); [Planning Commission](#)
Subject: FW: Letter of support
Date: Wednesday, January 31, 2018 4:17:47 PM
Attachments: [SKM_55818013115500.pdf](#)

Forwarding on behalf of Claire Hodgkins, Project Planner.

BCCPTC

Yolanda M. Cervantes
Planning & Community Environment
City of Palo Alto
Yolanda.cervantes@cityofpaloalto.org
650.329.2404

From: Hodgkins, Claire
Sent: Wednesday, January 31, 2018 4:05 PM
To: Cervantes, Yolanda
Subject: FW: Letter of support

Can you please forward this letter to Commissioners?

Regards,
Claire

From: McGuigan, Patty [<mailto:PMcGuigan@ngkf.com>]
Sent: Wednesday, January 31, 2018 4:02 PM
To: Hodgkins, Claire
Subject: Letter of support

Patty McGuigan
Senior Managing Director
CA RE License #00800652
Newmark Cornish & Carey
245 Lytton Avenue, Suite 150
Palo Alto, CA 94301
D 650.688.8519 [REDACTED]
[REDACTED]
pmcguigan@newmarkccarey.com

 Save a Tree - Think Before You Print. Sustainably Newmark Cornish & Carey.

From: PA_BW558@ngkf.com [mailto:PA_BW558@ngkf.com]
Sent: Wednesday, January 31, 2018 3:50 PM
To: McGuigan, Patty <PMcGuigan@ngkf.com>
Subject: Message from KM_558

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From: [McGuigan, Patty](#)
To: [Planning Commission](#)
Subject: letter of support for el Camino and Oregon expressway project
Date: Wednesday, January 31, 2018 3:54:38 PM
Attachments: [SKM_55818013115500.pdf](#)

Such a brilliant idea and use of space to help our community!

Patty McGuigan

Senior Managing Director

CA RE License #00800652

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Save a Tree - Think Before You Print. Sustainably Newmark Cornish & Carey.

From: PA_BW558@ngkf.com [mailto:PA_BW558@ngkf.com]

Sent: Wednesday, January 31, 2018 3:50 PM

To: McGuigan, Patty <PMcGuigan@ngkf.com>

Subject: Message from KM_558

NOTICE: This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark Grubb Knight Frank is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

Claire Hodgkins
Associate Planner
City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, California 94301

January 31, 2018

RE: 2755 El Camino Real Workforce Housing

Dear Ms. Hodgkins,

As a 30 year resident of Palo Alto, I am writing to you in support of this project and ask that you forward this letter to both the Planning and Transportation Commission as well as the City Council, as they consider this project at future meetings. I have followed this project since it was first proposed in 2016 and I continue to support it as it has evolved and additional amenities and benefits have been included in the project.

This project has the right attributes to not only to benefit the immediate project area, but more importantly, the City as a whole since it includes the following:

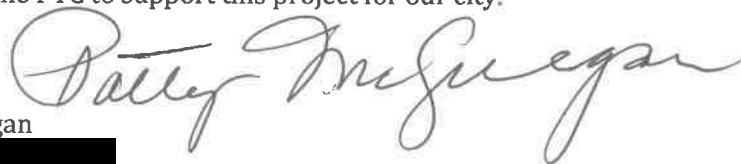
- **Work-Force Units** - Smaller residential units, comprised of studios and one-bedroom units are proposed, which are more affordable by design and size to serve an unmet need in Palo Alto
- **Income Restricted Units** - 21% of the units will be income-restricted at levels to serve the local work force (140%-150% AMI)
- **Palo Alto Employee Preferences** - Palo Alto employees will be given a preference for a portion of the units, so that employees within the city have a greater opportunity to live, work and play within the city
- **Sustainable, High Quality Design** - sustainable and attractive building that provides for a high-quality design at a very visible corner.
- **Transit Proximity**-Residential units that are proximate to transit (within 1/2 mile walking distance of the California Avenue train station; direct access to multiple bus routes and shuttle service; as well as being within walking and bike riding distance to employers and retail and dining amenities.
- **Robust TDM Plan**-A robust TDM plan that reduces vehicle trips by 35% compared to a typical residential project. TDM measures include Cal Train Go Passes and VTA Bus Passes; construction of a new Bus Shelter; a Bike Share program; and a monthly stipend to encourage the use of services like Uber and Lyft to those residents not owning a vehicle
- **GreenTRIP Certification** - The project meets GreenTRIP standards for daily vehicle miles driven per household, a reduced parking ratio, the provision of a traffic reduction strategy and bicycle parking. The project will also participate in GreenTRIP's Transportation and Parking Survey for annual monitoring.

I encourage the PTC to support this project for our city.

Sincerely,

Patty McGuigan

Palo Alto, CA94301



Best,
Sara



Sara K. Monk, JD



☐ sara.monk@gmail.com

Let's Connect!



Susan K. Muth, JD
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Let's Connect!



Planning & Transportation Commission Emails 1-31-18

From: [Jennifer Chang Hetterly](#)
To: [Planning Commission](#)
Subject: Comments on 2755 El Camino Real Zoning Code Amendment
Date: Wednesday, January 31, 2018 2:11:29 PM
Attachments: [PTC comments 1-31.docx](#)

Please see the attached comment on tonight's action item related to the VTA lot.

January 31, 2018

Dear Planning and Transportation Commissioners,

The VTA lot is a sorely under-optimized site and there is certainly enthusiasm in the community to test the efficacy of a high density, small unit, car-light housing project.

Nonetheless, I urge you to proceed carefully with an eye toward unintended consequences. Please remember that:

- Public Facilities zoning serves important functions that cannot compete on the open market for land;
- High density, car-light housing is but one piece of a complicated puzzle;
- In good government, policy drives projects, not the other way around; and
- Valid experiments demand careful controls.

In that spirit, I share the concerns below and ask that you give them due consideration in your deliberations tonight. I know that many are anxious to move this “pilot” forward. But please take care to ensure that the solution fits the purpose, does not pre-empt other city priorities or deliberations, and moves forward in a manner that engenders public trust.

I hope that you will resist premature PTC recommendations and focus your votes tonight on teeing up key considerations for refinement of the draft ordinance and project plan. Such an approach would be informative to the public and provide valuable insights to guide discussion and guidance related to Council’s draft Housing Work Plan.

1. PF zoning serves a critical public purpose, fundamental to the long term well-being of the community.

- **Long-term impacts:** The combining district before you tonight creates a strong incentive to convert public facilities parcels to permanent housing use. As our population grows, so will the need for public facilities (schools, parks, municipal operations, etc.). If we convert PF parcels to housing, without setting aside other locations for needed facilities, we’ll be in a big bind down the road.
- **Schools:** By conservative estimates, the Comp Plan housing targets will add up to 2,210 kids to PAUSD’s enrollment and Stanford’s expansion will add 550. Accommodating an additional 2,760 students (the total operational capacity of all our middle schools combined) will require creative solutions and use of sub-optimal sites. Reducing the availability of PF designated sites could severely limit our options in precisely the neighborhoods targeted for the most population (and therefore student) growth.

- **Parks:** PF parcels available for conversion under the proposed combining district include, among others, the Stanford-Mayfield playing fields, the AT&T property abutting Boulware Park (under *current* negotiation for purchase to expand Boulware park in the underserved Ventura neighborhood) and a pocket park adjacent to the former North Face store. None of these sites are protected as dedicated parkland; the soccer fields and AT&T site are not owned by the city.

If adopted, the monetary value of PF parcels in the proposed combining district would immediately jump, creating strong profit incentives to convert them to housing use. PAUSD would face greater cost and shrinking options to locate facilities near population growth. Stanford would have a strong disincentive to renew the city's lease on the soccer fields. Purchase of the AT&T site for park use would be dead in the water.

2. Action on the combining district and recommendation of this site and design is premature.

City Council has yet to have its **first** discussion of an ambitious draft Housing Work Plan. While a *study session* on the proposed zoning text amendment is a good way to kick off community conversation and can offer valuable insights to Council as it reviews the draft Work Plan, formal action by the PTC implicating so many elements of an unapproved work plan is inappropriate at this time.

- **BMR inclusionary requirements:** A big piece of the Work Plan includes deciding whether to impose BMR requirements on rental projects – moving on this project in advance of that decision means we lose any opportunity to get meaningful BMR units out of it.
- **High densities, car-light housing, and public land:** Another big piece of the Work Plan is to explore these types of incentives and opportunities for increasing housing supply. However explicit Council direction called for changes that are “appropriately applied in different areas of our community with sensitivity to location and current land use patterns.” Recommending this large combining district to accommodate a specific project, without Council guidance, (or even consideration) on a range of parameters, runs counter to that direction.
- **Fact-based parking decisions:** A third big piece of the Work Plan includes research and data collection regarding parking demand for different housing types/locations in Palo Alto. The proposed one-size fits all approach before you extends the impact of an experimental car-light pilot to 77 parcels without the benefit of that data and analysis.

3. Unproven test case should inform, but not drive wide-reaching policy.

- **Who's driving?** According to the staff report, the **applicant** has proposed the combining district ordinance. An applicant is the epitome of an interested party.

While it is helpful to have the specifics of this project to inform options, trade-offs and financial feasibility, a combining district that impacts so many parcels must be evaluated on its broad merits, independent of a specific project.

- **Urgency/efficiency undermines responsible process:** PTC action on the map amendment and site and design is premature. Until a combining district ordinance is considered and approved by Council, the project remains illegal and action to recommend it is founded on hypotheticals. By putting the cart before the horse, formal action by the PTC weakens its legitimacy and undermines the goal of a fair hearing for both the applicant and the community.

4. Controls matter.

- **Pilot = Experiment.** By designing a city-wide combining district to accommodate a single test project, the city risks perpetuating undesirable impacts should the experiment fail. Buildings are permanent. If the ordinance is driven by interest in testing an idea, shouldn't it include extra checks and balances and/or flexibility to respond in the event of failure?

For example, failure to implement the required TDM would be a code enforcement violation, but only subject to existing administrative penalties (which are almost never imposed). The draft ordinance offers strong incentives to build needed housing (density, parking, etc); shouldn't there be commensurately strong penalties for failure to comply with TDM commitments that lie at the core of the concept? Are there adaptive design elements that should be included in projects eligible for the combining district? Good experiments require controls and public trust requires balanced incentives.

Thank you for considering my comments. I look forward to a hearty discussion this evening.

Sincerely,

Jennifer Chang Hetterly

From: dskeehn@pacbell.net
To: [Planning Commission](#)
Subject: FW: [PAcampaigns] PTC to vote on VTA lot project (car-light, 57 small units) Wednesday at 6pm
Date: Wednesday, January 31, 2018 1:54:15 PM

I totally agree with both of these opinions. We need much more community discussion before changing any zoning regulations. It is too rushed, and will affect our city negatively, congestion, enough public facilities for our community. This need to be brought to the public and offer forums for information, and effects before decisions are made.

Suzanne Keehn



94306

:

My email focuses on only one issue: EP/M RPP

what is the opinion of Mayfield/Evergreen Park neighborhoods regarding Evergreen Park/Mayfield RPP ordinance and car light project on VTA parking lot? Just for the record, I am not categorically against the housing project proposed for the VTA lot. I cannot support any project that created any spillover parking into the current boundaries of EP/M RPP

These PTC considerations are not clearly presented in manageable context to your existing RPP. None of the terms for VTA lot should be acceptable to anyone without binding covenants [or some legal, binding restriction] to assure that tenants/owners in the VTA Parking Lot workforce housing project are ineligible in perpetuity from inclusion as residents or workers in the Evergreen Park/Mayfield RPP program. This inclusion any expansion of boundaries to incorporate this housing proposal.

Enforcement over time is an issue requiring city attorney and planning staff assurance. Based on city staff and council's past record of poor enforcement and poorly written restrictions, staff and Council must be held accountable for negative parking impact upon existing EP/M RPP.

Extreme stewardship should be expected from staff, Planning Commission and Council. It is not evident to me.

This issue should be concern of every residential neighborhood in Palo Alto...especially multi-unit neighborhoods where parking shortages are more evident. Un-managed spillover parking will even greater negative

impact.

Furthermore, PTC should not take any action with full discussion of the recent state legislation and pending legislation SB827 and SB 828. The general public is not aware of existing legislation nor pending legislation. Only this week has the general public become aware of position taken by the California League of Cities. See attached document and link

<http://blob.capitoltrack.com/17blobs/315296bd-fe4c-4e2c-b021-f163c71f5e7e>

Neilson Buchanan

[REDACTED]

Palo Alto, CA 94301

[REDACTED]

cnsbuchanan@yahoo.com

Here's the staff report. And here's a summary of what will be approved as well as some bullet points about issues of potential concern. It's worth noting that this project has tremendous momentum and substantial support in the community as a whole. Straight up opposition to the project will fall on deaf ears, but thoughtful attention to the issues below might create space for fuller consideration (i.e., a second hearing instead of action on all three items at one time) and incremental improvements.

First, the PTC will vote on a zoning overlay (combining district) ordinance to create opportunity for high density, "workforce housing" on all PF (public facility) zoned properties within 1/2 mile of fixed rail transit (77 sites total, 43 owned by the city, 20 controlled by Caltrain).

20% must be available to households between 120 and 150% of Area Median Income (AMI), excluding any required BMR units. AMI is \$79,300 for single occupancy, \$80,560 for double occupancy, and \$113,300 for family of four. Therefore 150% of AMI = \$119k/yr for single, \$121k/yr for couple, \$170k/yr for family.

50 foot height limit, max unit size 750 sf, 2.0 FAR

Parking requirement 1 space per unit or bedroom whichever is greater

Must have TDM

Preference must be given for potential tenants who work in the vicinity (within one mile of site, within three miles of site, or who's work is within 1/2 mile of major fixed rail transit station, in that order)

Second, it will vote on a zoning map amendment ordinance granting this specific site the overlay benefits (primarily: reduced parking, higher density, FAR).

Third, it will vote to recommend the site and design of this specific project:

57 rental units (40 studios, 17 one-bedrooms). Six of those would be deed restricted at 140% of AMI and six at 150% of AMI.
60 below ground puzzle lift parking spaces (unbundled = not included in rent), plus four (4) total guest parking spaces at grade.
City's 15% inclusionary (BMR) requirement doesn't apply because city has not yet acted to apply it to rentals (newly allowed under state law.)
Project is outside the Evergreen Park/Mayfield RPP, so tenants will NOT have access to permits. However, there is no RPP in the residential neighborhoods on the other side of Page Mill.

Issues:

- PF zoning serves critical purpose, fundamental to long term well-being of the community.

Long term impacts: Combining district creates strong incentive to convert public facilities parcels to permanent housing use. As we build more housing, population will grow - therefore need for public facilities will also grow. If we convert those parcels to housing, without setting aside other locations for needed facilities, we'll be in a big bind down the road.

Undermines other valued uses: Significantly raises the property value for effected PF parcels, putting them at greater risk of conversion (e.g., the Stanford-Mayfield soccer fields are not dedicated parkland - will increase resistance to dedication and perhaps make Stanford less inclined to renew/extend lease for current use (it'd be FAR more profitable for them to convert it to housing when lease runs out).

Disrupts current negotiations to purchase AT&T property for parkland (expand Ventura's tiny Boulware park) - FAR more profitable for owner to hold out for higher price from housing developer.

Gives up limited city leverage to extract community benefits: use and development options in PF zones is limited, thus limiting the value of the parcels. A housing overlay immediately changes that, offering significant profit potential, while giving up the ability to define and serve other public needs on those sites. Is the community getting a fair exchange appropriately targeted to community needs?

- Premature to rush through new ordinance (combining district) prior even to Council's first discussion of it's proposed housing work plan.

BMR Inclusionary requirements: Big piece of housing work plan includes deciding whether to impose inclusionary (BMR) requirements on rental projects - moving on this project in advance of that decision means we lose opportunity to get BMR out of it.

Fact based parking decisions: Big piece of housing work plan includes research and data collection regarding parking demand for different housing types/locations in Palo Alto. This one-size fits all approach extends the impact of an experimental car-light pilot to 77 parcels without the benefit of that data and analysis.

Is PF the right combining district: Big piece of housing work plan includes encouraging workforce housing near transit - designing the combining district to meet the needs of this single project limits the potential scope of workforce housing benefits. (though this is tricky, cuz could get even broader overlay that loosens development requirements for many more parcels).

- Test case should not drive policy: New combining district/overlay ordinance is being rushed through to accommodate this specific project.

Pilot = experiment. What is the recourse if the pilot fails? If an entire combining district/overlay ordinance is driven by interest in testing an idea, shouldn't it include extra checks and balances and/or flexibility to address failure? For example, failure to implement the required TDM is a code enforcement violation, but only subject to existing administrative penalties (which are almost never imposed). Staff is proposing strong incentives (density, parking, etc), should there be commensurately strong penalties for failure to comply with TDM commitments? Are there adaptive design elements that should be included in projects eligible for the overlay? Who's driving? According to the staff report, the applicant has proposed the zoning overlay (combining district) ordinance. Epitome of an interested party. Policy should drive proposals, not the other way around. PTC should hold study session to evaluate ordinance independent of the specific project. Taking into account not only the city's enthusiasm for this project, but also the issues described above.

Urgency/efficiency undermines responsible process: No action should be taken on the specific project until after the combining district ordinance is approved. PTC action on map amendment and site and design is premature - until there's an ordinance, the project is illegal and action to recommend it is founded on hypotheticals.

Magnitude of the benefit: Because all 57 units will be small, the price differential between the market-rate units and the 12 sub-market rate units is small, on the magnitude of a \$200-\$400 per month for singles earning \$119k/yr.

- Misleading terminology: In the public mind, workforce housing has become almost a term of art synonymous with housing for teachers, firefighters and local service workers. There's lots of political support for housing those populations, but this "Workforce housing" combining district does NOT prioritize those groups. Set-asides are based only on income, not occupation, and nearby workforce attachment is a preference, not a requirement. Income targets are important and good, as is local workforce attachment, but the city should be proactively clear and specific to ensure that the public doesn't think it's getting one thing when in fact it gets another.

If possible, come and voice your concerns, in person, about this project.

<blocked.gif>

PAcampaigns mailing list

PAcampaigns@lists.sonic.net

<https://lists.sonic.net/mailman/listinfo/pacampaigns>

Planning & Transportation Commission Emails 1-31-18

From: [Frank Ingle](#)
To: [Planning Commission](#)
Subject: in favor of proposed project at 2755 El Camino
Date: Wednesday, January 31, 2018 1:11:47 PM

I recommend approval of the proposed project at 2755 El Camino.

"Residentialists" such as myself are most concerned about privacy, traffic congestion, and parking. This project scores well on these issues.

Privacy: The residents next door will have less noise than before because of less exposure to Page Mill and El Camino traffic noise.

Traffic congestion: It is time for more very small apartments next to public transit. This location is close to California Avenue and not far from downtown, by walking or bike. Also close to Caltrain for trips to San Francisco where use of a car is a liability.

Parking: Limited parking in this project, but residents in this project could save money by doing without a car. Only entry level single residents are likely to want to rent such small spaces, and it will be convenient for them to walk or bike if they work in Palo Alto, or commute by rail or bus to another nearby location.

Young singles would enjoy proximity to Palo Alto downtown, California Avenue, and nearby Stanford University and shopping center.

I wish there were dozens more projects like this one along El Camino.

Frank Ingle

[REDACTED]

Palo Alto

From: [Simon Hauser](#)
To: [Planning Commission](#)
Subject: Fate of the VTA
Date: Wednesday, January 31, 2018 9:48:56 AM

Dear Commissioners:

As a resident of Ventura, I oppose the current proposed up-zoning of the property at 2755 ECR. The city has the authority to make the speculators adhere to the zoning code or to extract a real public benefit from the developers in exchange for the rezoning, e.g. 100% BMR housing in perpetuity. Up-zoning a PF property sets a bad precedent and encourages other speculators to obtain PF zoned properties and ask the city for a zoning change for private profit.

In Ventura, we hope to add the AT&T lot to Boulware Park when that PF-zoned property is offered for sale. If [2755 ECR](#) is up-zoned without meaningful public benefit, our hopes will be crushed when future for-profit investors in PF-zoned property outbid us and sue the city, citing the 2755 precedent-setting decision. Please uphold the public trust and do not let Windy Hill's wager win.

Thank you.
Simon Hauser

--

Simon Hauser
simondhauser@gmail.com

From: [Neva Hauser](#)
To: [Planning Commission](#)
Subject: Opposition to up-zoning of the property at 2755 ECR
Date: Wednesday, January 31, 2018 8:30:33 AM

Dear Commissioners:

As a resident of Ventura, I oppose the current proposed up-zoning of the property at 2755 ECR. The city has the authority to make the speculators adhere to the zoning code or to extract a real public benefit from the developers in exchange for the rezoning, e.g. 100% BMR housing in perpetuity. Up-zoning a PF property sets a bad precedent and encourages other speculators to obtain PF zoned properties and ask the city for a zoning change for private profit.

In Ventura, we hope to add the AT&T lot to Boulware Park when that PF-zoned property is offered for sale. If [2755 ECR](#) is up-zoned without meaningful public benefit, our hopes will be crushed when future for-profit investors in PF-zoned property outbid us and sue the city, citing the 2755 precedent-setting decision. Please uphold the public trust and do not let Windy Hill's wager win.

It is very important to develop DIVERSITY in a community and I implore you to fight for that.

Thank you.
Neva Hauser
Ventura resident

Planning & Transportation Commission Emails 1-31-18

From: [Eric Rosenblum](#)
To: [Planning Commission](#)
Cc: board@paloaltoforward.com; [Grant Dasher](#); [Lisa Peschcke-Koedt](#)
Subject: 123 people in support of the project at 2755 El Camino Real
Date: Wednesday, January 31, 2018 8:21:15 AM

To the Planning and Transportation Commission--

Palo Alto Forward strongly supports the Workforce Housing project at 2755 El Camino Real, and hopes that you recommend Council approve it.

This is the sort of project that Palo Alto Forward was formed around:

- **Smaller unit size** = more affordable, adding to Palo Alto's housing diversity
- **Transit centric:** located 0.5 miles from Caltrain with a host of TDM benefits
- **High affordability:** 20% of units are "deed restricted", which puts restrictions on the income level for potential renters

This is the sort of project that Palo Alto should be building, and the fact that the developer will be giving preference to Palo Alto employees makes it all the sweeter (also, making it more likely that car-light lifestyles can be attained).

We thank you for your consideration, and hope that you will recommend this project.

Sincerely,

Eric Rosenblum
President, Palo Alto Forward

The following 123 individuals have signed on to this letter:

A.C. Johnston
Aasim Jukaku
Adrienne Lee
Akash Jain
Aleksandar Totic
Amber Kerr
amie ashton
Amy Sung
Andrea Arjona Amador
Andrew Brackenbury
Anna Tchetchetkine
Annette Isaacson
Baq Haidri
Barbara Hing
Barbara Kingsley
Barbara Turner
Becky Richardson
Betsy Bechtel

Bryan Silverthorn
Carol Lamont
Charles Salmon
Clayton Nall
Cynthia Lee
Daniel Asmat
David Foster
David Kleiman
Dean Samos
Dena Mossar
Diane Meier
Diane Morin
Donald Anthony
Donald Barr
Doug Radtke
Drew Maran
Ed Wu
Elaine Uang
Elizabeth Steinberg
Eric Kwan
Eric Nee
Eric Rosenblum
Evan Goldin
Fred Glick
Gary Fine
Geoff Ball
George Chippendale
Geraldine Maro
Gloria Burd
Heidi Emberling
Heidi yenney
Iqbal Serang
Jacob Vincent
Jan Rubens
Jared Bernstein
Jeffrey Salzman
Jeremy Hoffman
Jessica Clark
John Hamilton

Planning & Transportation Commission Emails 1-31-18

John Kelley
Joy Sleizer
Joyce Beattie
Julan Chu
Karen Kalinsky
Karen Schlessner
Kevin Keene
Kevin Watts
Kim Engie
kumiko yoshinari
Kyla Farrell
Lawrence Garwin
Lisa Ratner
Lisa Bao
Lisa Pschcke-Koedt
Lynnie Melena
Mallary Alcheck
Marc Grinberg
Margaret Rosenbloom
marianne mueller
Mark Kennedy
Marly Carlisle
Mary Gallagher
Matthew Lewis
Mehdi Alhassani
Melonie Brophy
Michael Cutchin
Michael Kieschnick
Mike Buchanan
Mike Greenfield
Naphtali Knox
Neil Shea
Nicole Lederer
Olya Krasnykh
Omar Diab
Owen Byrd
Ozzie Fallick
Patricia Saffir
Paul Goldstein

Paul Heft
Pavla Fryer
Peter Rice
Randy Mont-Reynaud
Raul Rojas
Rebecca Gerald
Roberta Ahlquist
Sally Wood
Sam Corbett-Davies
Sandra Slater
Sara Woodham
Sarit Schube
Snow Zhu
Spencer Choi
Stephanie Munoz Munoz
stephen levy
steve eittreim
Steven Atneosen
Steven Russell
Stuart Bernstein
Thomas Wasow
Timothy Bauman
Tricia Herrick
Trina Lovercheck
Urs Hoelzle
Veselin Stoyanov
Victor Siu

From: gmahany@aol.com
To: [Planning Commission](#)
Subject: Up zoning of 2755 El Camino Real
Date: Tuesday, January 30, 2018 10:54:14 PM

About 2755 El Camino Real

Because the property at 2755 El Camino Real was zoned Public Facility when purchased by Windy Hill its use should remain as a public benefit. The up zoning smells of tobacco filed back room dealing by Palo Alto City public servants and elected officials. Also, Windy Hill's shoe-horning 60 units into this busy commuter intersection is not going to be prime residential property. I ask, why should Windy Hill get this profitable gift from the people of Palo Alto? What good work has Windy Hill bestowed on the voters of this city? I say that 50% of the units be below market units for ever and frankly it should be 100% below market.

Gary Mahany

From: kemp650@aol.com
To: [Planning Commission](#)
Subject: The Proposed Housing Development at 2755 El Camino Real
Date: Tuesday, January 30, 2018 10:05:03 PM

Dear Commissioners:

As a resident of Ventura, I oppose the current proposed up-zoning of the property at 2755 El Camino Real ("ECR"). The City has the authority to make the speculators adhere to the PF zoning code or to extract a real public benefit from the developers in exchange for the rezoning, e.g. 100% BMR housing in perpetuity. Up-zoning a PF property sets a bad precedent and encourages other speculators to obtain PF zoned properties and ask the City for a zoning change for private profit.

In Ventura, we hope to add the AT&T lot to Boulware Park when that PF-zoned property is offered for sale. If 2755 ECR is up-zoned without meaningful public benefit, our hopes will likely be crushed when future for-profit investors in PF-zoned property outbid us and sue the city, citing the 2755 precedent-setting decision. Please uphold the public trust and do not let Windy Hill's wager win.

Thank you.

Susan Kemp

Planning & Transportation Commission Emails 1-31-18

From: [Eric Rosenblum](#)
To: [Planning Commission](#)
Subject: Letter in support of 2755 El Camino Real project
Date: Tuesday, January 30, 2018 7:52:22 PM

To the Planning and Transportation Commission--

When I was on the Commission, I was a strong proponent of the proposed project at 2755 El Camino Real ("El Camino Workforce Housing").

This is *precisely* the kind of project that we have begged developers to consider doing, and dovetails nicely with our goals in the Comprehensive Plan. This project is focused on smaller units, and is located within 0.5 miles of a Caltrain station, and has built in the most aggressive TDM program of any building project we've seen. **They are the first project in Palo Alto to get GreenTRIP certified** due to their trip reduction programming.

Equally important, this project will hopefully serve as a test bed for other transit-centric projects for the future. I hope that this plan gets closely monitored and studied for implications for future housing developments.

Finally, I hope that the Commission further recognizes the changes that the developer has made to make this project more acceptable to those on the Commission who expressed fears about the originally proposed parameters.

Please recommend that Council approve this project. This sort of project validates the hard work that went into the Comprehensive Plan.

Sincerely,

Eric Rosenblum



From: [Hamilton Hitchings](#)
To: [Planning Commission](#)
Cc: [Hamilton Hitchings](#); [Jeff Levinsky](#); [Gitelman, Hillary](#)
Subject: Public Input on the Public Safety Building and Public Facilities Zoned Properties Rezoning
Date: Tuesday, January 30, 2018 7:24:53 PM

My name is Hamilton Hitchings and I am a long time Palo Alto resident. I am very involved as an Emergency Services Volunteer and served on the Citizens Advisory Committee for the Comprehensive Plan. Below are my personal comments on the Public Safety Building and proposed Public Facilities Zoned Properties Rezoning.

PTC Agenda Item #3

The original justification for the new Public Safety Building was to build a seismically safe building that could withstand a major earthquake. The San Andreas fault is 5 miles away and can experience up to a 7.9 magnitude earthquake and thus the new Stanford Hospital is being built to withstand an 8.0. Please ensure the Public Safety Building is designed to withstand an earthquake in the high 7s and still be operational thereafter. Based on the last discussion I was at, at a city council meeting it did not appear that city staff was planning on designing to this high level of resilience so please ensure they do.

As a Palo Alto Emergency Services volunteer, one of the most important pieces of infrastructure during an earthquake is the communications infrastructure. Thus I support the Public Safety building having a very tall communications tower. In addition, below ground parking is important to park all their vehicles without consuming public parking. They also need space to park some very large vehicles and that's supported in their plan.

PTC Agenda Item 2

Public Facilities Zoned Properties enable broad based community services such as animal shelters, medical facilities, etc... Rezoning a public facilities property for housing benefits a select few and thus it is critical that if this is done, it be for moderate income who provide critical public services such as teachers, nurses, EMTs, young police officers and public safety officers as well as community service and health care workers. In addition, the owner paid for a property restricted to public facility and this upzoning results in a large financial windfall for the property owner/developer resulting in a large financial giveaway. Upzoning is the property of the city of Palo Alto and its residents. Thus while the developer deserves to make a reasonable profit for their investment and risk, the majority of the value of this upzone should be used to subsidize the housing.

Unfortunately, the current proposal does not deed restrict the 40 of the 57 units, which is far too low.

Keep in mind in San Antonio Shopping Center apartments that 535 to 638 square feet were renting for \$3,000 to \$5,500 so when the applicant says that because these are smaller apartments they will be cheaper but please keep in mind that does not mean they will be particularly affordable.

No In Lieu of fees should be approved and instead the BMR should be provided via units in this project.

The upzoning should not exceed the height limit for this area, which I believe is 35 feet and should not be 50 feet as currently proposed.

Sufficient parking should be provided so there is not spillover parking into the local neighborhoods. The city has consistently underestimated and inadequately zoned the amount of parking needed which is why we are one of the only cities in the Bay Area that allows employees to park in residential neighborhoods. The surrounding neighborhoods are currently underparked so a parking permit program has been implemented. In addition, the staff report compares this site to 801 Alma which is 100% low and very low income which is not comparable with the current proposed renter profile, which likely will have a higher percentage car ownership.

I am also opposed to ground floor retail as the need for more housing is far greater than the need for more retail.

In terms of roof garden, etc... please be careful it doesn't allow people to look down into neighbors windows from above or cause excess light at night.

Thank you for your consideration.

Hamilton Hitchings

Planning & Transportation Commission Emails 1-31-18

From: [Carla Wray](#)
To: [Planning Commission](#)
Subject: 2755 El Camino Real
Date: Tuesday, January 30, 2018 6:07:19 PM

Dear Commissioners,

I would like to share my thoughts on the new housing development at 2755 El Camino Real.

This housing should be 100% below market rate in perpetuity. This is crucial to the health and diversity of our city.
Thank you for listening to my opinion.

-Carla Wray
Resident: Ventura Neighborhood

Sent from my iPhone

From: [David Adams](#)
To: [Planning Commission](#)
Subject: 2755 El Camino Real
Date: Tuesday, January 30, 2018 3:08:18 PM

Dear Commissioners:

Having lived on Olive Avenue for over 20 years I would like to make the following points regarding this project:

1. At a rate of 1.2 parking spaces/unit, inclusive of guest parking, I feel that there will not be enough parking for residents. Even though i ride a bike to work and do many errands by bike, it still is not possible to live in this area without a car. For example, the bike shop at the end of the road was evicted, the pet food shop around the corner closed down and many of the neighborhood shops on Cali Ave have been turned into restaurants or beauty salons. To travel by public transport at the weekend is to spend the whole day getting there and back. For these reasons, I would like to see the parking increased. However, instead of taking my word for it there should have been an analysis of car ownership of local residents included in the report so that it could be guided by data rather than wishful thinking.
2. Given the shortfall of parking I am concerned that residents will park their cars in the Pepper/Olive area. This is more predictable given that Evergreen/Park Mayfield have an RPP but the Ventura area doesn't.
3. I am deeply concerned about any new developments that increase traffic on Park Blvd between Lambert and Cali Ave. This project will cause the ECR/Page Mill intersection to get even worse and hence create more cut-through traffic on Park. I feel there is no coordinated plan for all of the developments in this area, notwithstanding the recently announced NVCAP. Each development has increased traffic on Park which is now a bike boulevard in name only. How about some traffic calming on Park as a prerequisite for any new developments.
4. I do not agree that this site should be re-zoned. This would set a very bad precedent and encourage developers to buy up all PF zoned property in the city.

Regards
David Adams
Olive Ave
Palo Alto

From: [Cervantes, Yolanda](#)
To: [Planning Commission](#)
Subject: FW: 2755 El Camino Real Workforce Housing
Date: Tuesday, January 30, 2018 2:00:06 PM

Yolanda M. Cervantes
Planning & Community Environment
City of Palo Alto
Yolanda.cervantes@cityofpaloalto.org
650.329.2404

From: Hodgkins, Claire
Sent: Tuesday, January 30, 2018 1:57 PM
To: Cervantes, Yolanda
Subject: FW: 2755 El Camino Real Workforce Housing

Yolanda,

Please see the e-mail I received below and forward as appropriate.

Warm regards,
Claire

From: John Clayton Kunz [<mailto:kunz@stanford.edu>]
Sent: Monday, January 29, 2018 4:28 PM
To: Hodgkins, Claire
Subject: 2755 El Camino Real Workforce Housing

Claire Hodgkins
Associate Planner
City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, California 94301

RE: 2755 El Camino Real Workforce Housing

Dear Ms. Hodgkins,

I am writing to you in support of this project and ask that you forward this letter to both the Planning and Transportation Commission as well as the City Council, as they consider this project at future meetings.

The project enables 57 people to walk or bicycle to work in the nearby Industrial Park, especially if the project includes formal incentives to rent to local workers. It is close to bus and train transit. It is consistent with the architectural character of the city.

I encourage the PTC to support this project for our city.

Sincerely,

john kunz



Palo Alto

From: [Angie Evans](#)
To: [Planning Commission](#)
Subject: 2755 El Camino Real Project
Date: Tuesday, January 30, 2018 1:50:13 PM

Dear Planning and Transportation Commissioners,

I am writing in support of the 2755 El Camino Real project. I will be sending a similar letter to the associate planner as well. I live in Palo Alto with my husband, our daughter, and our dog. I also work for the Housing Leadership Council of San Mateo County and have worked on housing related issues since moving here in 2014. When we moved here my expertise was in organizing advocacy groups around federal budget and appropriations but my focus quickly changed. If you live in the Bay Area then you can't escape talking about the cost of living. For longtime residents I often hear frustration about where their kids will live, or how their kids are still living at home, or how they will have to leave the area when they retire because downsizing here isn't an option. For newer residents like myself, the option of homeownership will never be within grasp. We have very few effective, local tenant protections and so the stability that most of us seek is also out of grasp. While your decision-making body cannot change the cost of housing overnight or pass a measure to stabilize rents, you can approve strong projects, like this one, that will benefit our community. Next door in Menlo Park we just learned that quality of life has gone down by 14% in just 2 years because of housing costs and traffic. This project would allow Palo Alto to build some of the income-restricted units that we so badly need here, near public transit, and with a preference for local workers. I strongly encourage you to support 2755 El Camino Real moving forward.

Best,
Angie Evans



Palo Alto, California 94303

From: [Rebecca Sanders](#)
To: [Planning Commission](#)
Subject: 2755 ECR
Date: Tuesday, January 30, 2018 12:07:12 PM

Dear Commissioners:

As moderator of the Ventura Neighborhood Association, I have spoken twice against the "free" upzoning of the VTA lot over the past few years. The city has the authority to make the speculators adhere to the zoning code or to extract a meaningful development from Windy Hill in exchange for the rezoning, e.g. 100% BMR housing in perpetuity. Up-zoning a PF property sets a bad precedent and encourages other speculators to obtain PF zoned properties and ask the city for a zoning change for private profit.

In Ventura, we hope to add the AT&T lot to Boulware Park when that PF-zoned property is offered for sale. If [2755 ECR](#) is up-zoned without meaningful public benefit, our hopes will be crushed when future for-profit investors in PF-zoned property outbid us and sue the city, citing the 2755 precedent-setting decision. Please uphold the public trust and do not let Windy Hill's wager win.

Thank you.

Becky Sanders
Moderator of the Ventura Neighborhood Association

Planning & Transportation Commission Emails 1-31-18

From: [Loren Brown](#)
To: [Planning Commission](#)
Subject: 2755 El Camino - VTA Site (Micro Housing)
Date: Tuesday, January 30, 2018 12:01:59 PM

1-30-2018

Dear Planning Commission Members,

We note that the proposed zoning amendments that will allow Work Force Housing at 2755 El Camino Real will also apply to parcels with underlying PF (Public Facility) zoning within 0.5 miles of fixed rail transit. Seemingly this has been done so the City is not just spot zoning one specific site in the City. The staff report notes that there are 77 such parcels that currently zoned PF located within 0.5 miles of a major fixed rail transit station (43 parcels owned by the City of Palo Alto and 20 parcels that are Caltrain right-of-way or Caltrain station parcels). A list of these parcels is included in the staff report.

Question: If housing in Palo Alto is in such short supply can you please consider and/or discuss conceptually whether this zoning amendment should be expanded beyond PF-zoned parcels? The reality is that the likelihood of additional Work Force housing being built on any of the PF zoned parcels is extremely small (because these PF-zoned parcels are already serving public functions that can't/won't be changed/removed without significant negative impact). One could make a good argument that this zoning change is so restrictive, it is essentially spot zoning for the single parcel located at 2755 El Camino Real. If the Work Force Housing is such a good idea, why limit it to parcels that their existing use can't/won't ever be changed? Can you consider asking Planning Staff to consider allowing the Work Force Housing to be placed in other zoning designations? Doing so may have a greater future impact on addressing the housing shortage than only allowing the Work Force Housing on PF-zoned parcels.

For example, we have a 0.50 acre acre (same size as 2755 El Camino) located on Park Blvd that is located within 0.5 miles of the Cal Train Station. The underlying zoning of our property is GM - which doesn't allow housing uses. The GM zoning is antiquated and should be updated. Harold Hobach's Park Plaza Apartments (2865 Park Blvd.) have an underlying GM zoning - which shows that the GM zone is not sacred for non-housing uses. Consistent with the evolution of the Park Blvd. corridor and Fry's site future conversion to residential use, our site would actually be a great location for apartments or Work Force Housing and we would be willing to consider such an option, but only if we see some indication from the City that they are open to the concept.

Thank you for your consideration.

3241 Park Blvd., LLC

Planning & Transportation Commission Emails 1-31-18

From: [Angela Dellaporta](#)
To: [Planning Commission](#)
Subject: 2755 El Camino - NO on Up-zoning
Date: Tuesday, January 30, 2018 11:27:37 AM

Dear Commissioners:

As a resident of Palo Alto, I oppose the current proposed change in the zoning of the property at 2755 ECR.

A PF-zoned property should benefit the public, and the City of Palo Alto has a responsibility to the residents of the city, NOT to the speculators who bought the lot.

Giving the property owners permission to build 100% BMR housing (in perpetuity) on this lot would increase housing for local workers such as teachers and nurses, and would thus reduce traffic congestion and parking problems. This would be a win for everyone, particularly for Palo Alto residents.

On the other hand, up-zoning a PF property would set a bad precedent and would encourage other speculators to obtain PF zoned properties and ask the city for a zoning change for private profit.

Please uphold the public trust and do not let Windy Hill's wager win.

Thank you, Angela Dellaporta

From: [Hamilton Hitchings](#)
To: [Planning Commission](#)
Cc: [Hamilton Hitchings](#)
Subject: Office Cap
Date: Monday, January 29, 2018 9:24:32 PM

Dear PTC,

Below are my comments for the office cap ordinance you plan to discuss on Wednesday:

One of the reasons for the office cap is the need to create more housing and the number impediment to creating multi-unit housing is that office has been more profitable so office has been growing, which has increased jobs and thus the demand for housing without a commensurate increase in housing.

Other reasons include the fact that traffic has grown faster than transportation infrastructure and mitigations due to the increase in office space and employee densities. University Ave is only one lane in each direction and is not only partially gridlocked during rush hour but parallel residential streets like Hamilton Ave are now becoming gridlocked during rush hour and residents can no longer get out of their driveways.

Lastly Palo Alto is one of the only cities in the Bay Area to park employee vehicles in residential neighborhoods due to the lack of parking provided for employees by employers. The rapid development of office buildings while underparking these new buildings has created this problem.

Office Cap SECTION 1:

Please add:

In addition, during this same time very little new housing has been added to either California Ave or University Ave due to the high demand for office space. As a result the price for housing has increased by X percent. This was reflected in the Palo Alto Citizen's Survey conducted for the city where availability of affordable housing had the lowest satisfaction of any area in the annual report with just 6% of residents rating it good or excellent in 2016. The city desires to increase multi-unit housing within walking distance of these areas and public transportation hubs.

Remove #3 which counts removal of existing Office Annual Limit Land Uses to increase the capacity. The goal is to make more room available for housing.

Carrying over housing to the next year waters down the effectiveness of the office cap and creates more scarcity of housing.

Strengthen the self mitigating projects to ensure net zero new car trips and that parking for any increase in cars is provided and no in-lieu of fees.

I don't think city office space should be exempt if the city is renting out any of its existing office space as that is essentially a loophole.

I worry that submitting economic hardship request to the Planning Director is not a sufficient judicial forum to decide if something is unconstitutional. I think to get a waiver the landowner should have go to court.

Hamilton Hitchings

Palo Alto Resident

From: slevy@ccsce.com
To: [Planning Commission](#)
Subject: 2755 El Camino housing project
Date: Sunday, January 28, 2018 11:56:05 AM

I write in support of the project and the development of workforce housing combining district.

This project and the workforce district address several important policy areas.

The project meets three important policy objectives of the Comp Plan and the adopted Housing Element:

- providing housing near services, shopping, jobs and transit
- increasing housing options by providing smaller units
- including a below market rate component in a market rate project

And the project is a model for something that we do not have now and is a serious housing challenge in our city and region, that is

Units that are affordable to middle income residents--not poor enough to qualify for traditional subsidized housing but not affluent enough to pay current full market rate rents. The focus on households earning between 120% and 150% of the area median income brings a sorely needed new tool to our housing affordability tool kit.

I was on a panel on Wednesday for the teacher housing event at Gunn. Teachers are one example of a large number of middle income residents unable to qualify for low-income housing and struggling with the region's high rents.

Just as Supervisor Simiitian's proposal can be a model for one way of addressing this widespread challenge, this project and the proposed workforce housing district can be another model to address the "missing middle" housing challenge.

Thanks to staff for bringing this forward and to the commission for, I hope, moving forward with the staff recommendation. I will bring this idea for workforce housing to the attention of the members of the Committee to House the Bay Area (CASA) as they are struggling with the same issue.

Stephen Levy



From: [Emily Hung](#)
To: David.Rader@pln.sccgov.org
Cc: supervisor.Simitian@bos.sccgov.org; supervisor.wasserman@bos.sccgov.org; supervisor.chavez@bos.sccgov.org; "Supervisor Yeager"; [Council, City; Planning Commission](#); Dave.Cortese@bos.sccgov.org; David.Rader@pln.sccgov.org; Kristina.Loguist@bos.sccgov.org
Subject: Opposition to the Stanford 2018 GUP from Palo Alto Resident
Date: Thursday, January 25, 2018 12:08:10 AM

Dear County Supervisors and Staff,

While the community recognizes the University's great intellectual and cultural contribution to the *broader S.F. Bay Area community*, our small city (Palo Alto) can not be expected to endure the impact and costs of the dramatic infrastructure requirements that would be required to sustain the proposed growth at acceptable traffic, environment and safety levels. Stanford must pay for the requisite infrastructure improvements prior to the approval of the 2018 GUP. The institution is growing well beyond our means. I urge you to stop all further development by Stanford until infrastructure and impact analysis is completed and requirements are placed upon Stanford to fund the necessary infrastructure improvements that would make their GUP proposals truly "**no net impact**" to our community.

Specifically, we find the following concerns with the 2018 GUP:

- Stanford's proposal should not be considered in isolation of the **significant existing transportation and traffic congestion problems** that the City of Palo Alto is already experiencing given the large imbalance between local jobs vs. locally employed residents. This ratio is one of the highest in the country, and contributes to an already existing traffic dilemma in our small residential community.
- University growth should not be considered in isolation given that it is tied to the Stanford University Medical Center (SUMC), the Stanford Research Park (SRP), Stanford Shopping Mall, SLAC, including the development proposed for [500 El Camino Real](#) in Menlo Park (429,000 SF of office, retail and housing). Looking at each site in isolation does not provide a full picture of the cumulative impacts to Palo Alto.
- The GUP claim of "No Net New Commuter Trips" is naive given the millions of square feet of development proposed. [Many reports detail the naive and poorly formed aspects of these claims.]
- The GUP claims that Caltrain usage will offset growth in daily employee road commuting are naive given that Caltrain is already at full capacity and can only practically address a fraction of total employee commuters.
- The GUP totally disregards the looming and alarming transportation and traffic congestion problems that will be created by imminent Caltrain electrification, increased traffic stops, and the likelihood of grade separation construction at various intersections, which will only add to the City's financial and traffic burdens.
- The GUP is absent any rigorous traffic impact analysis along the impacted main and secondary impacted corridors already strained by Stanford-bound traffic, including Embarcadero and University, as well as Churchill and Kellogg avenues.

We need to stop giving Stanford *carte blanche* rights to development in our community without making them carry the fair share of the financial burden needed to fund Palo Alto's transportation infrastructure that their growth requires. I propose that the County require Stanford to fund the following specific projects to offset their impact **prior to the approval** of the Stanford 2018 GUP:

1. Stanford should be required to work with the City on mutually agreeable traffic mitigation solutions.

2. Stanford should be required to fund Caltrain grade separation projects at the Churchill and Embarcadero intersections with Alma given that they're already at capacity and will become unmanageable with the proposed Stanford expansions.
3. Stanford should be required to fund the construction of pedestrian underpasses at Embarcadero Rd and Palo Alto H.S. given the already precarious danger facing students by Stanford-bound traffic, as well as the traffic congestion caused by the existing light.
4. Stanford should be required to fund the expansion from 3-lanes to 4-lanes on the 300 yard stretch of the Embarcadero Road underpass, which already causes gridlock at rush hour and will only be further exacerbated with more traffic flowing inbound/outbound of Stanford.
5. Stanford should be required to pay for the addition of left-turn traffic signals at the intersection of the Embarcadero Road Underpass and Alma road to facilitate the safe onramp/offramp of inbound/outbound traffic to Stanford along the Alma corridor.

Please hold Stanford accountable for these significant infrastructure investments prior to any approval consideration for the 2018 GUP. The City and County can not endure the proposed growth without holding firm to that requirement.

Thank you for your time,

Emily Hung
Palo Alto Resident

From: [Cervantes, Yolanda](#)
To: [Cervantes, Yolanda](#)
Cc: [Lait, Jonathan](#); [Planning Commission](#)
Subject: FW: Housing the Bay Summit - ULI San Francisco
Date: Monday, January 22, 2018 3:11:56 PM

Forwarding information below on behalf of Commissioner Alcheck.

BCCPTC

Yolanda M. Cervantes
Planning & Community Environment
City of Palo Alto
Yolanda.cervantes@cityofpaloalto.org
650.329.2404

From: Mike Alcheck [<mailto:malcheck@gmail.com>]
Sent: Thursday, January 18, 2018 10:10 AM
To: Cervantes, Yolanda
Cc: Ed Lauing; Susan Monk
Subject: Housing the Bay Summit - ULI San Francisco

Yolanda

Please distribute to the members of the Planning Commission.

Below is the link for the Housing the Bay event on March 23rd in San Francisco. I encourage everyone on the PTC to consider attending.

<https://sf.uli.org/event/housing-the-bay/>

Sessions include (more to be added):

Developing Housing for the “Missing Middle” – New Financing Tools and Strategies

The high cost of housing in the Bay Area is making it increasingly difficult for Bay Area businesses to attract and retain workers. Yet, most affordable housing is focused on the lower wage portion of the workforce who qualify for subsidy programs, and very little housing is being produced or preserved for the “missing middle” of workers. The Bay Area is famous for our groundbreaking innovations, so what better place to develop new solutions to address this challenge head-on. This session will put forward new financing tools that can move the needle in raising capital alongside complementary strategies to lower costs. Hear from one of nation’s largest developers, a start-up fund raising money for workforce housing in Texas, and an established investor in low and moderate income housing across America, all of whom have innovative products and provocative ideas about how to address this challenge.

Can Impact Fees and Housing Live in Harmony?

We all know that impact fees are part of every development project in the Bay Area. Cities often depend on these fees for much needed revenue – but these extra costs can also make it harder to make a project pencil out. Using Oakland as a case study, this session will focus on how the City has implemented impact fees and how developers are responding. The panel will dive into the details through the lenses of a market-rate developer, an affordable housing advocate, and the City. Learn about what we can do to make impact fees more transparent moving forward and next steps in balancing the production of homes with community

benefits.

Lightning Talks: Breaking through the Housing Deadlock

This interactive session invites you engage with out-of-the-box, provocative ideas for transforming the public approvals process and getting more people into homes. From citizen activists and community collaborators to finance start-ups and tech housing innovators, a diverse group of leaders will present their solutions to overcoming obstacles in the development process – in 3-minutes or less!

Audience members will be asked to take part in the conversations during interactive discussions at the lunch break, during Q&A, and over drinks at the reception after the Summit.

Following the Summit there will be more opportunities to get involved as we move forward with proposals for action to ensure that more people in the Bay Area have homes they can afford.

Confirmed speakers to date include:

- [Gloria Bruce](#), Executive Director, East Bay Housing Organizations
- [Carol Galante](#), Faculty Director, Turner Center for Housing Innovation, UC Berkeley
- [Vicki Granowitz](#), City of San Diego Planning Commission
- [Rich Gross](#), Vice President and Northern CA Market Leader, Enterprise Community Partners, Inc.
- [Denise Pinkston](#), Partner, TMG Partners
- [John Rahaim](#), Planning Director, San Francisco Planning Department
- [Andrea Reimer](#), Vancouver City Council
- [David Steinwedell](#), CEO, Affordable Central Texas
- [Stockton Williams](#), Executive Director, ULI's Terwilliger Center for Housing
- [Bill Witte](#), CEO & Chairman, Related California

Schedule:

8:00-8:30 am:	Registration/Coffee/Networking
8:30-10:00 am:	Morning Programming
10:00-10:30 am:	Coffee & Networking
10:30-12:00 pm:	Morning Programming cont.
12:00-1:30 pm:	Lunch/Interactive Discussion Tables/Networking
1:30-3:00 pm:	Afternoon Programming
3:00-3:30 pm:	Coffee & Networking
3:30-5:00 pm:	Afternoon Programming cont.

Planning & Transportation Commission Emails 1-31-18

From: [Cervantes, Yolanda](#)
To: [Cervantes, Yolanda](#)
Cc: [Lait, Jonathan](#); [Planning Commission](#)
Subject: FW: Tax Overhaul Is a Blow to Affordable Housing Efforts
Date: Monday, January 22, 2018 3:10:28 PM

Forwarding the link below on behalf of Commissioner Gardias.

BCCPTC

Yolanda M. Cervantes
Planning & Community Environment
City of Palo Alto
Yolanda.cervantes@cityofpaloalto.org
650.329.2404

From: Przemek Gardias [<mailto:przemek@gardias.com>]
Sent: Thursday, January 18, 2018 9:24 PM
To: Cervantes, Yolanda
Cc: Lait, Jonathan
Subject: Tax Overhaul Is a Blow to Affordable Housing Efforts

Yolanda,

Please forward to the team this link to the NYT article:

<https://www.nytimes.com/2018/01/18/business/economy/tax-housing.html?hp&action=click&pgtype=Homepage&clickSource=story-heading&module=first-column-region®ion=top-news&WT.nav=top-news>.

Regards,

Przemek

From: [Cervantes, Yolanda](#)
To: [Planning Commission](#)
Subject: FW: Clarification on Report #8763
Date: Monday, January 22, 2018 3:05:10 PM
Attachments: [Staff_Report_BODS_1515ECR.PDF](#)
[Ordinances_BODS_1515ECR.PDF](#)
[Resolutions_BODS_Zone Change_1681ECR.PDF](#)
[Resolutions_BODS_1681ECR_For Zone Change Medical Uses to Remain.pdf](#)
[Staff_Report_BODS_1681ECR.PDF](#)

Forwarding Staff's Response.

Yolanda M. Cervantes
Planning & Community Environment
City of Palo Alto
Yolanda.cervantes@cityofpaloalto.org
650.329.2404

From: Kamhi, Philip
Sent: Monday, January 22, 2018 9:22 AM
To: Keith Ferrell
Subject: RE: Clarification on Report #8763

Keith,

Please see attached documents, that were referenced for writing the report regarding the zoning of the businesses at 1515 El Camino Real and 1681 El Camino Real.

Best,



Philip Kamhi

Transportation Programs Manager

PLANNING & COMMUNITY ENVIRONMENT

Transportation

Philip.Kamhi@CityofPaloAlto.org

office: 650.329.2520 **fax:** 650.329.2154

Use PaloAlto311 to report items you'd like the City to fix. Download the [app](#) or click [here](#) to make a service request.

From: Keith Ferrell [<mailto:ferrell.keith@gmail.com>]
Sent: Friday, January 19, 2018 12:01 PM
To: Kamhi, Philip
Cc: Council, City; Planning Commission; City Mgr; Shikada, Ed
Subject: Clarification on Report #8763

Phillip,

In your report to council, there's a footnote on 1515 and 1681 El Camino Real which states, "The two commercial properties at 1515 and 1681 El Camino Real we rezoned RM-15 (multifamily housing) in the 1980s and the Council's action at that time allowed medical

office uses to remain on the sites as long as they did not expand."

Do you have 1) the document stating this action and 2) the number of employees working at the offices at that time?

If not, how did you get this information and what is the method to check to see if the offices are expanding? Is it based on employees, square footage, customer base? What is meant by "expand"?

Two other quick points, which I will expand on in a more detailed email, 1) You continue to quote 70 employees. I understand you qualify that with "many" are part-time, but the report still throws out a number that has no meaning. It's irresponsible to say there are 70 employees as a way to sway council into thinking there's a huge need for permits, when in fact, there are only 25 -30 employees at both addresses on a consistent basis. I know this, because I counted cars for 2 weeks and took down license plate numbers. So, I have a record of all cars that showed up more than once over that span. 2) You also continue to tout a 30 - 40% show rate of employee permits. A quick walk around the offices and you'll find all 10 employee permits every day, that's 100% a show rate.

Now that you are presenting false information to council, I find it necessary to attend the council meeting on January 29th. I had hoped to travel to visit my father for his birthday during that time, but that will have to wait.

I find it frustrating and still can't get my head around the fact that this type of misinformation is allowed to pass through staff and onto council where they are to make an informed decision. In order to make an informed decision, there must be an accurate representation of the facts, and this report does not have that. Even worse, you are more than aware that you are presenting false information and yet you continue to do so.

Keith Ferrell

From: [Jason Matlof](#)
To: cindy.chavez@bos.sccgov.org; mike.wasserman@bos.sccgov.org; supervisor.simitian@bos.sccgov.org; supervisor.cortese@bos.sccgov.org; supervisor.yeager@bos.sccgov.org; david.rader@pln.sccgov.org; [Council City; Planning Commission](#)
Cc: [Jason's Gmail](#)
Subject: Fwd: Opposition to the Stanford 2018 GUP from Palo Alto Resident
Date: Monday, January 22, 2018 1:17:05 PM

Dear County Supervisors and Staff,

As a 22-year tax-paying Santa Clara County and City of Palo Alto resident (as well as lifelong Northern Californian), I'm deeply disturbed by the implications of the Stanford 2018 GUP proposal.

While the community recognizes the University's great intellectual and cultural contribution to the *broader S.F. Bay Area community*, our small city (Palo Alto) can not be expected to endure the impact and costs of the dramatic infrastructure requirements that would be required to sustain the proposed growth at acceptable traffic, environment and safety levels. Stanford must pay for the requisite infrastructure improvements prior to the approval of the 2018 GUP. The institution is growing well beyond our means. I urge you to stop all further development by Stanford until infrastructure and impact analysis is completed and requirements are placed upon Stanford to fund the necessary infrastructure improvements that would make their GUP proposals truly "***no net impact***" to our community.

Specifically, I find the following concerns with the 2018 GUP:

- Stanford's proposal should not be considered in isolation of the **significant existing transportation and traffic congestion problems** that the City of Palo Alto is already experiencing given the large imbalance between local jobs vs. locally employed residents. This ratio is one of the highest in the country, and contributes to an already existing traffic dilemma in our small residential community.
- University growth should not be considered in isolation given that it is tied to the Stanford University Medical Center (SUMC), the Stanford Research Park (SRP), Stanford Shopping Mall, SLAC, including the development proposed for 500 El Camino Real in Menlo Park (429,000 SF of office, retail and housing). Looking at each site in isolation does not provide a full picture of the cumulative impacts to Palo Alto.
- The GUP claim of "No Net New Commuter Trips" is naive given the millions of square feet of development proposed. [Many reports detail the naive and poorly formed aspects of these claims.]
- The GUP claims that Caltrain usage will offset growth in daily employee road commuting are naive given that Caltrain is already at full capacity and can only practically address a fraction of total employee commuters.
- The GUP totally disregards the looming and alarming transportation and traffic congestion problems that will be created by imminent Caltrain electrification, increased traffic stops, and the likelihood of grade separation construction at various intersections, which will only add to the City's financial and traffic burdens.
- The GUP is absent any rigorous traffic impact analysis along the impacted main and secondary impacted corridors already strained by Stanford-bound traffic, including Embarcadero and University, as well as Churchill and Kellogg avenues.

We need to stop giving Stanford *carte blanche* rights to development in our community without making them carry the fair share of the financial burden needed to fund Palo Alto's

transportation infrastructure that their growth requires. I propose that the County require Stanford to fund the following specific projects to offset their impact ***prior to the approval*** of the Stanford 2018 GUP:

1. Stanford should be required to work with the City on mutually agreeable traffic mitigation solutions.
2. Stanford should be required to fund Caltrain grade separation projects at the Churchill and Embarcadero intersections with Alma given that they're already at capacity and will become unmanageable with the proposed Stanford expansions.
3. Stanford should be required to fund the construction of pedestrian underpasses at Embarcadero Rd and Palo Alto H.S. given the already precarious danger facing students by Stanford-bound traffic, as well as the traffic congestion caused by the existing light.
4. Stanford should be required to fund the expansion from 3-lanes to 4-lanes on the 300 yard stretch of the Embarcadero Road underpass, which already causes gridlock at rush hour and will only be further exacerbated with more traffic flowing inbound/outbound of Stanford.
5. Stanford should be required to pay for the addition of left-turn traffic signals at the intersection of the Embarcadero Road Underpass and Alma road to facilitate the safe onramp/offramp of inbound/outbound traffic to Stanford along the Alma corridor.

Please hold Stanford accountable for these significant infrastructure investments prior to any approval consideration for the 2018 GUP. The City and County can not endure the proposed growth without holding firm to that requirement.

Regards

Jason Matlof

[REDACTED]

Palo Alto, CA 94301

From: [Jason Matlof](#)
To: supervisor.simitian@bos.sccgov.org; supervisor.wasserman@bos.sccgov.org; supervisor.chavez@bos.sccgov.org; supervisor.cortese@bos.sccgov.org; supervisor.yeager@bos.sccgov.org; david.rader@pln.sccgov.org; [Council City; Planning Commission](#)
Cc: [Jason's Gmail](#)
Subject: Opposition to the Stanford 2018 GUP from Palo Alto Resident
Date: Monday, January 22, 2018 1:14:19 PM

Dear County Supervisors and Staff,

As a 22-year tax-paying Santa Clara County and City of Palo Alto resident (as well as lifelong Northern Californian), I'm deeply disturbed by the implications of the Stanford 2018 GUP proposal.

While the community recognizes the University's great intellectual and cultural contribution to the *broader S.F. Bay Area community*, our small city (Palo Alto) can not be expected to endure the impact and costs of the dramatic infrastructure requirements that would be required to sustain the proposed growth at acceptable traffic, environment and safety levels. Stanford must pay for the requisite infrastructure improvements prior to the approval of the 2018 GUP. The institution is growing well beyond our means. I urge you to stop all further development by Stanford until infrastructure and impact analysis is completed and requirements are placed upon Stanford to fund the necessary infrastructure improvements that would make their GUP proposals truly "***no net impact***" to our community.

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We need to stop giving Stanford *carte blanche* rights to development in our community without making them carry the fair share of the financial burden needed to fund Palo Alto's

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Please hold Stanford accountable for these significant infrastructure investments prior to any approval consideration for the 2018 GUP. The City and County can not endure the proposed growth without holding firm to that requirement.

Regards

Jason Matlof


Palo Alto, CA 94301

From: [Keith Ferrell](#)
To: [Kamhi, Philip](#)
Cc: [Council, City](#); [Planning Commission](#); [City Mgr](#); [Shikada, Ed](#)
Subject: Re: Clarification on Report #8763
Date: Friday, January 19, 2018 6:18:03 PM

Philip,

What was the method used to calculate the 581 parking spaces in Southgate? We hand measured the neighborhood prior to the RPP and came up with 470 usable parking spaces. Our method used a 21' parking space, per the city, and took into account no parking zones, curb cuts, etc... As an example, if there was 35 feet on one side of a driveway and 28 feet on the other, that would be only two usable spaces, as you could only feasibly park one car on each side of the driveway. However, if you merely added those measurements and divided by 21', you could come up with 63 feet total and three 21' spaces. The former method is an accurate reflection of parking availability while the latter method overcounts spaces by 50%. Can you provide me with the method used and also the supporting documentation? If you would like, I can walk you through our measurements and you can confirm our counts. I would hate for more misinformation to go to council. I am starting to realize that one reason why residents could be constantly frustrated with some of the decisions made by council is due to the poor quality of information given to them. As the saying goes, "garbage in, garbage out".

Please provide me with this information as soon as you can given the January 28th meeting date.

Thanks
Keith

On Fri, Jan 19, 2018 at 12:00 PM, Keith Ferrell <ferrell.keith@gmail.com> wrote:

Phillip,

In your report to council, there's a footnote on 1515 and 1681 El Camino Real which states, "The two commercial properties at 1515 and 1681 El Camino Real we rezoned RM-15 (multifamily housing) in the 1980s and the Council's action at that time allowed medical office uses to remain on the sites as long as they did not expand."

Do you have 1) the document stating this action and 2) the number of employees working at the offices at that time?

If not, how did you get this information and what is the method to check to see if the offices are expanding? Is it based on employees, square footage, customer base? What is meant by "expand"?

Two other quick points, which I will expand on in a more detailed email, 1) You continue to quote 70 employees. I understand you qualify that with "many" are part-time, but the report still throws out a number that has no meaning. It's irresponsible to say there are 70 employees as a way to sway council into thinking there's a huge need for permits, when in fact, there are only 25 -30 employees at both addresses on a consistent basis. I know this, because I counted cars for 2 weeks and took down license plate numbers. So, I have a record of all cars that showed up more than once over that span. 2) You also continue to tout a 30 - 40% show rate of employee permits. A quick walk around the offices and you'll find all 10 employee permits every day, that's 100% a show rate.

Now that you are presenting false information to council, I find it necessary to attend the council meeting on January 29th. I had hoped to travel to visit my father for his birthday during that time, but that will have to wait.

I find it frustrating and still can't get my head around the fact that this type of misinformation is allowed to pass through staff and onto council where they are to make an informed decision. In order to make an informed decision, there must be an accurate representation of the facts, and this report does not have that. Even worse, you are more than aware that you are presenting false information and yet you continue to do so.

Keith Ferrell

From: [Keith Ferrell](#)
To: [Kamhi, Philip](#)
Cc: [Council, City](#); [Planning Commission](#); [City Mgr](#); [Shikada, Ed](#)
Subject: Clarification on Report #8763
Date: Friday, January 19, 2018 12:00:43 PM

Phillip,

In your report to council, there's a footnote on 1515 and 1681 El Camino Real which states, "The two commercial properties at 1515 and 1681 El Camino Real we rezoned RM-15 (multifamily housing) in the 1980s and the Council's action at that time allowed medical office uses to remain on the sites as long as they did not expand."

Do you have 1) the document stating this action and 2) the number of employees working at the offices at that time?

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I find it frustrating and still can't get my head around the fact that this type of misinformation is allowed to pass through staff and onto council where they are to make an informed decision. In order to make an informed decision, there must be an accurate representation of the facts, and this report does not have that. Even worse, you are more than aware that you are presenting false information and yet you continue to do so.

Keith Ferrell

From: [Tom Fitzmorris](#)
To: [Planning Commission](#)
Subject: Fw: public comment input for today's Palo Alto Planning and Transportation Commission Meeting Jan 17 2018
Date: Thursday, January 18, 2018 1:12:29 PM
Attachments: [image.png](#)

Dear Planning and Traffic Commission:

I inadvertantly dropped your email address off of this email that I intended for you (and did email to Chris Carrao).

Attached and below is a copy of the letter that I read during yesterday's Retreat meeting at the Palo Alto Forest Avenue public library. Please add this to the meeting record. Also could please provide a response to my requests or ensure that Chris does? You are all welcome to call me as is Chris.
Thank you, Tom Fitzmorris 650-793-1244

On Wednesday, January 17, 2018 1:27 PM, Tom Fitzmorris <tomfitzmorris@sbcglobal.net> wrote:

PLEASE read this into today's Traffic and Planning Commission meeting, Public Comments section and enter into the meeting record.

To:

Planning and Transportation Commission
Chris Corrao, Traffic Project Manager

INTRODUCTION:

First thank you all for your generous volunteered time to perform a tough commission.

My name is Tom Fitzmorris and I have owned my house on Ross Road just north of East Meadow

since 1991. I wholeheartedly support the traffic calming measures put into place and urge the commission to be steadfast in executing the plan. Residents of the area who do not live on Ross may be frustrated by the inconvenience of slowing down; they may claim that a "shared-lanes" calming strategy is dangerous for bicyclists. It is dangerous to the degree that drivers continue to flaunt the 25 mph speed limit. Also, residents who do not live on Ross do not suffer from the effects of both the volume and the speed of cars traveling on Ross. Many vehicles speed at 30-40 mph. It has become unsafe for families and bicyclists. It is unsafe to even pull out of a drive-way during morning and afternoon hours. I have a 22 month-old grandson with us now and he is at risk. I challenge the attitude of any driver who feels that they have the right to drive any speed they choose to.

I triage drivers on Ross into 3 categories:

- 1) the "calm, safe" drivers who typically drive within the posted 25 mph limit.
- 2) the "in a hurry" drivers who rush around, perhaps to the Y or to home after a long commute. They typically drive 30-35 mph.
- 3) the "I drive as fast as I choose to" bad-attitude drivers. They typically drive over 35 mph.

For the calm drivers, the Ross road changes are not needed. For the "in a hurry" drivers the changes remind this group to calm down, and is working. But the bad-attitude group continues to drive as aggressively as the new engineering allows them to.

They still speed. Therefore I request certain change orders:

REQUEST:

I request three change-orders to the Phase 1 Ross Road project to help accomplish its objective to make Ross a safe, shared roadway:

- 1) Add an additional speed cushion to be placed north of East Meadow midway to the first speed cushion (located between Christine and Talisman). (See map below for locations.) This is needed because many drivers continue to speed up Ross and only slow down minimally when reaching that first speed cushion located several hundred feet north of East Meadow. Note that the planned traffic circle at East Meadow will make that intersection safer but will be unlikely to reduce the speed of cars after they exit it. If possible, this speed cushion should include curb narrowing and other improvements outlined in item 3) below, but even a simple speed cushion would help.
- 2) Modify the first Ross Road speed cushion north of East Meadow by adding narrowed curbs and double yellow striping in the same manner as the other speed cushions.
- 3) Modify all new speed cushions on Ross to discourage drivers from driving down the middle of the street over the cushion in order to avoid slowing down: add a permanent "Speed Bump" sign in the middle or large raised reflective "buttons" in the middle of all speed cushions and on the double yellow stripe.

Thank you and I request a formal response to my requests.

I request a formal response to my requests.



Regards, Tom Fitzmorris

From: [Keith Ferrell](#)
To: [Kamhi, Philip](#)
Cc: [Hur, Mark](#); [Council, City](#); [Planning Commission](#); [City Mgr](#)
Subject: Re: Why a change to 2-hours along Churchill and ECR? Already is 2-hours
Date: Tuesday, January 16, 2018 10:25:55 AM

I also forgot to mention. The only frontage for 1681 El Camino Real, is actually not covered by RPP. Their frontage is along the main ECR and not as it veers into Southgate.

I have included a link to a map of Southgate. I have highlighted the frontage of 1515 and 1681 El Camino, the beginning of the RPP permit area which is where ECR veers into Southgate, the parking available along El Camino north of Churchill on the eastern side of El Camino, as well as the area on the western side of El Camino which is also available for parking.

<https://drive.google.com/open?id=1KhZsOKoViKUhNE0iBCQyqCtwZ9-OPGzh&usp=sharing>

There is no need for either a separate 2-hour parking zone, nor additional employee permits.

On Tue, Jan 16, 2018 at 9:45 AM, Keith Ferrell <ferrell.keith@gmail.com> wrote:

Phillip,

I see that the Southgate RPP is scheduled to go to city council on February 10. I notice that there is still a mention of "Establishing a Two-Hour Parking Restriction in the Commercial Zones Adjacent to 1515 El Camino Real and 1681 El Camino Real". Through the Southgate RPP, there already is a two-hour parking restriction in that area. If you would like, I can take photos of the signage for you.

Prior to the Southgate RPP, the area along Churchill fronting 1515 El Camino had two-hour parking zone. However, the two-hour limit was never enforced and cars parked there all day. I had even called PAPD to come out to enforce it, and they PAPD parking supervisor told me that the signs are there but that PAPD does not enforce the signs. They were put up as a deterrent.

If those areas are, once again, changed to two-hour parking, regardless of a Southgate RPP permit, it will once again turn into all day parking. If this is what the businesses are hoping to establish, then I must object. The area is already 2-hour parking as established by the Southgate RPP.

What is the city hoping to accomplish by changing it from two-hour parking via the RPP, to standard two-hour parking. I can also show you that NO residents with permits park along the frontage of 1515 El Camino Real. If you have proof otherwise, I would love to see it.

For the sake of common logic, I ask that this also be removed from any amendment of the Southgate RPP.

Thanks
Keith Ferrell

From: [Keith Ferrell](#)
To: [Kamhi, Philip](#)
Cc: [Hur, Mark](#); [Council, City](#); [Planning Commission](#); [City Mgr](#)
Subject: Why a change to 2-hours along Churchill and ECR? Already is 2-hours
Date: Tuesday, January 16, 2018 9:46:03 AM

Phillip,

I see that the Southgate RPP is scheduled to go to city council on February 10. I notice that there is still a mention of "Establishing a Two-Hour Parking Restriction in the Commercial Zones Adjacent to 1515 El Camino Real and 1681 El Camino Real". Through the Southgate RPP, there already is a two-hour parking restriction in that area. If you would like, I can take photos of the signage for you.

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Thanks
Keith Ferrell

From: [Keith Ferrell](#)
To: [Kamhi, Philip](#)
Cc: [Hur, Mark](#); [Council, City](#); [City Mgr](#); [Planning Commission](#)
Subject: Were the interested parties invited to participate in community meetings?
Date: Monday, January 15, 2018 9:53:25 PM

Philip,

Do you have a list of the Southgate addresses (residents and businesses) that were notified of the two community meetings regarding the RPP? It looks as if you have to, somehow, sign up with the city in order to get on the mailing list to be considered an "interested party". I do not believe I received an invitation from Madina Kilcheva as some others have. I do know that the neighborhood as a whole was not invited to the meeting. If the entire neighborhood was included in the original approval of the RPP, I believe they should all be notified of any changes the city is discussing in changing the RPP.

Given that any increase in permits will affect, to some degree, the entire Southgate neighborhood and to a greater degree the residences closest to 1515 ECR and 1681 ECR, I would think that any community meeting would be broadcasted to the entire neighborhood in the same way that the original notification was done as well as the survey. At a minimum, the following blocks should have been notified:

0-25 Churchill
1500 Portola
1600 Portola
1500 El Camino Real
1600 El Camino Real
200 Sequoia
200 Manzanita
1500 - 1521 Madrono

If notifications were not sent to these addresses, how were they to find out about the meetings? If they were not notified, why were they not notified?

You mentioned that notifications were sent via email. What is the process to sign up to receive emails?

If notifications were not sent to these addresses, how can you state that there was true outreach to the stakeholders? The residence that would be most affected by a change were not even notified that a change was being discussed.

If residents were not notified, I request that nothing be put forward until after the residents of the above mentioned streets, in addition to any residents and business owners that attended one or both of the previous meetings. The definition of stakeholder is, "a person with an interest or concern in something". Yet, not all stakeholders have been informed of this process. It is unfair to make decisions that directly impact the residents, without the residents being properly notified.

Thank you.
Keith Ferrell

From: [Keith Ferrell](#)
To: [Shikada, Ed](#)
Cc: [Council, City](#); [Kamhi, Philip](#); [City Mgr](#); [Hur, Mark](#); [Planning Commission](#)
Subject: Re: Southgate Community Meeting Feedback
Date: Monday, January 15, 2018 2:54:49 PM

Thanks Ed,

Why is this issue going to council? Why is it not first going to the PTC? Who at the city is pushing for this to go to council? The issue was voted on and approved by council less than 4 months ago. The Southgate RPP did not start enforcement until Dec 13, 2017, yet staff was requesting to change it before the program even started. Why have council approve it if staff can overrule them and then try to slide their changes in the consent calendar? Consent items are supposedly minor changes, correct? This proposal more than doubles the number of employee permits in Southgate and for Evergreen Park, it increases permits by over 30%. I don't see how that is considered a minor change, unless you don't live in either area and/or are not concerned about the quality of life in Palo Alto neighborhoods. So, I ask again, and would like an answer. Who is the driving force behind this proposal? Staff did zero research on the Southgate area other than the businesses said they want more permits. There are questions on zoning and use-permits, non-conforming uses, occupancy, etc... none of which have been answered. At the first "stakeholder's meeting" the businesses claimed to not have been notified of the RPP. We asked staff to confirm if those addresses received a survey and if they were returned. At the second meeting, three weeks later, they still did not have an answer. Again, the meetings were merely charades so they could go to council and tell them that they held meetings.

I disagree with your point that "staff are doing their best to thoroughly address community priorities while balancing competing interests and available resources." Staff report # 8670 has now been scrapped due to its inadequacies. What that tells me is the report was done half-ass to appease the businesses and they were going to give it to council and hope no one would question them on the details by putting it on the consent calendar. How much time and money is the city going to waste on changing a resolution that was already approved by council? Does staff not have other items to work on? Maybe the city should look at thinning out the level of staffing if they have time to throw together meaningless reports on resolutions that have been approved so recently that the ink hasn't even dried.

The writing of staff report # 8670 should never have happened. The modifications of the RPP's should not go forward for council review until after the one-year pilot programs have run their course. City council and staff have more important things to do than churn through and modify resolutions they have already approved with stipulations that they will see it again in one-year. Now, you are asking them to evaluate the program three times in a 12-month span. That's a waste of resources. If resources are scarce, as you claim, then why use them on this?

Keith Ferrell

On Sun, Jan 14, 2018 at 7:40 AM, Shikada, Ed <Ed.Shikada@cityofpaloalto.org> wrote:

Dear Mr. Ferrell,

Thank you for consistently sharing your perspective with the city council and staff. I am sorry that you and many others have found it necessary to devote so much time and effort to

this issue. I will discuss with the city manager how best to work with Planning staff and respond to your concerns as this issue comes forward for city council review.

At the same, I'm sure you appreciate that we have talented and dedicated staff that are doing their best to thoroughly address community priorities while balancing competing interests and available resources. Appreciating the frustration reflected in the comments below, we will look for an appropriate time and place for communications to be most productive.

Best regards,

Ed Shikada
Assistant City Manager

From: Keith Ferrell <ferrell.Keith@gmail.com>
Sent: Saturday, January 13, 2018 11:19 PM
Subject: Southgate Community Meeting Feedback
To: Council, City <city.council@cityofpaloalto.org>
Cc: Kamhi, Philip <philip.kamhi@cityofpaloalto.org>, City Mgr <citymgr@cityofpaloalto.org>, Hur, Mark <mark.hur@cityofpaloalto.org>

Last Wednesday, January 10, a community meeting was held to discuss the Southgate RPP. The meeting was well attended, but nearly all left frustrated. I have copied below some of the comments received from some of the Southgate residents that attended:

"Very frustrating meeting. Staff is ill-prepared and staff present last night knew little of land use standards, zoning regulations or the facts associated with the business uses or even the RPP process. The city attorney would not have appreciated hearing that the council can do whatever it wants whenever it wants too. If I were on the council and heard staff comments last night I would be in the city managers office this morning asking what the hell is going on. Very unprofessional!!!"

"And there is no excuse for what went on as we put the city manager on notice yesterday morning about the questions that would be raised."

"I found this evening's meeting to be a further example of city staff's inability to handle the Southgate parking situation in a sensible manner. It pitted the companies against the residents in a meeting with no agenda, no clear action plan and no resolution. There was no meeting of the minds, just a forum for shouting over each other. Total waste of time in my opinion."

"As residents, we have not expanded our demands on parking in Southgate, have agreed to the new parking program for a year, and wish to maintain their ability to continue to park in their neighborhood. The Southgate neighborhood is and always has been zoned for residential use. Unfortunately, It has become a matter of residents versus the businesses."

"There does not appear to be any objective analysis to support a number. They have 10 and want 19 more for a total of 29. Why 29? If 29 cars end up parking in some quadrant of Southgate, then those residents have not gained any benefit from the RPP."

"I still have a hard time with the potential of residential zoning being used for excessive business parking. This is a problem created by the city from the very beginning of the process."

"Phillip has been sent by staff to "check the box" for two stakeholder meetings so staff will recommend issuing XXX amount of new worker permits unless council member change the quantity. But they never asked for a recommendation by the stakeholders!"

"Phillip did not really hold a stakeholders meeting, because their should have been some resolution. Now staff can say that they met with residents and business, but they cannot say that they found common ground."

As you can see, not much was accomplished, and many questions went unanswered. As I had speculated, the meeting appears to have been held so that staff can tell council that they had a meeting. Staff answered none of the relevant questions that were asked on Wednesday or had been asked leading up to the meeting. There has been no study done on the part of staff to determine the current status of the Southgate neighborhood or the impact of the business parking in our neighborhood. How can staff produce a report based purely on supposition?

Staff, for some reason, seems intent on bringing this to the council. But, why? Who is driving this request? Is it council? The businesses? It's certainly NOT the residents. How has this gotten to the point of getting to council when there's nothing backing it up? Why is staff taking up council's time and energy to forward the agenda of the businesses which could only result in negative impacts to our residential neighborhood?

The lots that 1515 El Camino and 1681 El Camino occupy are zoned R-15. I believe, according to city code, that would make those addresses non-conforming. According to city code, it appears that these would the non-conforming use should have been terminated.

18.70.070 Nonconforming Use – Required Termination

(a) In any district, a nonconforming, nonresidential use occupying a site having facilities thereon valued at less than one thousand dollars, shall be terminated within five years from the effective date of this section, or within five years from the date such use becomes nonconforming, whichever date is later, and within such time the improvements shall either be removed, or converted or modified to accommodate a conforming use.

(b) In any district, a nonconforming, nonresidential use of a site not subject to subsection (a) of this section shall be terminated in accord with the following provisions and schedules:

(1) When occupying or using facilities designed and built for residential use, the nonconforming use shall be terminated within ten years from July 20, 1978, or within ten years from the date such use becomes nonconforming, whichever date is later, and within such time the improvements shall either be removed, or converted or modified to accommodate a conforming use.

We have asked staff many questions that have remained unanswered. In addition, staff has failed to come up with any support as to why they are presenting a report to staff on a program that has barely had the chance to take hold. Residents have done extensive research to show that parking in the residential area near the businesses has not seen little to no improvement since the beginning of the RPP. Adding permits will, therefore, worsen parking in the residential area due to overflow business parking. That, by itself, is reason enough to NOT ask to increase the number of business permits.

Had staff taken the time to study the environment, as the residents have, with some empirical evidence to back up any reasoning, we would be much more willing to listen to what they have to say. However, there is no support for this. Instead, staff is wasting taxpayer time and money on a report that has since been scrapped, community meetings, a second report (which I have no confidence in being much different than the first), and also wasting council members' time and energy.

Again, I ask that council request that the Southgate RPP be given a chance to work and that any effort by staff to bring this to council be rejected. By allowing this to be heard by council, is supporting recommendations by staff, that have no amount of factual evidence. How can a city be properly run if it promotes knee-jerk reactions which only serve to cause churn for staff, residents and council members?

Please feel free to contact me with any questions.

Keith Ferrell

From: [Keith Ferrell](#)
To: [Planning Commission](#)
Cc: [Council, City; City Mgr](#)
Subject: Southgate RPP being revisited? Why?
Date: Monday, January 15, 2018 2:36:54 PM
Attachments: [1515 El Camino to ECR Parking.png](#)
[1515 El Camino to Southgate parking.png](#)

Dear Commissioners,

You might or might not be aware that city staff is going to city council to request a change in both the Evergreen Park/Mayfield and Southgate RPP employee permit numbers. Staff had originally put this proposal on the council's consent calendar for December 11, 2017. Due to an outcry by residents, the item was pulled. Staff report #8670 is the original report drafted by staff. This report is full of inaccuracies and has no factual evidence to back up any recommendations. According to staff, this report has also been scrapped.

Over the past month, I have sent a number of letters to the Planning Department, including Phillip Kamhi, Mark Her, Hilary Gittleman and Joshua Mello, along with Palo Alto City Council and the City Manager's office. I spoke with Greg Tanaka yesterday, and he mentioned that I should contact you as the issue should come before the PTC before getting to council.

I have attached copies of my emails below. The issues are fairly simple:

- 1) City staff, after hearing from businesses that they did not have enough permits, drafted a report recommending an increase in the number of employee permits. Staff did not inform residents and planned on putting it on council consent calendar to quickly make the change.
- 2) Council approved the Southgate RPP less than six months ago and enforcement did not begin until December 13, 2017. (That is the date the first ticket was issued) How can staff recommend a change to a program that hadn't even been given a chance to start working?
- 3) Staff's assumptions are entirely inaccurate, especially as they pertain to Southgate. Show rates, occupancy rates, etc... are all based on guesswork without any studies being done.
- 4) Parking is readily available on El Camino Real on both the east and west side. I have attached 2 maps of the area fronting 1515 El Camino showing the distance from the office to parking available on El Camino and to the inner Southgate neighborhood via the alley. The parking extends north to Palo Alto High School. In order to keep parking away from the school, I have marked the farthest distance to be just south of the tennis courts. All of the parking is adjacent to PAUSD District Office. As you can see, the farthest parking is a mere 650ft away. This strip of El Camino allows for approximately 17 parking spaces (at 21 ft per space). This does not include parking on the western side of El Camino which could include scores of additional spaces. Distance via the alley is a minimum 400 ft away. Walking on a well-lit thoroughfare such as El Camino is also MUCH safer than walking through a dark alley.
- 5) In order to take full advantage of El Camino parking, 72-hour parking needs to be CONSISTENTLY ENFORCED. RV's and other cars have been parked on the western side of El Camino for months.

I have requested that no alterations to the Southgate RPP be addressed until AFTER the one-year pilot program, which was approved by city council, has ended. Residents have asked for a variety of small changes to the RPP (e.g. the choice to have a hang tag as the first permit, free daily permits, etc...) and were told by city staff that no changes would be made during the pilot program. I expect the city to honor its commitment of maintaining the permit program as approved by council until the end of the pilot program. I also expect that any recommendations to change the program after that year will be supported by solid evidence and facts. Finally, I expect that city staff fully communicates any possible actions to all residents of the affected RPP with adequate lead time prior to any discussions taking place.

If you would like to further discuss this matter, I have plenty of information, thoughts and data points, I am more than happy to sit down to answer any questions you might have.

Thanks
Keith Ferrell



[Southgate to Council January 9th, 2018](#)



[Parking counts Dec 2017](#)



[Dec 20 Meeting Follow-up](#)



[Southgate Meeting Feedback](#)

From: [Peter Maresca](#)
To: [Planning Commission](#)
Subject: Accessory Dwelling Unit Ordinance Comments
Date: Friday, January 12, 2018 1:02:33 PM

Commission Chair Lauing and Commissioners,

I have these comments for your study of updates to the new ADU ordinance.

Basements in ADUs: basements should not be allowed to extend into building sideyards (to within six feet from property line).

Replacement of Noncomplying structure: I support option 1: "...the replacement structure must be code compliant." This is a safety issue.

Owner-Occupancy Requirements: I support continuing to require owner occupancy.

Though I support ADUs and increasing housing, there are many good reasons for maintaining the on-site owner oversight and management of an ADU.

Opt-Out provision: this is confusing. I thought elimination of covered parking requirement only applied to covered parking that, under the old ordinance, would have been required for an ADU. I'm probably missing something but, because covered parking has always been an expensive burden on homeowners, I support NOT reinstating a covered parking requirement for a main residence when an ADU is de-commissioned.

Siting ADUs on front of home: I don't have an objection to a "duplex" look in neighborhoods. That's one historically residential look.

Miscellaneous

A. **I oppose restricting interior rear lot coverage to 50%.** If the main residence is set far back on the lot, the 50% restriction could have the unintended effect of the property owner putting an ADU in front of the main residence.

B. no comment

C.

I. **Yes, allow expansion of existing units** (in conjunction with existing main residences) to take advantage of bonuses.

li. **Yes. Allow elimination of covered parking** to support expansion of existing units.

lii. **No, do not exempt the deed restriction requirement for improvements to existing units.** All new, expanded, or converted ADUs should be subject to same deed restriction. Exempting existing ADUs from deed restriction discriminates against property owners who could not previously build an ADU due to various requirements in old ordinance.

Options to Make ADUs Available to Moderate or Low Income residents

Yes to partnering with an affordable housing agency. Watch out for private developers offering to build ADUs for all or a portion of the rental.

YES! To reducing or eliminating permit and development fees to a much more reasonable amount. This should be done for ALL ADU building.

YES to prototypes, including for different shaped lots.

YES to tech assistance. I would hope this could be for anyone building an ADU and that it would allow for at least four hours of a Palo Alto/Santa Clara County-based expert to ensure code-compliance, ordinance compliance, and design issues, particularly for the pre-built sorts of units that may be more affordable for many homeowners.

Thank you,

Peter Maresca

Palo Alto