PLACEWORKS

Comprehensive Plan Update Final EIR

for the City of Palo Alto

Volume 1: Final EIR

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for the City of Palo Alto

Volume 1: Final EIR

In Association With:

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Volume 2 is attached to the back cover of this Final EIR on a CD. Hard copies of Volume 2 are available for viewing at City Hall and at the College Terrace, Downtown, Mitchell Park, and Rinconada Libraries. It is also available online at:www.paloaltocompplan.org/eir/

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1. Executive Summary

This Final Environmental Impact Report (EIR) has been prepared to provide an assessment of the potential environmental consequences of adopting and implementing the proposed City of Palo Alto Comprehensive Plan Update (proposed Plan) and associated zoning amendments. The Final EIR contains responses to comments received on a Draft EIR and a Supplement to the Draft EIR, both of which are incorporated here by reference and are available online at http://www.paloaltocompplan.org/eir/. The Final EIR also contains corrections and clarifications to the text and analysis of the Draft EIR and Supplement to the Draft EIR, where warranted.

CEQA (California Environmental Quality Act, California Public Resources Code, Division 13, Section 21000, *et seq.*) requires that State and local public agencies analyze projects to determine potential impacts on the environment and disclose any such impacts. This EIR has been prepared pursuant to the requirements of CEQA and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, *et seq.*) to determine the potential direct, indirect, and cumulative environmental impacts of the proposed Plan.[1] The proposed Plan and associated rezoning is considered a "project" subject to environmental review because it is "an action [undertaken by a public agency] which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment."[2] Typically, for larger projects, this analysis takes the form of an EIR. CEQA stipulates that an EIR must not only analyze a project's potential environmental effects, but also attempt to address those effects either through feasible mitigation measures or alternatives to the project.

1.1 ENVIRONMENTAL REVIEW PROCESS

A Draft EIR was published on February 5, 2016 for a 90-day comment period that was subsequently extended to 124 days (ending June 8, 2016). The Draft EIR, herein referred to as the "February 2016 Draft EIR," assesses four alternatives or "scenarios" at an equal level of detail. The scenarios were developed to capture the range of possible outcomes to the Comprehensive Plan Update process, including a "Business as Usual" scenario in which the proposed Plan would not be adopted. This process of preparing the EIR concurrent with the preparation and consideration of the proposed Plan is intended to allow the Comprehensive Plan that is adopted to take into account any potential environmental impacts identified in the EIR, and include policies to address those impacts. The February 2016 Draft EIR is available on the City

[1] California Environmental Quality Act Guidelines, Section 15002(a). The CEQA Guidelines are found at California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387.

[2] CEQA, Section 21080(d), and CEQA Guidelines, Section 15378[a].

of Palo Alto's website (http://www.paloaltocompplan.org/eir/) and can be reviewed in hard-copy at City Hall or City of Palo Alto libraries.

In early 2016, the City Council directed City staff to analyze additional scenarios to broaden the range of potential outcomes and provide additional information to inform the planning process. A recirculated Draft EIR (referred to as the "Supplement to the Draft EIR") was subsequently prepared to assess the two additional scenarios, called Scenarios 5 and 6. The Supplement to the Draft EIR was a recirculated EIR prepared in accordance with CEQA Guidelines Section 15088.5, which contains provisions regarding recirculation of an EIR. The Supplement to the Draft EIR was published on February 10, 2017 for a 49-day comment period ending March 31, 2017. During the public review period, both the Planning and Transportation Commission (PTC) and the City Council held public meetings for members of the public to offer comments on the February 2016 Draft EIR and Supplement to the Draft EIR. The Supplement to the Draft EIR is available on the City of Palo Alto's website (http://www.paloaltocompplan.org/eir/) and can be reviewed in hard-copy at City of Palo Alto libraries.

This Final EIR will be considered at a PTC hearing, after which the PTC will make a recommendation to the City Council on certification of the EIR and adoption of the proposed Plan. The City Council will consider the PTC's recommendations and will take final action with regard to certification of the Final EIR.

After the City Council certifies the Final EIR, it will then consider the proposed Plan and associated rezoning. The City Council will also be asked to adopt and incorporate into the project all feasible mitigation measures identified in the EIR.

In some cases, the City Council may find that certain mitigation measures are outside the jurisdiction of the City to implement, or that no feasible mitigation measures have been identified for a given significant impact. In that case, the City Council may determine that economic, legal, social, technological, or other benefits of the proposed Plan outweigh the unavoidable, significant effects on the environment, and would prepare a statement of overriding considerations that reflects the ultimate balancing of competing public objectives. A statement of overriding considerations reflects the lead agency's views on the ultimate balancing of merits of approving a project despite its environmental damage, and states specific reasons supporting the leading agency's action.

1.2 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to Public Resources Code Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration. The Mitigation Monitoring and Reporting Program for the proposed Plan will be completed after preparation of the Final EIR, and will be considered as part of the City Council's decision to adopt the proposed Update and their review of the Final EIR.

1.3 REPORT ORGANIZATION

This Final EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from adoption and implementation of the proposed Plan based on the findings of the February 2016 Draft EIR and Supplement to the EIR and this Final EIR, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation. Includes a reprint of Table 1-3, Summary of Impacts and Mitigation Measures, from the Supplement to the Draft EIR with revisions resulting from the public review process.
- **Chapter 2: Preferred Scenario.** Describes the preferred scenario that has been chosen for the proposed Plan and compares it to Scenarios 1 through 6. This chapter presents information showing that the impacts of the preferred scenario fall within the range of impacts previously analyzed for Scenarios 1 through 6 evaluated in the February 2016 Draft EIR and Supplement to the EIR.
- **Chapter 3: Revisions to the February 2016 Draft EIR and Supplement to the Draft EIR.** Presents revisions to the text and graphics of the February 2016 Draft EIR and Supplement to the Draft EIR. Double underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Lists the comment letters received from agencies and the public on the February 2016 Draft EIR and Supplement to the Draft EIR.
- **Chapter 5: Comments and Responses.** Presents comments received from agencies and the public on the February 2016 Draft EIR and Supplement to the Draft EIR alongside responses to each comment. Also contains "master responses" that provide comprehensive responses to key issues raised by several commenters, including the following: school impacts; growth projections from cumulative development, including the Stanford General Use Permit; and comments related to the merits of the proposed Plan, rather than environmental impacts or alternatives.
- **Appendices:** The appendix for the Final EIR contains the following:
  - Appendix J: Comment Letters. This appendix contains all comments received on the February 2016 Draft EIR and Supplement to the Draft EIR in their original format.

As noted earlier, the February 2016 Draft EIR and the Supplement to the Draft EIR are available online and incorporated here by reference. They constitute part of the Final EIR.

1.4 SUMMARY OF THE PREFERRED SCENARIO

The preferred scenario represents an updated Comprehensive Plan that would maintain the vision and values of the 1998 Comp Plan, supporting them with updated policies and implementation programs better reflecting the world of today.

The City Council defined the basic parameters of the preferred scenario on March 20, 2017. The City Council developed the preferred scenario through its input and direction on elements of the proposed Comp Plan Update that it reviewed upon receipt of the Citizens Advisory Committee's (CAC) recommendations. The draft Comp Plan that was referred to the PTC by the City Council on June12, 2017 and transmitted to the PTC on June 30, 2017 reflects the City Council's direction and constitutes the preferred scenario. The June 30, 2017 draft Comp Plan is available online at the following address: http://www.paloaltocompplan.org/wp-content/uploads/2017/07/PACompPlan_June30_PTC_webreduced.pdf.

The policy framework and associated implementation measures are anticipated to result in 3,545 to 4,420 new housing units, 8,435 to 10,455 new residents, and 9,850 to 11,500 new employees within the city by the 2030 plan horizon year. The preferred scenario would reduce the city's jobs/housing ratio from 3.06 jobs per employed resident to anywhere between 2.88 to 3.01 jobs per employed resident. Up to 3 million square feet of new office and research and development (R&D) space would be allowed in the city, of which approximately 1.3 million square feet have already been approved at the Stanford University Medical Center (SUMC). Additional information about the preferred scenario is provided in Chapter 2 of this Final EIR.

1.5 SUMMARY OF SCENARIOS 1 THROUGH 6

The February 2016 Draft EIR and Supplement to the Draft EIR together analyze six planning scenarios meant to inform the policy choices inherent in the planning process and test new approaches to addressing the key issues of growth, transportation, housing, and sustainability. Brief descriptions of all six scenarios are included below:

- **Scenario 1.** The first scenario reflects a State requirement to consider a "no project" alternative. In this scenario the City would not update its Comprehensive Plan, and would continue to operate under the existing plan. This "business as usual" scenario shows the results if the City continued to operate under the existing Comprehensive Plan with no changes to goals, policies, and programs. Any new housing built would be constructed under existing zoning and no innovations in housing or new approaches to address the high cost of housing would be explored. No new growth management measures are anticipated, and any transit or traffic improvements would come from the existing infrastructure plan for the City. This scenario uses a local forecast of housing growth based on the City's past performance (a long term average of about 164 new dwelling units per year), and ABAG's 2013 projection of job growth.
- **Scenario 2.** The second scenario was designed to be the most aggressive in slowing the pace of job growth in the city, while testing concepts that encourage smaller housing units more appropriate for the city's workforce and its aging population than units that might be built under the "business as usual" scenario. Specifically, Scenario 2 would use a citywide annual limit on new office/research and development (R&D) development or another mechanism to control the pace of job growth and change in the city's commercial districts and job centers. No new housing sites not already identified in the Housing Element would be identified, and permitted residential densities would remain unchanged.

Ongoing investments in the City's bicycle and pedestrian network would continue, but there would be no new transportation or transit initiatives except for improvements to the regional expressway system identified by in the County Expressway Plan.

- **Scenario 3.** The third scenario would implement a growth management regime similar to the interim annual limit on office/R&D adopted by the City Council in 2015 for the fastest changing areas of the city and would eliminate housing sites along San Antonio and South El Camino Real. In place of these housing sites, Scenario 3 would increase housing densities on housing sites Downtown, near California Avenue, and in other locations in the city close to transit and services. Policies, regulations, and incentives would be designed to ensure smaller units for the working professional and senior populations of the city. Transportation investments would include grade separating the Caltrain crossings at Meadow Drive and Charleston Road by placing the railroad tracks in a trench.
- **Scenario 4.** The fourth scenario assumes the most growth in employment, consistent with the Association of Bay Area Governments' (ABAG) 2013 projections. Rather than moderating the pace of development, this scenario would seek to limit the impacts of development, and policies and regulations would be enacted to advance sustainability objectives. Similar to Scenario 3, housing sites along San Antonio and South El Camino Real would be eliminated, but in this case the sites would be replaced by higher densities elsewhere and new sites along the El Camino Real frontage of the Research Park and the Shopping Center. Significant investments would be made in transit services and incentives, including free transit passes for residents in transit-served areas, and major transportation investments would include grade separating the Caltrain crossings at Meadow Drive and Charleston Road by placing the railroad tracks in a trench, and incorporating mixed-flow Bus Rapid Transit (BRT) on El Camino Real.
- **Scenario 5.** This scenario would lower job growth below current projections and allow a modest increase in housing in an effort to improve the city's jobs-to-employed-residents ratio. Scenario 5 would test strategies designed to slow the pace of job growth and would replace or supplement the current interim annual limit on new non-residential square footage in a subset of the city with a permanent annual limit on office and R&D development. This scenario would include the same number of housing units as Scenario 3 but would include fewer jobs than Scenarios 1 through 4.
- **Scenario 6.** This scenario would also lower job growth below current projections and would allow a robust increase in housing in an effort to address issues of housing affordability and supply in the city and improve the city's jobs-to-employed-residents ratio. Scenario 6 would test strategies designed to slow the pace of job growth and would include more housing units than any of the other scenarios, and more than is projected by regional organizations such as ABAG.

Housing and employment projections for the preferred scenario are presented alongside the projections for Scenarios 1 through 6 in Tables 1-1 and 1-2.

TABLE 1-1 SUMMARY OF 2015 TO 2030 HOUSING AND EMPLOYMENT PROJECTIONS IN THE CITY

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario
New Housing Units	2,720	2,720	3,545	4,420	3,545	6,000	3,545 to 4,420
New Population[a]	6,600	6,600	8,435	10,455	8,435	14,080	8,435 to 10,455
New Employees	15,480	9,850	12,755	15,480	8,865	8,865	9,850 to 11,500
New Employment Workspace (Square Feet)[b]	3,300,000	3,000,000	3,500,000	4,000,000	2,400,000	2,400,000	3,000,000

a. Population is calculated based on a housing unit vacancy rate of five percent. Population is also based on an average household size of 2.40 persons per household in 2014 and 2.41 persons per household in 2030 within the city limit, and an average household size of 2.0 in 2014 and 2030 within the sphere of influence (SOI). Household sizes were developed by City staff based on data in the Association of Bay Area Government's *Projections 2013*.
b. Estimates of new employment workspace were developed primarily for use in the Fiscal Analysis of the City of Palo Alto 2030 Comprehensive Plan, which covers only the city limit. Therefore, these numbers were not developed for the city limit + SOI and are not included in Table 3-5, below. Note that all square footages here include 1.3M square feet that has already been approved at the Stanford University Medical Center.
Source: PlaceWorks, City of Palo Alto, 2017.

TABLE 1-2 SUMMARY OF 2015 TO 2030 HOUSING AND EMPLOYMENT PROJECTIONS IN THE CITY AND SOI[a]

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario
New Housing Units	3,880	3,880	4,710	5,580	4,710	7,165	4,710 to 5,580
New Population[b]	9,405	9,405	11,240	13,260	11,240	16,885	11,240 to 13,260
New Employees	15,870	10,240	13,145	15,870	9,255	9,255	10,240 to 11,890

a. Master Response 2 in Chapter 5 of this Final EIR discussed the Stanford General Use Permit amendment and other projects in the SOI that were not proposed or approved at the time that this EIR was prepared.
b. Population is calculated based on a housing unit vacancy rate of five percent. Population is also based on an average household size of 2.40 persons per household in 2014 and 2.41 persons per household in 2030 within the city limit, and an average household size of 2.0 in 2014 and 2030 within the SOI.
Source: PlaceWorks, City of Palo Alto, 2017.

1.6 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment (i.e., significant impact) is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the EIR Study Area, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The proposed Plan has the potential to generate significant environmental impacts in a number of areas. As shown in Table 1-3, some significant impacts would be reduced to a less-than-significant level if the mitigation measures identified in this Final EIR are adopted and implemented. However, pursuant to Section 15126.2(b) of the CEQA Guidelines, which requires that an EIR describe any significant impacts that cannot

be avoided, even with the implementation of feasible mitigation measures, as shown in Table 1-3, significant unavoidable impacts were identified in the areas of air quality and transportation and traffic**.**

Table 1-3 is arranged in four columns: 1) impact, 2) significance before mitigation, 3) mitigation measure, and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapters 4.1 through 4.14 of the February 2016 Draft EIR and Supplement to the Draft EIR.

In some places, Table 1-3 incorporates changes to the mitigation measures of the Supplement to the Draft EIR. Revisions to mitigation measures are shown in ~~strikethrough~~ and underline.

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Aesthetics and Visual Resources			
AES-1: Implementation of the proposed Plan would have the potential to substantially degrade the existing visual character or quality of the area and its surroundings.	PS	AES-1: To ensure that increased residential densities would not degrade the visual character or quality of the area, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ High-quality building and site design. ▪ Compatibility with ~~surrounding development and public spaces~~ the neighborhood and adjacent structures. ▪ Enhancement of existing commercial centers. ▪ Requirements for landscaping and street trees. ▪ Preservation and creation of a safe and inviting pedestrian environment. ▪ Appropriate building form, massing, and setbacks.	LTS
AES-2: Implementation of the proposed Plan would not significantly alter public viewsheds or view corridors or scenic resources (such as trees, rocks, outcroppings, or historic buildings along a scenic highway).	LTS	No mitigation necessary.	NMN
AES-3: Implementation of the proposed Plan would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LTS	No mitigation necessary.	NMN
AES-4: Implementation of the proposed Plan would have the potential to substantially shadow public open space (other than public open streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21.	S	AES-4: The City shall amend its local CEQA guidelines to require development projects of a certain size or location to prepare an analysis of potential shade/shadow impacts. The analysis shall focus on potential impacts to public open spaces (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21. The analysis shall identify whether the project would shadow open spaces during these times, explain how the project meets City design requirements and other City policy goals, and describe ways to mitigate substantial shade and shadow impacts through feasible building and site design features.	LTS
AES-5: Implementation of the proposed Plan would not contribute to cumulative aesthetics impacts in the area.	LTS	No mitigation necessary.	NMN

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Air Quality			
AIR-1: Without inclusion of air quality policies, implementation of the proposed Plan could conflict with or obstruct implementation of the applicable air quality plan.	PS	AIR-1: To ensure consistency with the *2010 Bay Area Clean Air Plan*, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Reduction in emissions of particulates from automobiles, manufacturing, construction activity, and other sources (e.g., dry cleaning, wood burning, landscape maintenance). ▪ Support for regional, State, and federal programs that improve air quality. ▪ Support for transit, bicycling, and walking. ▪ Mix of uses (e.g., housing near employment centers) and development types (e.g., infill) to reduce the need to drive.	LTS
AIR-2: Implementation of the proposed Plan could violate an air quality standard; contribute substantially to an existing or project air quality violation; and/or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	S	AIR-2a: ~~As part of the City's development approval process, t~~The City shall amend its local CEQA Guidelines and Municipal Code to require, as part of the City's development approval process, that ~~applicants for~~ future development projects ~~to~~ comply with the current BAAQMD basic control measures for reducing construction emissions of PM_{10} (Table 8-2~~1~~, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	SU
		AIR-2b: ~~P~~The City shall amend its local CEQA Guidelines to require that, prior to issuance of construction permits, development project applicants that are subject to CEQA and have the potential to exceed the BAAQMD screening-criteria listed in the BAAQMD CEQA Guidelines ~~shall~~ prepare and submit to the City of Palo Alto a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Palo Alto shall require that applicants for new development projects incorporate mitigation measures (Table 8-3~~2~~, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines or applicable construction mitigation measures subsequently approved by BAAQMD) to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to	

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		the City~~ and shall be verified by the City's Planning and Community Environment Department~~.	
		AIR-2c: To ensure that development projects that have the potential to exceed the BAAQMD screening criteria air pollutants listed in the BAAQMD CEQA Guidelines reduce regional air pollutant emissions below the BAAQMD thresholds of significance, the proposed Plan shall include policies that ~~address the following topic: Require~~ require compliance with BAAQMD requirements, including BAAQMD CEQA Guidelines.	
		AIR-2d: Implement Mitigation Measures TRANS-1a and TRANS-1b. In addition, to reduce long-term air quality impacts by emphasizing walkable neighborhoods and supporting alternative modes of transportation, the proposed Plan shall include policies that ~~address~~ achieve the following~~ topic~~: ▪ Enhanced pedestrian and bicycle connections between commercial and mixed-use centers.	
AIR-3: Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution.	S	AIR-3a: The City of Palo Alto shall update~~s~~ its CEQA Procedures to require that future non-residential projects within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Palo Alto prior to future discretionary project approval or shall comply with best practices recommended for implementation by the BAAQMD. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds the BAAQMD significance thresholds, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures and best practices may include but are not limited to: ▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible. ▪ Electrifying warehousing docks.	LTS

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		▪ Requiring use of newer equipment and/or vehicles. ▪ Restricting off-site truck travel through the creation of truck routes. Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.	
		AIR-3b: To ensure that new industrial and warehousing projects with the potential to generate new stationary and mobile sources of air toxics that exceed the BAAQMD project-level and/or cumulative significance thresholds for toxic air contaminants and $PM_{2.5}$ listed in the BAAQMD CEQA Guidelines reduce emissions below the BAAQMD thresholds of significance, ~~the proposed Plan shall include policies that address the following topic: Require~~ amend the City's CEQA guidelines to require compliance with BAAQMD requirements~~, including BAAQMD CEQA Guidelines~~.	
		AIR-3c: The ~~City of Palo Alto shall update its CEQA Procedures~~ proposed Plan shall include policies to mitigate potential sources of toxic air contaminants through siting or other means to reduce human health risks and meet the Bay Area Air Quality Management District's applicable threshold of significance. Policies shall also require that ~~residential and other~~ new sensitive land use projects (e.g., residences, schools, hospitals, nursing homes, parks or playgrounds, and day care centers) ~~that are subject to CEQA and are not classified as exempt~~ within 1,000 feet of a major stationary source~~s~~ of TACs ~~(e.g., warehouses, industrial areas, freeways,~~ and roadways with traffic volumes over 10,000 vehicles per day consider potential health risks and incorporate adequate precautions, such as high-efficiency air filtration, into project design.~~), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Palo Alto prior to future discretionary Project approval or shall comply with best practices recommended by the BAAQMD.~~ ~~The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age zero to 16 years. If the HRA exceeds BAAQMD significance thresholds, the applicant will be required to identify and~~	

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		~~demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below 10 in one million or a hazard index of 1.0), including appropriate enforcement mechanisms.~~ ~~Measures and/or best practices to reduce risk may include but are not limited to:~~ ~~▪ Air intakes located away from high volume roadways and/or truck loading zones.~~ ~~▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters.~~ ~~Mitigation measures identified in the HRA and best practices shall be incorporated into the site development plan as a condition of approval. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City.~~	
		~~AIR-3d: Amend the Palo Alto Municipal Code to require applicants for new ministerial projects, or new discretionary projects that are exempt from CEQA, within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, to either submit an HRA showing that BAAQMD significance thresholds would not be exceeded, or provide a filtration system capable of filtering out 90 percent of fine inhalable particulates and diesel particulate matter.~~	
AIR-4: Implementation of the proposed Plan could create or expose a substantial number of people to objectionable odors unless policies are integrated into the proposed Plan.	S	AIR-4: To reduce odor impacts, the proposed Plan shall include policies ~~to address the following topic~~ requiring: ▪ Buffers, mechanical, and other mitigation methods to avoid creating a nuisance ~~human health impacts from sources of odor and/or toxic air contaminants~~.	LTS
Biological Resources			
BIO-1: The proposed Plan would not have a substantial adverse effect, either directly or through habitat modifications, on special-status species.	LTS	No mitigation necessary.	NMN
BIO-2: The proposed Plan would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, including federally protected wetlands	LTS	No mitigation necessary.	NMN

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.			
BIO-3: The proposed Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	LTS	No mitigation necessary.	NMN
BIO-4: The proposed Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or as defined by the City of Palo Alto's Tree Preservation Ordinance (Municipal Code Chapter 8.10).	LTS	No mitigation necessary.	NMN
BIO-5: The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	LTS	No mitigation necessary.	NMN
BIO-6: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impact with respect to biological resources.	LTS	No mitigation necessary.	NMN
Cultural Resources			
CULT-1: Implementation of the proposed Plan could adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory.	S	CULT-1: To ensure the protection of potentially historic resources ~~listed on the National and/or California Register or the City's Historic Resource Inventory~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ~~▪ The effectiveness of the Historic Preservation Ordinance in preserving historic resources.~~ ~~▪ Periodic updates to and maintenance of the City's Historic Resource Inventory.~~ ▪ Process for reviewing proposed demolition or alteration of potentially historic buildings ~~including potential historic resources in the City's Historic Resources Inventory~~. ▪ Protection of archaeological resources.	LTS
CULT-2: Implementation of the proposed Plan could eliminate important examples of major periods of California history or prehistory.	S	CULT-2: Implement Mitigation Measure CULT-1.	LTS
CULT-3: Implementation of the proposed Plan could cause damage to an important archaeological resource as defined in Section 15064.5 of the CEQA	PS	CULT-3: Implement Mitigation Measure CULT-1. In addition, to ensure that future development would not damage archaeological resources, the proposed	LTS

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Guidelines.		Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Archaeological surveys and mitigation plans for future development projects. ▪ Developer compliance with applicable regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features. ▪ ~~Adequate~~ Appropriate tribal consultation and consideration of tribal concerns.	
CULT-4: Implementation of the proposed Plan would not cause a significant impact due to disturbance of any human remains, including those interred outside of formal cemeteries.	LTS	No mitigation necessary.	NMN
CULT-5: Implementation of the proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	CULT-5: Implement Mitigation Measure CULT-3.	LTS
CULT-6: Implementation of the proposed Plan would not directly or indirectly destroy a local cultural resource that is recognized by City Council resolution.	~~S~~ LTS	~~CULT-6: Implement Mitigation Measure CULT-1.~~ No mitigation necessary.	~~LTS~~ NMN
CULT-7: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to cultural resources.	S	CULT-7: Implement Mitigation Measures CULT-1 and CULT-3.	LTS
Geology, Soils, and Seismicity			
GEO-1: Implementation of the proposed Plan would not expose people or structures to substantial adverse effects including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), landslides, or expansive soil.	LTS	No mitigation necessary.	NMN
GEO-2: Implementation of the proposed Plan would not expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques.	LTS	No mitigation necessary.	NMN
GEO-3: Future development allowed by the proposed Plan would not be located on a geologic unit or on soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	No mitigation necessary.	NMN
GEO-4: Implementation of the proposed Plan would not cause substantial erosion or siltation.	LTS	No mitigation necessary.	NMN

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
GEO-5: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to geology, soils, and seismicity.	LTS	No mitigation necessary.	NMN
Greenhouse Gas Emissions and Climate Change			
GHG-1: The proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LTS	No mitigation necessary.	NMN
GHG-2: The proposed Plan could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, requiring mitigation.	LTS	No mitigation necessary.	NMN
GHG-3: The proposed Plan would expose people or structures to the physical effects of climate change, including but not limited to flooding, extreme temperatures, public health, wildfire risk, or other impacts resulting from climate change, requiring mitigation.	S	GHG-3: To address the potential impacts associated with exposing people to the effects of climate change, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ ~~Flooding~~ Monitoring and response to flooding risks caused by climate change-related changes to precipitation patterns, groundwater levels, sea level rise, tides, and storm surges. ▪ Cooperative planning with federal, State, regional, and local public agencies on issues related to climate change (including sea level rise and extreme storms). ▪ Preparation of response strategies to address sea level rise, increased flooding, landslides, soil erosion, storm events, and other events related to climate change. ▪ Implementation of adaptive strategies to address impacts of sea level rise on Palo Alto's levee system.	LTS
Hazards and Hazardous Materials			
HAZ-1: The proposed Plan would not create a significant hazard to the public or the environment as a result of the routine transport, use, or disposal of hazardous materials.	LTS	No mitigation necessary.	NMN
HAZ-2: The proposed Plan would not create a significant hazard to the public or the environment through reasonable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	No mitigation necessary.	NMN

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
HAZ-3: The proposed Plan would not result in hazardous emissions or the handling of hazardous or acutely hazardous material, substances or, waste within ¼-mile of an existing or proposed school.	LTS	No mitigation necessary.	NMN
HAZ-4: The proposed Plan would not create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination either in excess of soil and groundwater cleanup goals developed for the site or from location on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5.	LTS	No mitigation necessary.	NMN
HAZ-5: The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	LTS	No mitigation necessary.	NMN
HAZ-6: The proposed Plan would not result in a safety hazard from a public airport for people residing or working within the Plan area.	LTS	No mitigation necessary.	NMN
HAZ-7: The proposed Plan would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.	LTS	No mitigation necessary.	NMN
HAZ-8: The proposed Plan would not result in a safety hazard for people residing or working within the vicinity of a private airstrip in the Plan area.	NI	No mitigation necessary.	NMN
HAZ-9: The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hazards and hazardous materials.	LTS	No mitigation necessary.	NMN
Hydrology and Water Quality			
HYD-1: The proposed Plan would not violate any water quality standards or waste discharge requirements.	LTS	No mitigation necessary.	NMN
HYD-2: The proposed Plan could substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	PS	HYD-2: To reduce potential impacts associated with construction dewatering the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ ~~Impacts~~ Avoidance of the impacts of basement construction for single-family homes on ~~adjacent properties, public resources, and~~ the natural environment and safety. ▪ Conservation of subsurface water resources. ▪ ~~Reduced residential basement dewatering and other excavation activities.~~ ▪ Construction techniques and recharge strategies to reduce subsurface and surface water impacts. ▪ Monitoring of dewatering and excavation projects.	LTS

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		▪ Cooperation with other jurisdictions and regional agencies to protect groundwater. ▪ Protection of groundwater ~~from the adverse impacts of urban uses~~ as a natural resource.	
HYD-3: The proposed Plan would not substantially increase the rate, volume, or flow duration of storm water runoff or alter the existing drainage pattern of the site or area, including altering the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, including increased in-stream erosion.	LTS	No mitigation necessary.	NMN
HYD-4: The proposed Plan would not result in stream bank instability.	LTS	No mitigation necessary.	NMN
HYD-5: The proposed Plan would not significantly increase the rate, volume, or flow duration of storm water runoff in a manner which would result in new or increased flooding on-or off-site, or exceedance of the capacity of existing or planned stormwater drainage systems in local streams.	LTS	No mitigation necessary.	NMN
HYD-6: The proposed Plan would not provide substantial additional sources of pollutants associated with urban runoff or otherwise substantially degrade surface or ground water quality.	LTS	No mitigation necessary.	NMN
HYD-7: The proposed Plan would not substantially impede or redirect flood flows through placement of structures within the 100-year flood hazard area.	LTS	No mitigation necessary.	NMN
HYD-8: The proposed Plan would not expose people or structures to a significant risk or loss, injury or death involving flooding by placing housing or other development within a 100-year flood hazard area or a levee or dam failure inundation area.	LTS	No mitigation necessary.	NMN
HYD-9: The proposed Plan would not be impacted by inundation by seiche, tsunami, or mudflow.	LTS	No mitigation necessary.	NMN
HYD-10: The Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hydrology and water quality.	LTS	No mitigation necessary.	NMN
Land Use and Planning			
LAND-1: The proposed Plan could adversely change the type or intensity of existing or planned land use patterns in the area.	PS	LAND-1: To ensure that the intensity of future development would not adversely change the land use patterns or affect the livability of Palo Alto neighborhoods, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:	LTS

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		▪ Strengthening of residential neighborhoods. ▪ Vitality of commercial areas and public facilities. ▪ High-quality building and site design. ▪ Architectural compatibility of new development. ▪ ~~Promotion of appropriate~~ Compatible infill development. ▪ ~~Gradual transitions~~ Avoidance of abrupt changes in the scale of development where residential districts abut more intense uses.	
LAND-2: The proposed Plan would allow development that could be incompatible with adjacent land uses or with the general character of the surrounding area, including density and building height.	PS	LAND-2: Implement Mitigation Measure LAND-1. In addition, to further reduce potential impacts to visual character and ensure compatibility with adjacent land uses, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topic~~: ▪ ~~Architectural standards that address land use transitions.~~ ▪ Use of City procedures, plans, and requirements to ensure high-quality building design and architectural compatibility.	LTS
LAND-3: The proposed Plan would not allow development that could conflict with established residential, recreational, educational, religious, or scientific uses of an area.	LTS	No mitigation necessary.	NMN
LAND-4: The proposed Plan would allow new development that could conflict with any applicable City land use plan, policy or regulation (including, but not limited to the Comprehensive Plan, coordinated area plan, or the City's Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	No mitigation necessary.	NMN
LAND-5: The proposed Plan could physically divide an established community.	PS	LAND-5: To avoid potential impacts from physically dividing an established community, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Enhanced connections to and from parks, schools, and community facilities for all users. ▪ Safe and convenient pedestrian, bicycle, and transit connections between residential areas and commercial centers. ▪ Cooperation with other agencies to improve circulation connections. ▪ Grade separation of rail crossings.	LTS
LAND-6: The proposed Plan would not conflict with an applicable habitat conservation plan or natural community plan.	LTS	No mitigation necessary.	NMN

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
LAND-7: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to land use and planning.	LTS	No mitigation necessary.	NMN
Noise			
NOISE-1: Implementation of the proposed Plan would have the potential to cause the average 24-hour noise level (L_{dn}) to increase by 5.0 decibels (dB) or more in an existing residential area, even if the L_{dn} would remain below 60 dB.	PS	NOISE-1a: To ensure that average 24-hour noise levels associated with long-term operational noise would not increase by 5.0 decibels (dB) or more in an existing residential area, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Location of land uses in areas with compatible noise environments. ▪ Use of the guidelines in the "Land Use Compatibility for Community Noise Environment" table in the proposed Plan to evaluate the compatibility of proposed land uses with existing noise environments. ▪ Clear guidelines for maximum outdoor noise levels in residential areas. ▪ Adherence to the interior noise requirements of the State of California Building Standards Code (Title 24) and the Noise Insulation Standards (Title 25). ▪ Inclusion of a noise contour map in the proposed Plan. ▪ Reduction of noise impacts of development on adjacent properties. ~~▪ Updating for clarity the Noise Ordinance to make enforcement easier.~~ ▪ Evaluation of noise impacts on existing residential, open space, and conservation land. ▪ Requirement for new projects in the Multiple Family, Commercial, Manufacturing, or Planned Community districts to demonstrate compliance with the Noise Ordinance.	LTS
		NOISE-1b: To ~~ensure that~~ reduce potential impacts to new land uses from aircraft noise ~~would not increase average 24-hour noise levels by 5.0 decibels (dB) or more in an existing residential area~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Compliance with the airport-related land use compatibility standards for community noise environments. ▪ Prohibition of incompatible land use development within the 60 dBA CNEL noise contours of the Palo Alto airport, as established in the adopted County of Santa Clara Airport Land Use Commission Comprehensive Land Use Plan	

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		(CLUP) for the Palo Alto Airport.	
		NOISE-1c: To ~~ensure that~~ reduce potential impacts to new land uses from railway noise~~ would not increase average 24-hour noise levels by 5.0 decibels (dB) or more in an existing residential area~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ ~~Noise~~ Minimization of noise spillover from rail-related activities into adjacent residential or noise-sensitive areas. ▪ ~~Reduction of~~ Building design that reduces impacts from noise and ground borne vibrations associated with rail operations. ▪ Guidelines for interior noise levels. ▪ ~~Requirements for vibration impact analysis for future development projects.~~	
NOISE-2: Implementation of the proposed Plan would have the potential to ~~not~~ cause the L_{dn} to increase by 3 dB or more in an existing residential area, thereby causing the L_{dn} in the area to exceed 60 dB.	PS	NOISE-2: Implement Mitigation Measures NOISE-1a, NOISE-1b, and NOISE-1c.	LTS
NOISE-3: Implementation of the proposed Plan would have the potential to cause an increase of 3 dB or more in an existing residential area where the L_{dn} currently exceeds 60 dB.	PS	NOISE-3: Implement Mitigation Measures NOISE-1a, NOISE-1b, and NOISE-1c.	LTS
NOISE-4: Implementation of the proposed Plan would have the potential to result in indoor noise levels for residential development to exceed an L_{dn} of 45 dB.	PS	NOISE-4a: Implement Mitigation Measure NOISE-1a.	LTS
		NOISE-4b: The Land Use Noise Compatibility Guidelines established in the ~~current~~ 1998 Comprehensive Plan shall be maintained ~~under all six scenarios~~.	
NOISE-5: Implementation of the proposed Plan would have the potential to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.	PS	NOISE-5a: To ensure that future development would not result in significant construction-related vibration impacts, the proposed Plan shall include policies that limit the hours of construction around sensitive receptors, and require formal, ongoing monitoring and reporting throughout the construction process for larger development projects, as well as the use of pertinent industry standards and City guidelines to avoid significant vibration impacts during construction or operations. ~~address the following topics:~~ ▪ ~~Requirements for construction and operations vibration impact analyses, to be prepared by a qualified acoustical consultant for development projects.~~ ▪ ~~Requirements for vibration mitigation plans to ensure compliance with the pertinent industry standards and City guidelines for projects that would~~	LTS

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		~~experience vibration impacts during construction or operations.~~ ▪ ~~Limits for construction and operations vibration around vibration-sensitive receptors.~~	
		NOISE-5b: Implement Mitigation Measure NOISE-1c.	
NOISE-6: Implementation of the proposed Plan would have the potential to expose people to noise levels in excess of established State standards.	PS	NOISE-6: Implement Mitigation Measures NOISE-4a and NOISE-4b.	LTS
NOISE-7: Implementation of the proposed Plan would have the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies.	PS	NOISE-7: Implement Mitigation Measures NOISE-1a, NOISE-1b, NOISE-1c, NOISE-4a, and NOISE-4b.	LTS
NOISE-8: Implementation of the proposed Plan could result in a potentially substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	PS	NOISE-8: To ensure that future development would not result in significant impacts to sensitive receptors from construction noise, the proposed Plan shall include policies that ~~address~~ achieve the following~~ topics~~: ▪ Construction noise limits around sensitive receptors. ▪ Monitoring and reporting plans for construction noise levels of larger development projects. ▪ Noise control measures to ensure compliance with the noise ordinance.	LTS
NOISE-9: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would not expose people residing or working in the project area to excessive noise levels.	LTS	No mitigation necessary.	NMN
NOISE-10: For a project within the vicinity of a private airstrip, the project would not expose people residing or working in the project area to excessive noise levels.	LTS	No mitigation necessary.	NMN
NOISE-11: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, may result in significant cumulative impacts with respect to noise.	PS	NOISE-11a: Implement Mitigation Measure NOISE-1c.	LTS
		NOISE-11b: To ~~preclude~~ address overall community noise impacts~~ that are in excess of established State and/or City standards~~ from train noise to the extent such noise is within the City's control and in excess of established State and/or City standards, the proposed Plan shall include policies that ~~address~~ achieve the following~~ topics~~: ▪ ~~Technological~~ Efforts to develop and implement technological methods to	

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		reduce train whistle noise from Caltrain. ▪ Evaluation of at-grade rail crossings as potential Quiet Zones based on Federal Railroad Administration (FRA) rules and guidelines. ▪ Grade separation of rail crossings as a City priority.	
		~~NOISE-11c: City of Palo Alto staff and officials shall participate in and contribute to the environmental impact assessment of future Caltrain and HSR development programs for railway operations within the city's SOI.~~	
Population and Housing			
POP-1: Implementation of the proposed Plan would have the potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	LTS	No mitigation necessary.	NMN
POP-2: Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	LTS	No mitigation necessary.	NMN
POP-3: Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	No mitigation necessary.	NMN
POP-4: Implementation of the proposed Plan would not create a substantial imbalance between employed residents and jobs.	LTS	No mitigation necessary.	NMN
POP-5: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not substantially cumulatively exceed regional or local population projections.	LTS	No mitigation necessary.	NMN
Public Services and Recreation			
PS-1: Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional school facilities in order to maintain acceptable performance standards.	LTS	No mitigation necessary.	NMN
PS-2: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to school facilities.	LTS	No mitigation necessary.	NMN
PS-3: Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional fire protection facilities in order to maintain acceptable performance standards.	LTS	No mitigation necessary.	NMN

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PS-4: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to fire protection service.	LTS	No mitigation necessary.	NMN
PS-5: Implementation of the proposed Project would not result an adverse physical impacts from the construction of additional police protection facilities in order to maintain acceptable service ratios.	LTS	No mitigation necessary.	NMN
PS-6: Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.	LTS	No mitigation necessary.	NMN
PS-7: Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards.	S	PS-7: To address the potential physical impacts of park construction/improvement, the Comprehensive Plan Update ~~and/or the Parks, Trails, Natural Open Space and Recreation Master Plan~~ shall ~~incorporate~~ include policies ~~addressing~~ that achieve the following ~~topic~~: ▪ Evaluation and mitigation of the construction impacts associated with park and recreational facility creation and expansion.	LTS
PS-8: Implementation of the proposed Plan would have the potential to ~~not~~ result in substantial cumulative adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.	PS	PS-8: Implement Mitigation Measure PS-7.	LTS
PS-9: Implementation of the proposed Plan would not result in an adverse physical impact from the construction of additional library facilities in order to maintain acceptable performance standards.	LTS	No mitigation necessary.	NMN
PS-10: Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to library services.	LTS	No mitigation necessary.	NMN
Transportation and Traffic			
TRANS-1: Implementation of the project would cause an intersection to drop below its motor vehicle level of service standard, or deteriorate operations at representative intersections that already operate at a substandard level of service.	S	TRANS-1a: Adopt a programmatic approach to reducing motor vehicle traffic, with the goal of achieving no net increase in peak-hour ~~period~~ motor vehicle trips from new development, with an exception for uses that directly contribute to the neighborhood character and diversity of Palo Alto (such as ground-floor retail and below-market-rate housing). The program should, at a minimum,: ~~Require~~ require new development projects above a specific size threshold to	SU

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		prepare and implement a Transportation Demand Management (TDM) Plan to achieve the following reduction in peak-hour ~~period~~ motor vehicle trips from the rates included in the Institute of Transportation Engineers' *Trip Generation Manual* for the appropriate land use category and size. These reductions are deemed aggressive, yet feasible, for the districts indicated. ▪ 45 percent reduction in the Downtown district ▪ 35 percent reduction in the California Avenue area ▪ 30 percent reduction in the Stanford Research Park ▪ 30 percent reduction in the El Camino Real Corridor ▪ 20 percent reduction in other areas of the city TDM Plans must be approved by the City and monitored by the property owner or the project proponent on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets are not met and may achieve reductions by contributing to citywide or employment district shuttles or other proven transportation programs that are not directly under the property owner's control.	
		TRANS-1b: Require new development projects to pay a Transportation Impact Fee ~~which will be partially used to reduce peak-period motor vehicle trips citywide~~ for all those peak-hour motor vehicle trips that cannot be reduced via TDM measures. Fees collected would be used for capital improvements aimed at reducing motor vehicle trips and motor vehicle traffic congestion.	
		~~TRANS-1b: Study the feasibility of unbundled parking for office, commercial and multi-family residential development (including senior housing developments) that are well-served by transit and demonstrated walking and biking connections, including senior housing developments.~~	
		TRANS-1c: ~~Include~~ The proposed Plan shall include policies ~~in the Comprehensive Plan~~ to ensure collaboration with regional agencies and neighboring jurisdictions, and identification and pursuit of funding for rail corridor improvements and grade separation. Policies shall support grade separation of rail crossings along the rail corridor as a City priority, and ~~encourage~~ the undertaking of studies and outreach necessary to advance grade separation of Caltrain to become a "shovel ready" project.	

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TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		TRANS-1d: Consistent with State requirements, the City shall adopt a Multimodal Improvement Plan to address impacts to Congestion Management Program facilities. ~~Engage~~ In addition, the proposed Plan shall include policies to engage in regional transportation planning and advocate for specific transit improvements and investments, such as Caltrain service enhancements and grade separations, Dumbarton Express service, enhanced bus service on El Camino Real with queue-jump lanes ~~jumping~~ and curbside platforms, high-occupancy vehicle (HOV)/high-occupancy toll (HOT) lanes, and additional VTA bus service.	
		TRANS-1e: ~~Encourage~~ The proposed Plan shall include policies to encourage the PAUSD to analyze decisions regarding school assignments to reduce peak-period motor vehicle trips to and from school sites.	
TRANS-2: Implementation of the project would not cause a roadway segment to drop below its level of service standard, or deteriorate operations that already operate at a substandard level of service.	LTS	No mitigation necessary.	NMN
TRANS-3: Implementation of the project would cause a freeway segment or ramp to drop below its level of service standard, or deteriorate operations that already operate at a substandard level of service.	S	TRANS-3a: The City shall require new development projects to prepare and implement TDM programs, as described in TRANS-1a. TDM programs for worksites may include measures such as private bus services and free shuttle services to transit stations geared towards commuters.	SU
		TRANS-3b: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies that advocate for efforts by Caltrans and the Valley Transportation Authority to reduce congestion and improve traffic flow on existing freeway facilities consistent with Statewide GHG emissions reduction initiatives. Policies shall support the application of emerging freeway information, monitoring, and control systems that provide non-intrusive driver assistance and reduce congestion. Policies shall support, where appropriate, the conversion of existing traffic lanes to exclusive bus and high-occupancy vehicle (HOV)/high-occupancy toll (HOT) lanes on freeways and expressways, including the Dumbarton Bridge, and the continuation of an HOV lane from Redwood City to San Francisco.	
TRANS-4: Implementation of the project would not impede the function of planned bicycle or pedestrian facilities.	LTS	No mitigation necessary.	NMN

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
TRANS-5: Implementation of the project would not increase demand for pedestrian and bicycle facilities that cannot be met by existing or planned facilities.	LTS	No mitigation necessary.	NMN
TRANS-6: Implementation of the project would impede the operation of a transit system as a result of congestion.	S	TRANS-6: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies ~~that address transit access and give priority~~ to collaborate with transit agencies in planning for and implementing convenient, efficient, coordinated, and effective bus~~es~~ service.~~ and to transit facilities. Examples include queue jump lanes, signal priority for buses, and bulb-outs at bus stops. Also, advocate for bus service improvements on El Camino Real such as queue jump lanes and curbside platforms~~.	SU
TRANS-7: Implementation of the project would not create demand for transit services that cannot be met by current or planned services.	LTS	No mitigation necessary.	NMN
TRANS-8: Implementation of the project would create the potential demand for through traffic to use local residential streets.	S	TRANS-8: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies to identify specific improvements that can be used to discourage ~~non-local~~ drivers from using local, neighborhood streets to bypass traffic congestion on arterials.	LTS
TRANS-9: Implementation of the project would create an operational safety hazard.	S	TRANS-9: Implement Mitigation Measure TRANS-8.	LTS
TRANS-10: Implementation of the project would not result in inadequate emergency access.	LTS	No mitigation necessary.	NMN
Utilities and Service Systems			
UTIL-1: Sufficient water supplies would be available to serve the proposed Plan from existing entitlements and resources and new or expanded entitlements would not be required.	LTS	No mitigation necessary.	NMN
UTIL-2: The proposed Plan would not result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	No mitigation necessary.	NMN
UTIL-3: The proposed Plan would not result in the substantial physical deterioration of a water utility facility due to increased use as a result of the Plan.	LTS	No mitigation necessary.	NMN
UTIL-4: The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply.	LTS	No mitigation necessary.	NMN

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
UTIL-5: The proposed Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	LTS	No mitigation necessary.	NMN
UTIL-6: The proposed Plan would not result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments.	LTS	No mitigation necessary.	NMN
UTIL-7: The proposed Plan would not result in adverse physical impacts from new or expanded wastewater utility facilities required to provide service as a result of the Plan.	LTS	No mitigation necessary.	NMN
UTIL-8: The proposed Plan would not result in a substantial physical deterioration of a wastewater utility facility due to increased use as a result of the Plan.	LTS	No mitigation necessary.	NMN
UTIL-9: The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to wastewater.	LTS	No mitigation necessary.	NMN
UTIL-10: The proposed Plan would not require or result in the construction of new stormwater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	LTS	No mitigation necessary.	NMN
UTIL-11: The proposed Plan would not result in adverse physical impacts from new or expanded utility facilities required to provide service as a result of the project.	LTS	No mitigation necessary.	NMN
UTIL-12: The proposed Plan would not result in a substantial physical deterioration of a utility facility due to increased use as a result of the project.	LTS	No mitigation necessary.	NMN
UTIL-13: The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to stormwater facilities.	LTS	No mitigation necessary.	NMN
UTIL-14: The proposed Plan would be served by landfills with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs.	LTS	No mitigation necessary.	NMN
UTIL-15: Without the adoption of policies to promote recycling and conservation, the proposed Plan could potentially fall out of compliance with federal, State, and local statutes and regulations related to solid waste.	PS	UTIL-15: To ensure that future development would comply with applicable solid waste regulations, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ ~~Substantial~~ Ninety-five percent landfill diversion by 2030, and ultimately zero	LTS

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

TABLE 1-3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		waste. ▪ Reduced solid waste generation. ▪ Use of reusable, returnable, recyclable, and repairable goods, through enforcement of the 2016 Plastic Foam Ordinance expansion. ▪ Enhanced recycling and composting programs for all waste generators.	
UTIL-16: The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to solid waste.	LTS	No mitigation necessary.	NMN
UTIL-17: The proposed Plan would not result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities. However, without the adoption of policies in support of energy efficiency and conservation, the proposed Plan would result in a potentially significant impact, requiring mitigation.	PS	UTIL-17: To ensure that future development would maximize energy efficiency and conservation the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~: ▪ Maximized conservation and efficient use of energy. ▪ Continued procurement of carbon-neutral energy. ▪ Investment in cost-effective energy efficiency and energy conservation programs. ▪ Provision of public education programs addressing energy conservation and efficiency. ▪ Use of cost-effective energy conservation measures in City projects and practices. ▪ Adherence to State and federal energy efficiency standards and policies. ▪ Consideration of a transition to a carbon-neutral natural gas supply.	LTS

LTS = Less than Significant; NI = No Impact; NMN = No Mitigation Necessary; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

2. Preferred Scenario

This chapter describes the key characteristics of a "preferred scenario" that is intended to reflect the final draft of the Comprehensive Plan Update that will be considered for adoption by the Palo Alto City Council in the fall of 2017. At the time this Final EIR was prepared, the draft update had been referred to the Planning & Transportation Commission (PTC) for review and recommendation. (The Council's referral occurred on June 12, 2017 and the draft document was transmitted to the PTC on June 30, 2017.) While it is anticipated that the June 30, 2017 draft[1] may be adjusted somewhat based on the PTC's input and subsequent consideration by the City Council, those adjustments are not expected to change the key characteristics of the preferred scenario or the resulting impacts described here. Key characteristics, such as housing and job projections, likely zoning changes, and other aspects of the preferred scenario that are not explicit in the June 30, 2017 draft of the Comprehensive Plan Update are based on City Council direction provided at its March 20, 2017 and May 1, 2017 meetings.

This chapter also explains the relationship between the preferred scenario and the six planning scenarios analyzed in the February 2016 Draft EIR and the February 2017 Supplement to the Draft EIR, demonstrating that the preferred scenario and its impacts fall within the range of impacts associated with these other scenarios.

2.1 DESCRIPTION OF THE PREFERRED SCENARIO

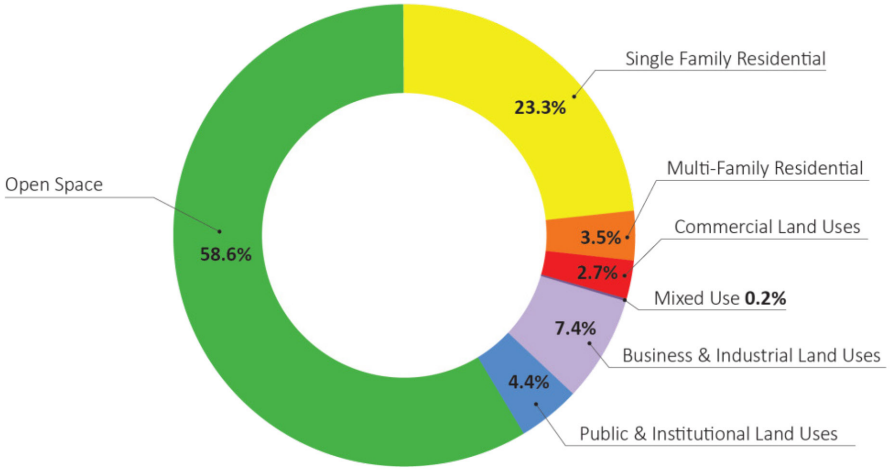
The preferred scenario represents an updated Comprehensive Plan that would maintain the vision and values of the 1998 Comp Plan, supporting them with updated policies and implementation programs better reflecting the world of today. The policy framework and associated implementation measures are anticipated to result in a population growth of 8,435 to 10,455 within the city over the life of the plan (an average of 527 to 653 new residents per year) and a housing growth of 3,545 to 4,420 housing units (an average of 222 to 276 new units per year), a rate of population and housing growth exceeding the City's long term average by of 221 new residents and 164 new dwelling units per year between 1970 and 2014. Up to 3 million square feet of new office and research and development (R&D) space would be anticipated, of which 1.3 million square feet has already been approved at the Stanford University Medical Center (SUMC). The new development would help enable job growth of approximately 9,850 to 11,500 new jobs in the city in the same period. If this growth occurs as projected, the city's jobs/housing balance (expressed as a ratio of jobs to employed residents) would change from 3.06 to anywhere between 2.88 to 3.01. Additional information about the preferred scenario is provided below.

[1] The June 30, 2017 draft Comp Plan is available online at the following address: http://www.paloaltocompplan.org/wp-content/uploads/2017/07/PACompPlan_June30_PTC_webreduced.pdf.

2.1.1 LAND USES AND ZONING

The land use map for the preferred scenario includes no substantive changes from the map included in the 1998 Comprehensive Plan. Similarly, the amount of land given over to parks and protected open space would remain the same, as would the amount represented by Palo Alto's residential (R-1) neighborhoods. As shown in Figure 2-1, Palo Alto's open space and single-family neighborhoods together make up over 80 percent of the city's existing land uses; the land use designations for these areas would remain unchanged. Policies of the preferred scenario would continue to emphasize the preservation of existing open space and residential neighborhoods and the enhancement of neighborhood-serving shops and services. Single-family neighborhoods (those zoned R-1) would be protected and policies would be included to encourage the preservation and enhancement of neighborhood-serving retail and services where they currently exist throughout the city. The land use map for the preferred scenario is shown in Figure 2-2.

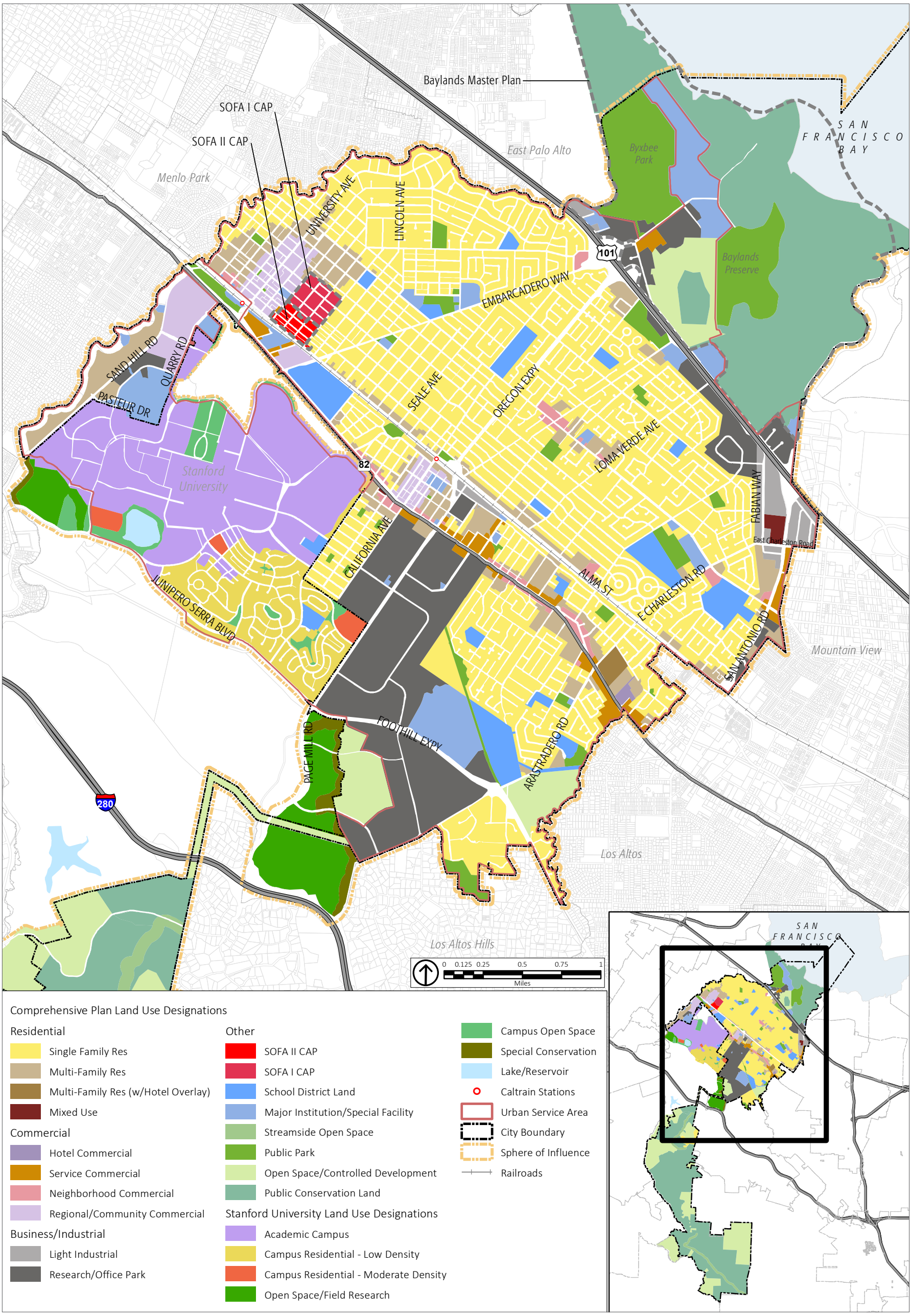
Figure 2-1 Land Use Distribution: Existing and Proposed



Source: City of Palo Alto, 2014.

The City would continue to allow secondary units, otherwise known as accessory dwelling units, in single-family residential neighborhoods, such as the R-1 neighborhoods, and would implement its recent ordinance to encourage more of such units. Overall, proposed Plan policies would encourage a mix of housing types, including small-unit workforce and senior housing near transit with reduced parking requirements. Comp Plan policies would encourage the preservation of affordable housing and would seek to minimize the displacement of existing residents.

The preferred scenario would also include an implementation program to eliminate multi-family housing sites along San Antonio Avenue, and replace these with higher densities on new and existing sites closer to transit. Zoning changes and a future amendment to the City's Housing Element would effect this change and no Comprehensive Plan land use designation would have to be changed.



Source: ESRI, 2010; Tiger Lines, 2010; USGS, 2010; NHD, 2013; City of Palo Alto, 2013; PlaceWorks, 2015.

Figure 2-2
Proposed Comprehensive Plan Land Use Designations

New housing would be pursued along the El Camino Real frontage of the Stanford Research Park and the Stanford Shopping Center, provided that parking is maintained and retail square footage is not reduced. New housing would also be considered elsewhere in the Stanford Research Park, potentially with a hotel and conference center, and in the SUMC vicinity.

A coordinated area plan would be prepared for the area south of California Avenue, including the Fry's Electronics site on Portage Avenue. California Avenue itself would see little change in this scenario and would remain an eclectic, neighborhood-serving retail destination, but the surrounding area would evolve to include more housing given its proximity to the Caltrain station and neighborhood services. Job growth in the California Avenue area would be modest. The Fry's Electronics site would transform to include a mix of uses with housing and commercial uses, with open space.

The City would adopt policies to encourage the preservation of neighborhood-serving retail and services where they currently exist throughout the city. No new employment districts would be created, and the vast majority of employment growth would take place in the city's existing employment districts. The East Meadow Circle/Bayshore and South San Antonio Road areas would continue to support a variety of primarily non-residential uses.

The preferred scenario would include zoning (regulatory) changes as follows:[2]

- Strategies to preserve retail would be strengthened. (Adopted in 2017)
- More residential density would be allowed in transit-served areas including Downtown and the California Avenue area, and non-retail portions of allowable commercial floor area ratio (FAR) would be replaced with residential FAR.
- Incentives would be considered for small lot consolidation along El Camino Real. (Adopted in 2017)
- The 50-foot height limit would be maintained in the zoning ordinance, and would not be added to the Comprehensive Plan.

In addition, the City Council has directed City staff to include a program in the Comp Plan Update to study an increase in the allowable FAR for hotels (from 2.0 to 3.0 in the downtown and from 2.0 to 2.5 elsewhere in the city). The increase in hotel FAR would not affect building heights but would allow increased building intensity within allowable building heights and other applicable site development regulations (such as setbacks and site coverage restrictions). Such an increase in FAR would not affect population or housing projections in the city but could result in an incremental increase in employee population. While such an increase in hotel FAR was not described in the February 2016 Draft EIR or Supplement to the Draft EIR, the February 2016 Draft EIR and Supplement to the Draft EIR did explore scenarios with increased jobs and building intensity beyond what would be expected to result from this increase in hotel FAR. The

[2] Some of these measures (retail preservation and small lot consolidation, for example) were initiated or adopted by the City Council during preparation of this EIR and the Comprehensive Plan Update, and they are included here for informational purposes. Their status is briefly noted.

employee growth that may occur under the program to allow increased hotel FARs is included in the buildout discussed in this chapter for the preferred scenario. As future development occurs within the city, site-specific aspects of new discretionary development will be considered as part of subsequent CEQA documents.

2.1.2 GROWTH MANAGEMENT

The preferred scenario would include a cumulative cap on the amount of net new office/R&D space in the Comprehensive Plan, exempting only the Stanford University Medical Center area, which was exempted from the cap in the 1998 plan by Council motion in 2011. This would represent a change from the 1998 plan which capped all non-residential development (e.g., retail and warehouse, as well as office/R&D), and which only applied to specific "monitored areas" within the city.

The cumulative cap would allow up to 1.7 million square feet of new office/R&D uses over the life of the plan. When added to the 1.3 million square feet of development that has already been approved at the Stanford University Medical Center, Palo Alto would see approximately 3 million new square feet in the planning period. The preferred scenario also assumes an increase in jobs of between 9,850 and 11,500 new jobs in the city. The separate cap that applies to Downtown would be eliminated.

To supplement the cumulative growth cap in the Comprehensive Plan, the preferred scenario assumes an annual limit on new office/R&D development would be adopted by ordinance to control the pace of growth. This annual limit would be adopted by ordinance and would apply citywide, except possibly in the Stanford Research Park and the Stanford University Medical Center area. The ordinance would replace a current, interim ordinance, and would establish related procedures[3]

2.1.3 INFRASTRUCTURE IMPROVEMENTS

Most future roadway improvements will be made within existing rights-of-way to allow traffic calming or relatively small increases in roadway capacity by adding turn lanes or making other intersection adjustments.

The preferred scenario assumes ongoing implementation and refinement of the adopted Downtown Residential Preferential Parking (RPP) program and implementation of the City's approved infrastructure plan, including:

- A new Public Safety Building.
- Two fire station replacements.

[3] Note that this annual limit would replace the current, interim limit focused on certain areas of the city. EIR Scenarios 2, 3, 5, and 6 analyzed the idea of an annual limit (either citywide or focused on certain areas) by making assumptions regarding reduced office employment growth when compared to the Business as Usual scenario (Scenario 1).

- Construction of one or more new parking garages in Downtown and the California Avenue Area. It is expected that the Downtown parking lot would increase the capacity of the "Lot D" site by approximately 214 net new parking spaces, and the Sherman Avenue parking garage would increase the capacity of the existing parking lot by approximately 160 net new parking spaces.
- Completion of Byxbee Park.
- A bicycle bridge over Highway 101.
- Ongoing projects to implement key sections of the City's *2012 Bicycle + Pedestrian Transportation Plan*.
- Pedestrian improvements would be introduced Downtown, along with improvements to the Palo Alto Transit Center intended to make Downtown a regional transit hub, including free shuttle service to destinations throughout the city.
- El Camino Real intersection and pedestrian safety/streetscape improvements to enhance pedestrian safety and the streetscape. Improvements would also be intended to enhance bus operations and provide new urban design amenities between Stanford Avenue and Sheridan Avenue, including curb extensions, median refuges, pedestrian hybrid beacons, median shade trees, and pedestrian-scale lighting.
- The preferred scenario would improve the intersection of El Camino Real and Page Mill Road with additional left-turn storage capacity in the westbound left-turn lane, a dedicated westbound right-turn lane, extended bicycle lanes, and possible elimination of the island in the eastbound approach.
- Full grade separations for automobiles, pedestrians, and bicyclists at Caltrain crossings, with construction of new pedestrian and bicycle grade separated crossings of Caltrain in south and north Palo Alto.
- Retrofit/improvements to existing grade-separated Caltrain crossings for pedestrians and bicyclists at California Avenue and University Avenue.
- Middlefield Road corridor improvements, including sidewalk enhancements and transit stop, lighting, and traffic signal improvements.
- An extension of Geng Road to Laura Lane.

In addition to the improvements listed above, the preferred scenario assumes the following improvements will be constructed by other agencies and affect Palo Alto's streets during the life of the proposed Comp Plan:

- Elements of the County's Expressway Plan 2040 in or near Palo Alto, including:
    - Widening Oregon Expressway – Page Mill Road with high-occupancy vehicle (HOV) lanes and a bicycle/pedestrian trail between Interstate 280 and Foothill Expressway.
    - Intersection improvements along Oregon Expressway – Page Mill Road between Porter Drive and Hansen Way and at El Camino Real.

  - Reconfiguration of the interchange at Interstate 280/ Page Mill Road, and an Intelligent Transportation System/signal system countywide.
- Highway 101 southbound improvements from San Antonio Road and Rengstorff Avenue.
- Caltrain modernization, including electrification.
- Bus rapid transit in mixed-flow lanes on El Camino Real using curbside boarding platforms and queue jumping.
- Improved circulation in the Palo Alto Transit Center, including direct access to El Camino Real for transit vehicles.

2.1.4 SUSTAINABILITY INITIATIVES

The preferred scenario includes sustainability initiatives intended to reduce vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions. Like Scenarios 5 and 6, the preferred scenario includes the City's adopted goal of reducing GHG emissions to 80 percent below 1990 levels by 2030. This goal would be achieved via strategies included in the City's Sustainability and Climate Action Plan (S/CAP), which is being prepared in parallel with the Comprehensive Plan Update. The preferred scenario would align Comp Plan policies with S/CAP principles and would include policies and programs supportive of S/CAP strategies, including the following:

- TDM measures would apply to new development citywide, including in the Stanford Research Park. (Program T1.2.2)
- Paid transit passes for employees in workplaces with over 50 employees, or an alternative employee commuter benefit, consistent with BAAQMD Regulation 14, Rule 1. (Program T1.2.2)
- Employer incentives for carpooling and bicycling. (Program T1.2.2)
- The preferred scenario would protect and enhance the urban forest as natural infrastructure and the Comprehensive Plan Update includes multiple policies and programs on this subject, also referencing the Urban Forest Master Plan. (Goal N-2 and related policies and programs)

The preferred scenario would also study the feasibility of the following measures. These measures were included in scenarios evaluated as part of this EIR and not all of these measures are included as programs in the proposed Comp Plan:

- Unbundled parking costs from lease or sale of multi-family units. (Program T5.1.4)
- Paid parking in commercial districts. (Program T5.2.2)
- Free transit passes for Palo Alto residents in transit-accessible areas based on the Valley Transportation Authority (VTA)'s EcoPass program.

2.1.5 HOUSING AND EMPLOYMENT PROJECTIONS

Tables 2-1 and 2-2 show the housing and employment projections for the preferred scenario alongside those of Scenarios 1 through 6. The preferred scenario is projected to result in 3,545 new housing units (same as Scenario 3) to 4,420 new housing units (same as Scenario 4), 8,435 in new population (same as Scenario 3) to 10,455 in new population (same as Scenario 4), and 9,850 new employees (same as Scenario 2) to 11,500 new employees (between Scenario 2 and Scenario 3). The preferred scenario would reduce the city's jobs/housing ratio from 3.06 jobs per employed resident to a level of 2.88 to 3.01 jobs per employed resident, depending on the number of housing units and jobs created. Figures 2-3 through 2-5 graphically illustrate the preferred scenario projections along with existing conditions and the projections for Scenarios 1 through 6.

TABLE 2-1 SUMMARY OF 2015 TO 2030 HOUSING AND EMPLOYMENT PROJECTIONS IN THE CITY

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario
New Housing Units	2,720	2,720	3,545	4,420	3,545	6,000	3,545 to 4,420
New Population[a]	6,600	6,600	8,435	10,455	8,435	14,080	8,435 to 10,455
New Employees	15,480	9,850	12,755	15,480	8,865	8,865	9,850 to 11,500
New Employment Space (Square Feet)[b]	3,300,000	3,000,000	3,500,000	4,000,000	2,400,000	2,400,000	3,000,000

Notes: highlighted text indicates where the preferred scenario range is equal to other scenarios
a. Population is calculated based on a housing unit vacancy rate of five percent. Population is also based on an average household size provided by ABAG Projections 2013 of 2.40 persons per household in 2014 and 2.41 persons per household in 2030 within the city limit, and an average household size of 2.0 in 2014 and 2030 within the sphere of influence (SOI). Household sizes were developed by City staff based on data in the Association of Bay Area Government's *Projections 2013*.
b. Estimates of new employment workspace were developed primarily for use in the Fiscal Analysis of the City of Palo Alto 2030 Comprehensive Plan, which covers only the city limit. Therefore, these numbers were not developed for the city limit + SOI and are not included in Table 3-5, below. Note that all square footages here include 1.3M square feet that has already been approved at the Stanford University Medical Center.
Source: PlaceWorks, City of Palo Alto, 2017.

TABLE 2-2 SUMMARY OF 2015 TO 2030 HOUSING AND EMPLOYMENT PROJECTIONS IN THE CITY AND SOI[a]

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario
New Housing Units	3,880	3,880	4,710	5,580	4,710	7,165	4,710 to 5,580
New Population[b]	9,405	9,405	11,240	13,260	11,240	16,885	11,240 to 13,260
New Employees	15,870	10,240	13,145	15,870	9,255	9,255	10,240 to 11,890

Notes: highlighted text indicates where the preferred scenario range is equal to other scenarios
a. Master Response 2 in Chapter 5 of this Final EIR discusses the Stanford General Use Permit amendment and other projects in the SOI that were not proposed or approved at the time that this EIR was prepared.
b. Population is calculated based on a housing unit vacancy rate of five percent. Population is also based on an average household size of 2.40 persons per household in 2014 and 2.41 persons per household in 2030 within the city limit, and an average household size of 2.0 in 2014 and 2030 within the SOI. Household sizes were developed by City staff based on data in the Association of Bay Area Government's *Projections 2013*.
Source: PlaceWorks, City of Palo Alto, 2017.

Figure 2-3 2015 to 2030 Housing Projections

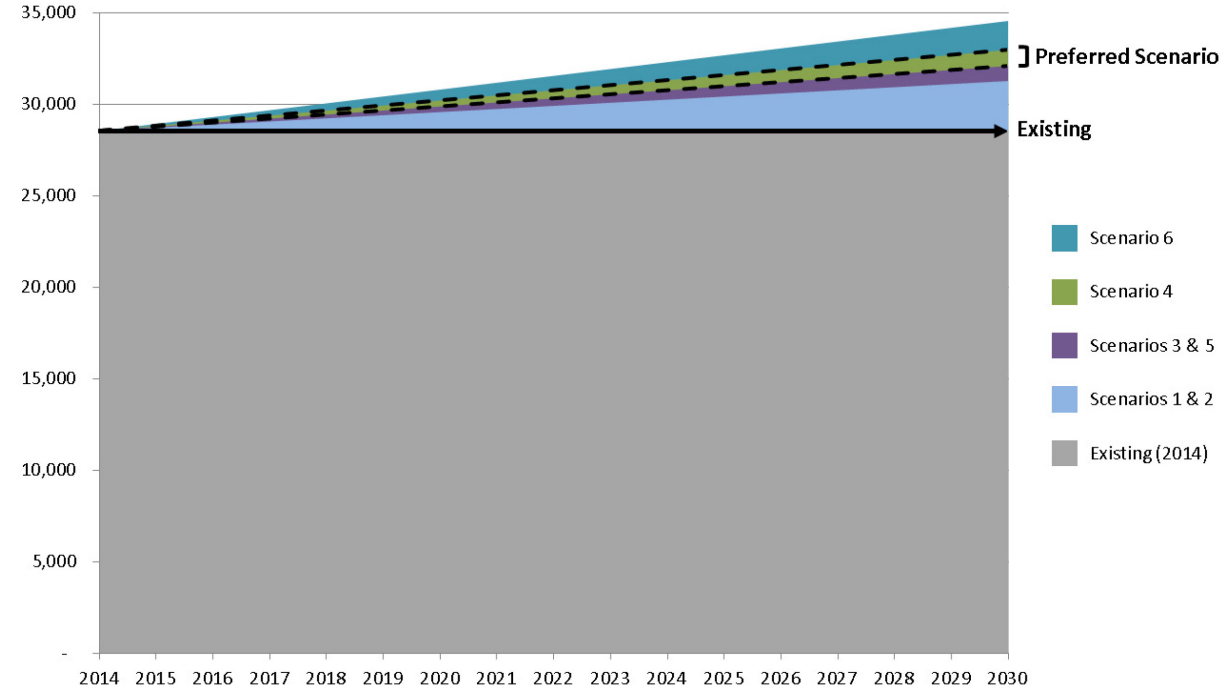
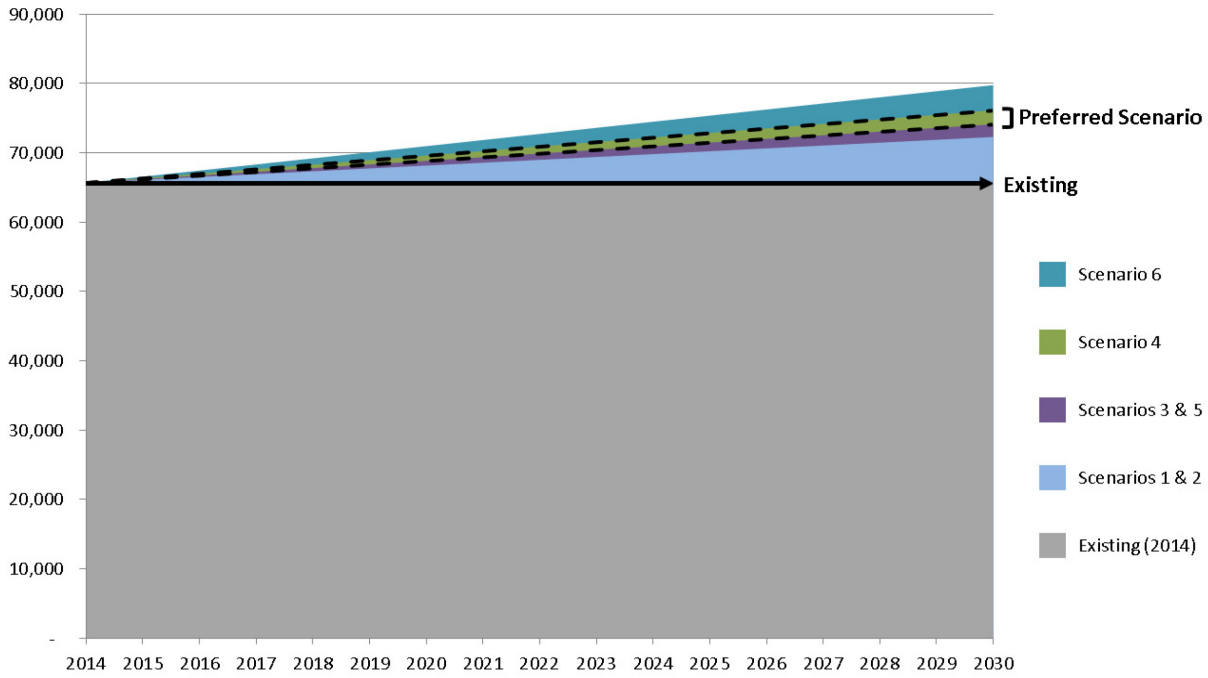
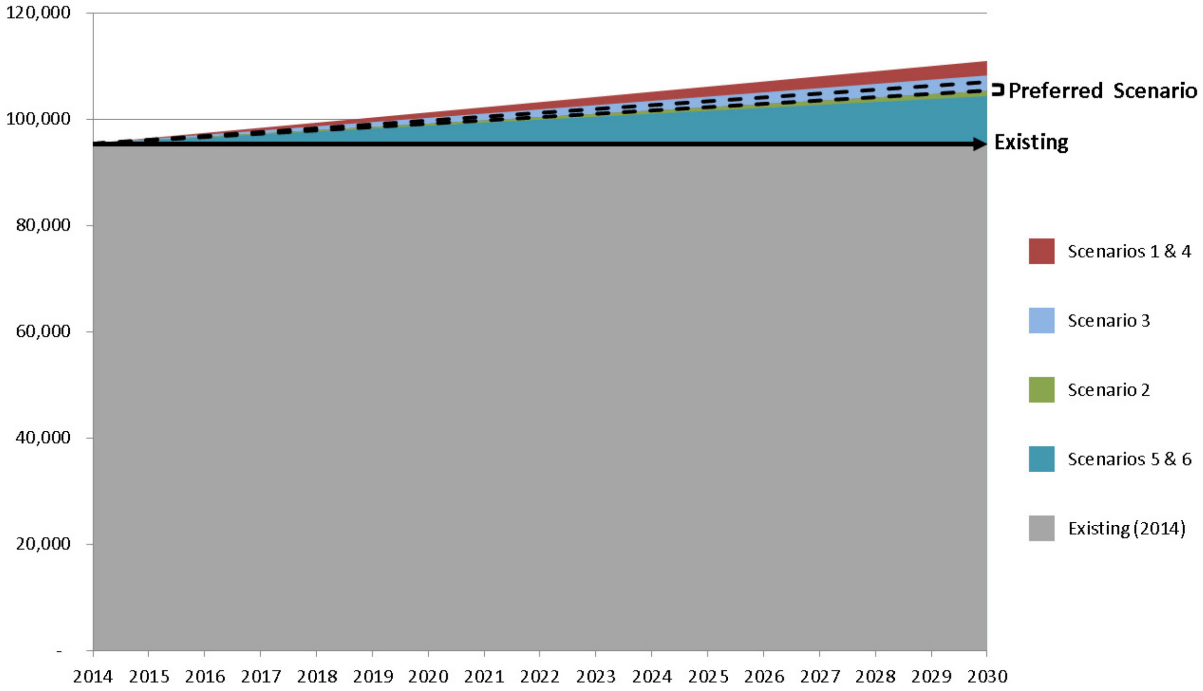


Figure 2-4 2015 to 2030 Population Projections



Source: City of Palo Alto, PlaceWorks, 2017.

Figure 2-5 2015 to 2030 Employment Projections



Source: City of Palo Alto, PlaceWorks, 2017.

2.1.6 COMPARISON TO THE SIX SCENARIOS ANALYZED IN THE DRAFT EIR

The February 2016 Draft EIR and Supplement to the Draft EIR analyze six planning scenarios that were meant to inform the policy choices for the Comp Plan Update and test new approaches to addressing the key issues of growth, transportation, housing, and sustainability. Brief descriptions of all six scenarios are included in Chapter 1, Executive Summary, of this Final EIR. The housing and employment projections for the six scenarios are shown alongside the projections for the preferred scenario in Tables 2-1 and 2-2 and Figures 2-3 through 2-5. As shown in these tables and figures, the housing and employment projections for the preferred scenario fall within the range of buildout scenarios considered under Scenarios 1 through 6.

Table 2-3 lists key components of the preferred scenario alongside a corresponding list of the scenarios in which these components were considered.

PREFERRED SCENARIO

TABLE 2-3 COMPONENTS OF THE PREFERRED SCENARIO

Preferred Scenario Component	Component Previously Analyzed in Scenarios
Total amount of development	Most similar to Scenario 3
Annual growth management through an annual limit on new office/R&D development	Scenario 3
Cumulative growth management through a 1.7-million-square-foot cap in addition to the 1.3 million square feet already approved for the Stanford University Medical Center	Scenario 2
Preserve existing parks and open space and existing residential neighborhoods	Scenarios 1 through 6
Encourage neighborhood-serving retail and services	Scenarios 1 through 6
Development of secondary dwelling units as allowed under existing regulations with modifications to encourage additional unit production	Scenarios 3 through 6
Use coordinated area plans as a planning tool	Scenarios 5 and 6
Eliminate multi-family housing sites along San Antonio Avenue and replace these units with housing closer to transit	Scenarios 3, 4, and 5
Add new multi-family housing sites in the Stanford Research Park and Stanford Shopping Center along El Camino Real	Scenarios 4 and 6
Consider new housing elsewhere in the Stanford Research Park, potentially in conjunction with a hotel and conference center, and in the Stanford University Medical Center	Scenario 6
Increase residential densities in the Downtown and California Avenue areas	Scenarios 3 through 6
Replace a portion of non-retail commercial FAR with residential FAR Downtown and in the CN and CS districts	Scenarios 2 through 6
Assume little change in the California Avenue area in terms of its overall character; some more housing growth in the area with increased residential densities and due to its proximity to Caltrain and neighborhood services	Scenarios 3 through 6
Encourage the transformation of the Fry's Electronic site to include mixed uses and open space	Scenarios 4 and 6
Support the existing land uses in East Meadow Circle/Bayshore and South San Antonio Road areas	Scenarios 1 through 6
Provide incentives for small lot consolidation along El Camino Real	Scenarios 1 through 6
Study an increase in the allowable FAR for hotels	Within the overall development analyzed for Scenarios 1 and 4
Construct pedestrian and transit center improvements Downtown	Scenarios 4 and 6
Include TDM measures and expand citywide	Scenarios 2, 3, and 5
Include employer incentives for carpooling and bicycling	Scenarios 2 through 6
Implement and refine the Downtown RPP program, implement the City's approved infrastructure plan, and require paid transit passes for employees in workplaces with over 50 employees.	Scenarios 1 through 6
Make intersection, pedestrian, transit facility, and streetscape improvements along certain portions of El Camino Real	Scenarios 2 through 5
Improve the El Camino Real/Page Mill Road intersection	Scenario 2 and 5
Improve the Middlefield Road corridor	Scenarios 5 and 6
Extend Geng Road to connect to Laura Lane	Scenario 6
Implement full grade separation for all Caltrain crossings	Scenarios 5 and 6

Source: City of Palo Alto, 2017.

2.2 ENVIRONMENTAL ANALYSIS OF THE PREFERRED SCENARIO

Page 6-7 of the Supplement to the Draft EIR states, "The Final EIR will describe the preferred scenario and how it aligns with the information and analysis presented in the February 2016 Draft EIR and Supplement to the Draft EIR. Supplemental environmental analysis would only be required if the preferred scenario deviates substantially from the scenarios included in the February 2016 Draft EIR and Supplement to the Draft EIR, or results in unanticipated impacts."This section presents a topic-by-topic explanation of where the preferred scenario falls within the range of impacts already identified in the February 2016 Draft EIR and the Supplement to the Draft EIR. No substantial differences from the analysis and results of those documents have been identified, so recirculation of a new Draft EIR is not required.

Table 2-4 presents key information regarding the preferred scenario alongside data for existing (2014) conditions and Scenarios 1 through 6.

2.2.1 AESTHETICS AND VISUAL RESOURCES

The preferred scenario would involve a combination of land use and zoning measures previously analyzed for Scenarios 1 through 6. Although none of the scenarios considered increasing FARs for hotels, because the preferred scenario would not increase building intensities beyond those analyzed for Scenarios 1 through 6, aesthetic impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measures would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the aesthetics mitigation measures in this EIR.

2.2.2 AIR QUALITY

As described in Section 2.2.13 below, overall the level of motor vehicle usage within the EIR Study Area would be within levels already analyzed. Therefore, air quality impacts associated with traffic would be within levels already analyzed. The amount of housing built under the preferred scenario would be equal to that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be equal to that of Scenario 4 at the high end of the preferred scenario range. Commercial development would be similar to Scenarios 2 and 3. While the air quality impacts of specific construction projections are unknown, overall the level of development within the EIR Study Area would be within levels already analyzed, and the same mitigation measures would apply. Therefore, impacts would fall within the range of impacts analyzed for Scenarios 1 through 6. Policies in the June 30, 2017 draft Comp Plan are consistent with the air quality mitigation measures in this EIR.

PREFERRED SCENARIO

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Key Characteristics/Impacts	2014 Existing Conditions[a]	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario	
								Low End of Range	High End of Range
City Population	65,685	72,285	72,285	74,120	76,140	74,120	79,765	74,120 (same as Scenarios 3 and 5)	76,140 (same as Scenario 4)
City & SOI Population	80,805	90,210	90,210	92,045	94,065	92,045	97,690	92,045 (same as Scenarios 3 and 5)	94,065 (same as Scenario 4)
City Housing Units	28,545	31,265	31,265	32,090	32,965	32,090	34,545	32,090 (same as Scenarios 3 and 5)	32,965 (same as Scenario 4)
City & SOI Housing Units	33,070	36,950	36,950	37,780	38,650	37,780	40,235	37,780 (same as Scenarios 3 and 5)	38,650 (same as Scenario 4)
City Jobs	95,460	110,940	105,310	108,215	110,940	104,325	104,325	105,310 (same as Scenario 2)	106,960
City & SOI Jobs	100,830	116,700	111,070	113,975	116,700	110,085	110,085	111,070 (same as Scenario 2)	112,720
City Employed Residents[b]	31,165	34,697	34,697	35,578	36,547	35,578	38,287	35,578 (same as Scenarios 3 and 5)	36,547 (same as Scenario 4)
City & SOI Employed Residents[c]	36,004	40,595	40,595	41,420	42,329	44,182	46,891	41,420 (same as Scenario 3)	42,329 (same as Scenario 4)
City Jobs/Employed Residents Ratio	3.06	3.20	3.04	3.03	3.04	2.93	2.72	Low Jobs/Low Pop = 2.96 Low Jobs/High Pop = 2.88	High Jobs/High Pop = 2.93 High Jobs/Low Pop = 3.01
City & SOI Jobs/Employed Residents Ratio	2.80	2.87	2.74	2.75	2.76	2.49	2.35	Low Jobs/Low Pop = 2.68 Low Jobs/High Pop = 2.62	High Jobs/High Pop = 2.66 High Jobs/Low Pop = 2.72

Key Characteristics/Impacts (Net Change)	Scenario 1 (Net Change)	Scenario 2 (Net Change)	Scenario 3 (Net Change)	Scenario 4 (Net Change)	Scenario 5 (Net Change)	Scenario 6 (Net Change)	Preferred Scenario (Net Change)	
							Low End of Range	High End of Range
City Population	6,600	6,600	8,435	10,455	8,435	14,080	8,435	10,455
City & SOI Population	9,405	9,405	11,240	13,260	11,240	16,885	11,240	13,260
City Housing Units	2,720	2,720	3,545	4,420	3,545	6,000	3,545	4,420
City & SOI Housing Units	3,880	3,880	4,710	5,580	4,710	7,165	4,710	5,580

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Key Characteristics/Impacts (Net Change)	Scenario 1 (Net Change)	Scenario 2 (Net Change)	Scenario 3 (Net Change)	Scenario 4 (Net Change)	Scenario 5 (Net Change)	Scenario 6 (Net Change)	Preferred Scenario (Net Change)	
							Low End of Range	High End of Range
City Jobs	15,480	9,850	12,755	15,480	8,865	8,865	9,850	11,500
City & SOI Jobs[d]	15,870	10,240	13,145	15,870	9,255	9,255	10,240	11,890
Estimated Net New Non-Residential Square Footage in Policy L-8 "Monitored Areas" 2014-2030 (millions sq ft)	~1.7	~1.7	~1.9	~2.4	~1.1	~1.1	~1.7	~1.7
Estimated Net New Non-Residential Square Footage Entire City 2014-2030 (millions sq ft)	~3.3	~3.0	~3.5	~4.0	~2.4	~2.4	3.0	3.0
City Population Comparison to ABAG Projections 2013	-4,815	-4,815	-2,980	-960	-2,980	2,665	-2,980	-960
City & SOI Population Comparison to ABAG Projections 2013	-2,090	-2,090	-255	1,765	-255	5,390	-255	1,765
City Housing Units Comparison to ABAG Projections 2013	-2,135	-2,135	-1,310	-435	-1,310	1,145	-1,310	-435
City & SOI Housing Units Comparison to ABAG Projections 2013	-850	-850	-20	850	-20	2,435	-20	850
City Jobs Comparison to ABAG Projections 2013	0	-5,630	-2,725	0	-6,615	-6,615	-5,630	-3,980
City & SOI Jobs Comparison to ABAG Projections 2013	0	-5,630	-2,725	0	-6,615	-6,615	-5,630	-3,980

Transportation Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario	
								Low End	High End
City Total Motor Vehicle Trips	432,122	479,198	467,567	475,362	463,255	444,204	457,633	468,682	477,787
City & SOI Total Motor Vehicle Trips	499,013	549,691	538,480	545,826	533,336	514,665	527,293	539,053	547,977
City Total Average Trip Length (miles)	12.31	12.41	12.28	12.31	12.50	12.41	12.37	12.23	12.24

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Transportation Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario	
								Low End of Range	High End of Range
City & SOI Total Average Trip Length (miles)	12.81	12.94	12.81	12.83	13.00	12.92	12.88	12.75	12.75
City Total Vehicle Miles Travelled (VMT)	5,320,931	5,947,158	5,741,373	5,853,201	5,788,497	5,511,466	5,663,040	5,733,599	5,846,759
City & SOI Total VMT	6,391,293	7,110,437	6,897,508	7,000,886	6,932,573	6,651,773	6,792,095	6,871,170	6,987,577
City VMT Per Capita	33.0	32.5	32.3	32.1	30.9	30.9	30.8	32.0	31.9
City & SOI VMT Per Capita	35.2	34.4	34.3	34.0	32.9	32.9	32.7	33.8	33.8
City Mode Share for Palo Alto Daily Person Trips (%) – Drive Alone	61.5%	59.9%	60.0%	59.7%	58.5%	58.9%	58.5%	59.6%	59.4%
City Mode Share for Palo Alto Daily Person Trips (%) – Shared Ride	22.7%	22.2%	22.3%	22.2%	21.9%	21.9%	22.0%	22.3%	22.4%
City Mode Share for Palo Alto Daily Person Trips (%) – Transit	5.1%	6.8%	6.6%	6.8%	7.8%	7.6%	7.8%	6.7%	6.8%
City Mode Share for Palo Alto Daily Person Trips (%) – Bike	2.8%	3.1%	3.1%	3.1%	3.2%	3.2%	3.2%	3.2%	3.2%
City Mode Share for Palo Alto Daily Person Trips (%) – Walk	7.9%	8.1%	8.1%	8.2%	8.6%	8.4%	8.6%	8.3%	8.3%
Daily Transit Boardings To, From and Within Palo Alto (Including, BART, Caltrain, VTA, Shuttles, etc.)	44,053	62,177	57,287	61,013	70,045	64,375	66,315	58,514	59,901

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Palo Alto Unified School District (PAUSD) Impacts[e]	Existing Conditions Enrollments 2013-2014/ 2014-2015 (Capacity)	Scenario 1 Net Change	Scenario 2 Net Change	Scenario 3 Net Change	Scenario 4 Net Change	Scenario 5 Net Change	Scenario 6 Net Change	Preferred Scenario (Net Change) Low End of Range	Preferred Scenario (Net Change) High End of Range
Net Elementary School Students Enrollment Increase	5,784/5,677 (6,227)	893	893	1,083	1,283	1,083	1,648	815	1,017
Net Middle School Students Enrollment Increase	2,720/2,932 (2,950)	466	466	565	670	565	860	425	530
Net High School Students Enrollment Increase	3,848/3,840 (4,600)	582	582	707	837	707	1,075	532	663
Net Total School Students Enrollment Increase	12,352/12,449 (13,777)	1,941	1,941	2,355	2,790	2,355	3,583	1,773	2,210

Parkland Needed	2014 Existing Conditions	Scenario 1 Net Change	Scenario 2 Net Change	Scenario 3 Net Change	Scenario 4 Net Change	Scenario 5 Net Change	Scenario 6 Net Change	Preferred Scenario (Net Change) Low End of Range	Preferred Scenario (Net Change) High End of Range
Acres of Parkland Needed by Scenario (ac) @ 4 acres per 1,000 new residents	89.3	26.4	26.4	33.7	41.8	33.8	56.3	33.7 (same as Scenario 3)	41.8 (same as Scenario 4)
Acres of Parkland Needed by Scenario (ac) @ 5 acres per 1,000 new residents	155.0	33.0	33.0	42.2	52.3	42.2	70.4	42.2 (same as Scenario 3)	52.3 (same as Scenario 4)

Utilities Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario Low End of Range	Preferred Scenario High End of Range
City Water Demand (GPD)	3,706,077,880	3,647,630,936	3,647,219,466	3,647,565,890	3,647,912,680	3,647,281,589	3,647,694,155	3,647,353,578	3,647,621,801
City & SOI Water Demand (GPD)	4,230,635,205	4,485,942,577	4,485,531,107	4,485,877,531	4,486,224,321	4,485,593,230	4,486,005,796	4,485,665,218	4,485,933,441
City Water Demand AFY	11,374	11,194	11,193	11,194	11,195	11,193	11,194	11,193	11,194
City & SOI Water Demand AFY	12,983	13,767	13,766	13,767	13,768	13,766	13,767	13,766	13,767

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Utilities Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Preferred Scenario	
								Low End of Range	High End of Range
City Wastewater Demand (GPY)	3,101,757,797	3,052,841,322	3,052,496,947	3,052,786,883	3,053,077,124	3,052,548,940	3,052,894,232	3,052,609,190	3,052,833,676
City & SOI Wastewater Demand (GPY)	3,815,750,000	4,046,020,174	4,045,649,055	4,045,961,507	4,046,274,287	4,045,705,086	4,046,077,193	4,045,770,015	4,046,011,934
City Wastewater Demand (GPD)	8,497,967	8,363,949	8,363,005	8,363,800	8,364,595	8,363,148	8,364,094	8,363,313	8,363,928
City & SOI Wastewater Demand (GPD)	10,454,110	11,084,987	11,083,970	11,084,826	11,085,683	11,084,124	11,085,143	11,084,301	11,084,964
City Increase in Solid Waste Generation over 2014 Baseline (tons/yr)	45,482	13,420	10,851	13,382	15,953	11,607	15,315	10,036	12,116
City & SOI Increase in Solid Waste Generation over 2014 Baseline (tons/yr)	51,265	13,240	10,851	13,382	15,953	11,607	15,315	12,057	14,137
City Total Electricity (kWh)	947,753,417	1,090,981,070	1,044,311,599	1,072,913,908	1,100,298,152	1,040,668,039	1,054,123,001	1,048,833,124	1,067,306,234
City & SOI Total Electricity (kWh)	1,017,067,516	1,169,885,584	1,123,216,113	1,151,845,825	1,179,202,666	1,119,599,956	1,133,054,918	1,127,765,041	1,146,210,748
City Total Electricity Increase over 2014 Baseline (kWh)	947,753,417	143,227,653	96,558,182	125,160,491	152,544,735	92,914,622	106,369,584	101,079,707	119,552,817
City & SOI Total Electricity Increase over 2014 Baseline (kWh)	1,017,067,516	152,818,068	106,148,597	134,778,309	162,135,150	102,532,440	115,987,402	110,697,524	129,143,232
City Natural Gas (therms)	28,996,528	32,978,238	31,903,455	32,769,385	33,619,822	32,026,772	32,953,294	32,214,812	32,860,028
City & SOI Natural Gas (therms)	31,729,420	36,223,369	35,148,585	36,016,402	36,864,952	35,273,790	36,200,311	35,461,829	36,105,158
City Natural Gas Increase over 2014 Baseline (therms)	28,996,528	3,981,710	2,906,927	3,772,856	4,623,293	3,030,244	3,956,766	3,218,283	3,863,500
City & SOI Natural Gas Increase over 2014 Baseline (therms)	31,729,420	4,493,949	3,419,165	4,286,982	5,135,532	3,544,370	4,470,891	3,732,409	4,375,738

TABLE 2-4 COMPREHENSIVE PLAN UPDATE 2014-2030 SCENARIOS: KEY CHARACTERISTICS AND IMPACTS

Notes: GPD = gallons per day; AFY = acre feet per year; SOI = sphere of influence
* All impacts reported are prior to any mitigation.
a. 2014 in most cases.
b. To determine the number of employed residents in the scenarios, PlaceWorks assumed that 48 percent of the 2030 (city limit) population would be employed which is the same percentage of employed residents to total population as is found in the ABAG 2030 Projections.
c. To determine the number of employed residents in the scenarios, PlaceWorks assumed that 45 percent of the 2030 (city limit + SOI) population would be employed which is the same percentage of employed residents to total population as is found in the ABAG 2030 Projections.
d. Master Response 2 in Chapter 5 of this Final EIR discusses the Stanford General Use Permit amendment and other projects in the SOI that were not proposed or approved at the time that this EIR was prepared.
e. Generation rates are consistent with "moderate" generation rates for multifamily housing used in 2015 PAUSD Enrollment Projections prepared by Decision Insite. PAUSD uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type. This analysis also assumes that all new housing would be multi-family housing. Please see Master Response 3 in Chapter 5 of this Final EIR for a more detailed discussion of this EIR's analysis of schools impacts, including resulting enrollment using higher generation factors.
Source: City of Palo Alto, PlaceWorks, 2017.

2.2.3 BIOLOGICAL RESOURCES

The preferred scenario includes a level of growth previously analyzed for Scenarios 1 through 6, and includes the same land use map and types of land uses included in Scenarios 1 through 6. The preferred scenario would not affect any types or locations of biological resources beyond those analyzed for Scenarios 1 through 6. Therefore, biological resource impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and no mitigation would be required.

2.2.4 CULTURAL RESOURCES

The preferred scenario includes a level of growth previously analyzed for Scenarios 1 through 6, and includes the same land use map and mix of land uses included in Scenarios 1 through 6. The preferred scenario would not affect any lands or properties beyond those analyzed for Scenarios 1 through 6. Therefore, cultural resource impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measures would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the cultural resource mitigation measures in this EIR.

2.2.5 GEOLOGY, SOILS, AND SEISMICITY

The preferred scenario includes a level of growth previously analyzed for Scenarios 1 through 6, and includes the same land use map and mix of land uses included in Scenarios 1 through 6. The preferred scenario would not affect any lands or properties beyond those analyzed for Scenarios 1 through 6. Like Scenarios 1 through 6, the proposed Plan would not exacerbate any existing geological hazards. Therefore, geology, soils, and seismicity impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and no mitigation would be required.

2.2.6 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

As described in Section 2.2.13 below, motor vehicle trips, VMT, and mode share usage within the EIR Study Area would be within levels already analyzed. Therefore, GHG impacts associated with traffic would be within levels already analyzed. The amount of housing built under the preferred scenario would be equal to that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be equal to that of Scenario 4 at the high end of the preferred scenario range. Commercial development would be similar to Scenarios 2 and 3. Therefore, the overall levels of GHG impacts associated with construction and operation of development allowed under the Plan in the EIR Study Area would be within levels already analyzed. Therefore, impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measure would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the GHG mitigation measures in this EIR.

2.2.7 HAZARDS AND HAZARDOUS MATERIALS

The preferred scenario includes a level of growth previously analyzed for Scenarios 1 through 6, and includes the same land use map and types of land uses included in Scenarios 1 through 6. The preferred scenario would not involve any types or locations of hazards or hazardous materials beyond those analyzed for Scenarios 1 through 6. Therefore, hazards and hazardous material impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and no mitigation would be required.

2.2.8 HYDROLOGY AND WATER QUALITY

The preferred scenario includes a level of growth previously analyzed for Scenarios 1 through 6, and includes the same land use map and types of land uses included in Scenarios 1 through 6. The preferred scenario would not affect water resources beyond those analyzed for Scenarios 1 through 6. Therefore, hydrology and water quality impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measure would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the hydrology mitigation measure in this EIR.

2.2.9 LAND USE AND PLANNING

With the exception of the proposed consideration of increasing FARs for hotels, the preferred scenario would involve a combination of land use and zoning measures previously analyzed for Scenarios 1 through 6. As described in Section 3.1.1, the increase in FARs for hotels would be expected to fall within the building intensities previously analyzed for Scenarios 1 through 6. In addition, the overall level of growth under the preferred scenario would be within the range of growth projections previously analyzed for Scenarios 1 through 6. The preferred scenario also includes the same land use map and types of land uses included in Scenarios 1 through 6. Therefore, land use impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measures would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the land use mitigation measures in this EIR.

2.2.10 NOISE

As described in Section 2.2.13 below, overall the level of motor vehicle usage within the EIR Study Area would be within levels already analyzed. Therefore, noise impacts associated with traffic levels would be within levels already analyzed. While the noise impacts of specific construction projects are unknown, overall the level of development within the EIR Study Area would be within levels already analyzed. Therefore, impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigations would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the noise mitigation measures in this EIR.

2.2.11 POPULATION AND HOUSING

As described in the subsections below, the population and housing projections for the preferred scenario fall within the range of projections analyzed for Scenarios 1 through 6. In addition, the jobs/housing balance (measured as a ratio of jobs to employed residents) is within the range analyzed for Scenarios 1 through 6. Therefore, population and housing impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and no mitigation would be required.

2.2.11.1 POPULATION AND HOUSING UNITS

Within both the city limit and the city plus SOI, the population and housing increase would be equal to that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be equal to that of Scenario 4 at the high end of the preferred scenario range.

2.2.11.2 JOBS

Within both the city limit and the city plus SOI, the increase in the number of jobs would be equal to that of Scenario 2 at the low end of the preferred scenario range, and would be between that of Scenarios 2 and 3 at the high end of the preferred scenario range. It is important to note that job projections are based on the idea that employment densities in existing buildings (the amount of building space used by an employee) increase when the local economy is strong. Thus, new jobs can be attributed to existing building space as well as new development.

2.2.11.3 EMPLOYED RESIDENTS

The ratio of jobs (calculated as the number of jobs within the community) to employed residents (calculated as the number of residents who are employed, regardless of the location of their jobs) is a means of expressing the "jobs-housing balance" of an area. A high number of jobs relative to a low number of employed residents indicates that workers must commute into the community, while a low number of jobs relative to a high number of employed residents means that residents must commute out of the community to work. Within the city limit, the number of employed residents would be equal to that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be equal to that of Scenario 4 at the high end of the preferred scenario range.

Within the city plus SOI, the number of employed residents would be equal to that of Scenario 3 at the low end of the preferred scenario range, and would be equal to that of Scenario 4 at the high end of the preferred scenario range.

2.2.11.4 JOBS/EMPLOYED RESIDENTS RATIO

Within the city limit, at its lowest possible ratio (pairing the low end of the jobs range with the high end of the population range) the jobs-to-employed-residents ratio would be between that of Scenarios 5 and 6. At

its highest possible ratio (pairing the high end of the jobs range with the low end of the population range) the jobs-to-employed-residents ratio would be between that of Scenarios 3 and 5.

Within the city plus SOI, all the jobs-to-employed-residents ratios would be between that of Scenarios 2 and 5 at both the low and high ends of the preferred scenario range.

2.2.12 PUBLIC SERVICES AND RECREATION

As described in the subsections below, student enrollment projections for the preferred scenario fall within the range of projections analyzed for Scenarios 1 through 6. In addition, parkland needed is within the range analyzed for Scenarios 1 through 6. Therefore, school and park construction impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measure would apply.

2.2.12.1 PALO ALTO UNIFIED SCHOOL DISTRICT STUDENT ENROLLMENT

The net increases in elementary, middle, high school, and total student enrollment would be below Scenarios 1 and 2 at the low end of the preferred scenario range, and would be between that of Scenario 2 and Scenarios 3 and 5 at the high end of the preferred scenario range. Please see Master Response 3 in Chapter 5 of this Final EIR for a full discussion of school enrollment projections and how they could differ depending on the assumptions and student generation rates used.

2.2.12.2 PARKLAND NEEDED

The City of Palo Alto has an adopted policy of 4 acres of neighborhood and district parkland for every 1,000 residents and a parkland dedication standard of 5 acres of parkland (including open space) for every 1,000 residents. The number of acres of parkland needed would be equal to that of Scenario 3 at the low end of the preferred scenario at both 4 acres per 1,000 new residents (33.8 acres needed) and at 5 acres per 1,000 new residents (42.2 acres needed), and would both be equal to that of Scenario 4 at the high end of the preferred scenario range (41.8 acres needed for the 4-acre standard and 52.3 acres needed for the 5-acre standard). Note that the discussion of parkland supply in the EIR does not take into account the additional 36.5 acres of parkland designated by the City Council on June 19, 2017. At the low end of the preferred scenario, adding this parkland to the City's parkland inventory would meet parkland needs at 4 acres per 1,000 new residents but would not meet parkland needs at 5 acres per 1,000 new residents. At the high end of the preferred scenario, adding this parkland would not meet either parkland standard.

2.2.13 TRANSPORTATION AND TRAFFIC

As described in the subsections below, motor vehicle trips, VMT, and the "drive alone" mode share would be within the range analyzed for Scenarios 1 through 6. Overall the level of congestion and motor vehicle usage within the EIR Study Area would be within levels already analyzed. Therefore, impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measures would apply. Policies

in the June 30, 2017 draft Comp Plan are consistent with the transportation mitigation measures in this EIR.

2.2.13.1 MOTOR VEHICLE TRIPS

Within both the city limit and city plus SOI, total motor vehicle trips would be between that of Scenarios 2 and 3 at the low end of the preferred scenario range, and would be between that of Scenarios 1 and 3 at the high end of the preferred scenario range.

2.2.13.2 VEHICLE MILES TRAVELLED

Within both the city limit and city plus SOI, total VMT would be between that of Scenarios 2 and 6 at the low end of the preferred scenario range, and would be between that of Scenarios 3 and 4 at the high end of the preferred scenario range.

Within both the city limit and city plus SOI for both the low and high end of the preferred scenario, VMT per capita would be between that of Scenario 3 and Scenario 4/Scenario 5.

2.2.13.3 MODE SHARE

Within both the city limit and city plus SOI, the percent of persons who drive alone would be between that of Scenarios 3 and 5 for both the low and high ends of the preferred scenario.

2.2.14 UTILITIES AND SERVICE SYSTEMS

As described in the subsections below, projections for water demand, wastewater demand, solid waste generation, electricity use, and natural gas use for the preferred scenario fall within the range of projections analyzed for Scenarios 1 through 6. Therefore, utilities and service systems impacts would fall within the range of impacts analyzed for Scenarios 1 through 6 and the same mitigation measures would apply. Policies in the June 30, 2017 draft Comp Plan are consistent with the utilities mitigation measures in this EIR.

2.2.14.1 WATER

Within both the city limit and city plus SOI, water demand measured in gallons per day (GPD) would be between that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be between that of Scenarios 1 and 3 at the high end of the preferred scenario range.

Within both the city limit and city plus SOI, water demand measured in acre-feet per year (AFY) would be equal to that of Scenarios 2 and 5 at the low end of the preferred scenario range, and would be equal to that of Scenarios 1, 3, and 6 at the high end of the preferred scenario range.

2.2.14.2 WASTEWATER

Within both the city limit and city plus SOI, wastewater demand in both gallons per year (GPY) and GPD would be between that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be between that of Scenarios 1 and 3 at the high end of the preferred scenario range.

2.2.14.3 SOLID WASTE

Within the city limit, the increase in solid waste generation over the 2014 baseline would be below that of Scenario 2 at the low end of the preferred scenario range, and would be between that of Scenarios 3 and 5 at the high end of the preferred scenario range.

Within the city plus SOI, the increase in solid waste generation over the 2014 baseline would be between that of Scenarios 1 and 5 at the low end of the preferred scenario range, and would be between that of Scenarios 3 and 6 at the high end of the preferred scenario range.

2.2.14.4 ELECTRICITY

Within both the city limit and city plus SOI, total electricity use, as well as the increase in electricity use over the 2014 baseline, would be between that of Scenarios 2 and 6 at the low end of the preferred scenario range, and would be between that of Scenarios 3 and 6 at the high end of the preferred scenario range.

2.2.14.5 NATURAL GAS

Within both the city limit and city plus SOI, natural gas use as well as the increase in natural gas use over the 2014 baseline would be between that of Scenarios 3 and 5 at the low end of the preferred scenario range, and would be between that of Scenarios 3 and 6 at the high end of the preferred scenario range.

PREFERRED SCENARIO

3. Revisions to the February 2016 Draft EIR and Supplement to the Draft EIR

This chapter presents changes to the February 2016 Draft EIR and Supplement to the Draft EIR that resulted from preparation of responses to comments, or were staff-directed changes including typographical corrections and clarifications. In each case, the page and location on the page in the February 2016 Draft EIR or the Supplement to the Draft EIR is presented, followed by the textual, tabular, or graphical revision. Double underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.

The revisions in this chapter do not require recirculation of another Draft EIR because they do not constitute significant new information such a new impact or an increase in the severity of an impact. As the reader will see, many of the changes make minor modifications to the text of mitigation measures first included in the February 2016 Draft EIR and modified in the Supplement to the Draft EIR. The changes do not alter the substance of the mitigation measures, but draw a direct link between them and the proposed Plan that is proposed for adoption.

All changes to Supplement to the Draft EIR Table 1-3, Summary of Impacts and Mitigation Measures, are updated in Chapter 1 of this Final EIR.

3.1 REVISIONS TO THE FEBRUARY 2016 DRAFT EIR

CHAPTER 4.4, CULTURAL RESOURCES

The first paragraph on page 4.4-9 of the February 2016 Draft EIR is hereby amended as follows:

Most of the paleontological remains in the Palo Alto Area are small marine fossils such as clams and snails. The area also contains old quarries, creek beds, cut slopes and rock outcroppings, which are of geological interest and educational value. Arastradero Road contains good examples of exposed rock formations. The Berkeley Museum has documented four paleontological sites in the area surrounding Stanford University, including the remains of a Paleoparadoxia (an extinct marine mammal similar to a hippopotamus), representing the most complete Paleoparadoxia found outside of China. The other sites contained Allodesmus (a seal-like mammal) remains as well as some parts of other marine mammals. Additionally, fossilized remains of terrestrial fauna from the Pleistocene period were encountered in a deep excavation near the Stanford Medical Center. Finally, various other fossil discoveries have been made in the Palo Alto area including a large mastodon tusk found in the bank of San Francisquito Creek, fragments of petrified

mastodon and/or dinosaur bone along Foothill Expressway, and isolated fragments of fossil ribs and lower limbs from late Pleistocene mammals.[5]

[5] U.S. Fish and Wildlife Service and National Marine Fisheries Service, 2012, Authorization for Incidental Take and Implementation of Stanford University Habitat Conservation Plan Final Environmental Impact Statement, available online at https://www.fws.gov/sacramento/outreach/2012/11-21/Docs/Stanford%20FEIS-Volume%201_Cover%20to%20Section%202-November%202012.pdf, page 4-5.

The last paragraph on page 4.4-9, continuing onto page 4.4-10, of the February 2016 Draft EIR is hereby amended as follows:

With more than 50 archaeological surveys conducted in Palo Alto,[8] several prehistoric sites with shell midden components, including human burials, have been found, particularly in the flatland areas of the city. There is still the potential that additional undiscovered archeological resources exist in the city. Areas categorized as extremely sensitive can generally be found in riparian areas surrounding Adobe and San Francisquito Creeks as well scattered urbanized sites distributed throughout the city. Site-specific mapping of known resources is prohibited by CEQA Guidelines 15120(d).

[8] City of Palo Alto, 2007, Palo Alto Public Safety Building Project Draft EIR, available online at http://www.cityofpaloalto.org/civicax/filebank/documents/9762, page 7-1.

CHAPTER 4.10, NOISE

Figure 4.10-2 on page 4.10-18 of the February 2016 Draft EIR is hereby replaced with the figure on the following page.

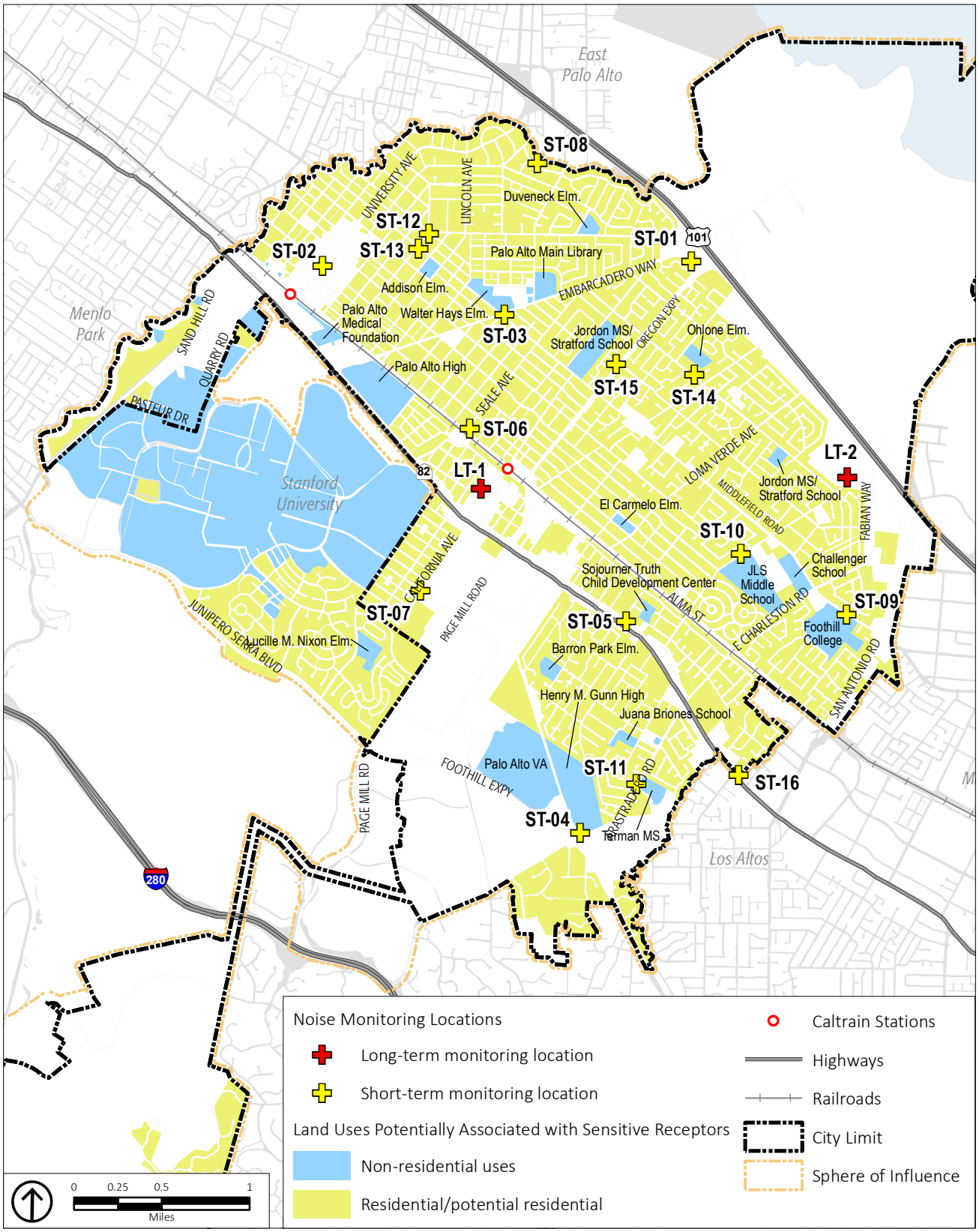
3.2 REVISIONS TO THE SUPPLEMENT TO THE DRAFT EIR

Some of the text in the Supplement to the Draft EIR was shown with ~~strikethrough~~ and underline formatting, to show revisions to the February 2016 Draft EIR. Where this Final EIR makes revisions to such text, the text from the Supplement to the Draft EIR has been first converted to "clean" text, and new revisions made as part of this Final EIR are shown below in ~~strikethrough~~ and underline formatting.

CHAPTER 3, PROJECT DESCRIPTION

The first full paragraph on page 3-4 of the Supplement to the Draft EIR is hereby amended as follows:

The City's planning boundaries are shown on Figure 3-2 of the February 2016 Draft EIR. In addition to the Palo Alto city limit, two other boundaries exist which serve to regulate the growth of Palo Alto: the Urban Service Area (USA) and the Sphere of Influence (SOI). Each of these boundaries takes a regional perspective and attempts to direct growth in an efficient manner. The study area for this EIR collectively includes the city limit, USA, and SOI. Because the boundary of the USA is within the SOI, this EIR primarily refers to the "EIR Study Area" as the city limit and SOI. The SOI applies to both special districts and cities across California. In Santa Clara County, the SOI is a long-range planning tool used to help the Santa Clara County Local Agency Formation Commission (LAFCO) evaluate USA amendments and annexation requests.



Source: City of Palo Alto, 2013; USGS, 2010; NHD 2013; ESRI, 2010; Tiger Lines, 2010; US Geological Survey Open File Report 06-1037, 2006; PlaceWorks, 2015.

Figure 4.10-2

Noise Monitoring Locations and Sensitive Land Uses

Additionally, in some cases, the area within a city's SOI is an area where the County and City have a common interest in less intense development than the urban parts of the city. However, an existing three-party agreement between the City of Palo Alto, Stanford, and Santa Clara County largely precludes annexation of Stanford lands by the City.[2] The three-party agreement provides for the County to retain regulatory control over these lands. The agreement states:

> Unincorporated Stanford lands in Santa Clara County are subject to the Santa Clara County General Plan and zoning ordinance, the general use permit for Stanford University lands adopted by Santa Clara County, and pertinent review and approval procedures employed by Santa Clara County.[3]

As this provision indicates, Santa Clara County actions regarding land use approvals for unincorporated Stanford lands are subject only to the regulations of the County General Plan and zoning ordinance, general use permit requirements, and County review and approval procedures.

[2] 1985 Land Use Policy Agreement: Policies Governing Unincorporated Stanford University Lands in Santa Clara County, entered into by the County of Santa Clara, the City of Palo Alto, and Stanford University, https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/1985Policy.aspx, accessed on November 2, 2016.

[3] 1985 Land Use Policy Agreement: Policies Governing Unincorporated Stanford University Lands in Santa Clara County, entered into by the County of Santa Clara, the City of Palo Alto, and Stanford University, https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/1985Policy.aspx, accessed on November 2, 2016. sec. 2(c).

The following text under the column "Scenario 6" in Table 3-7 on page 3-13 of the Supplement to the Draft EIR is hereby amended as follows:

Fry's Electronics site would transform as under Scenario ~~2~~4.

CHAPTER 4.1, AESTHETICS AND VISUAL RESOURCES

Mitigation Measure AES-1 on page 4.1-2, continuing onto page 4.1-3, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure AES-1: To ensure that increased residential densities would not degrade the visual character or quality of the area, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- High-quality building and site design.
- Compatibility with ~~surrounding development and public spaces~~ the neighborhood and adjacent structures.
- Enhancement of existing commercial centers.
- Requirements for landscaping and street trees.
- Preservation and creation of a safe and inviting pedestrian environment.
- Appropriate building form, massing, and setbacks.

CHAPTER 4.2, AIR QUALITY

Figure 4.2-2 on page 4.2-27 of the Supplement to the Draft EIR is hereby replaced with the figure on the following page.

Mitigation Measure AIR-1 on page 4.2-2, continuing onto page 4.2-3, of the Supplement to the Draft EIR is hereby amended as follows:

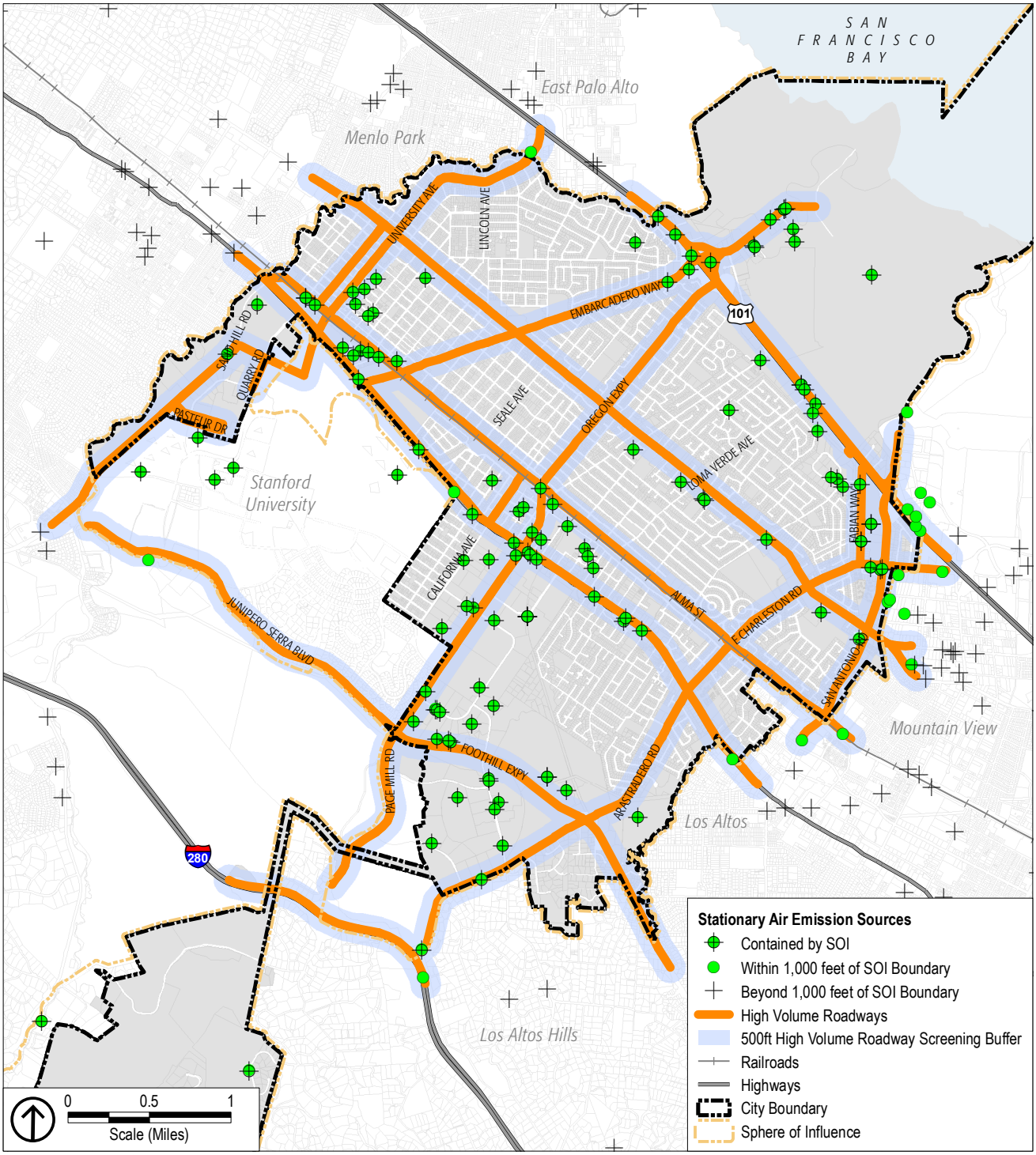
Mitigation Measure AIR-1: To ensure consistency with the *2010 Bay Area Clean Air Plan*, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Reduction in emissions of particulates from automobiles, manufacturing, construction activity, and other sources (e.g., dry cleaning, wood burning, landscape maintenance).
- Support for regional, State, and federal programs that improve air quality.
- Support for transit, bicycling, and walking.
- Mix of uses (e.g., housing near employment centers) and development types (e.g., infill) to reduce the need to drive.

Mitigation Measures AIR-2a and AIR-2b on page 4.2-13, continuing onto page 4.2-14, of the Supplement to the Draft EIR are hereby amended as follows:

Mitigation Measure AIR-2a: ~~As part of the City's development approval process, t~~The City shall amend its local CEQA Guidelines and Municipal Code to require, as part of the City's development approval process, that applicants for future development projects ~~to~~ comply with the current BAAQMD basic control measures for reducing construction emissions of PM_{10} (Table 8-2~~1~~, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Mitigation Measure AIR-2b: ~~P~~The City shall amend its local CEQA Guidelines to require that, prior to issuance of construction permits, development project applicants that are subject to CEQA and have the potential to exceed the BAAQMD screening-criteria listed in the BAAQMD CEQA Guidelines ~~shall~~ prepare and submit to the City of Palo Alto a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Palo Alto shall require that applicants for new development projects incorporate mitigation measures (Table 8-3~~2~~, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines or applicable construction mitigation measures subsequently approved by BAAQMD) to reduce air pollutant emissions during construction activities to below these thresholds. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City ~~and shall be verified by the City's Planning and Community Environment Department~~.



Sources: City of Palo Alto, 2013; USGS, 2010; NHD 2013; ESRI, 2010; Tiger Lines, 2010; PlaceWorks, 2014; Bay Area Air Quality Management District, 2012.

Footnote 1: Because these are screening buffer distances, refined analysis of the effects from high volume roadways through air dispersion modeling would likely show much lower potential TAC exposure. Site specific analysis of the freeways and high volume roadways is needed to determine actual screening buffer distances.

Footnote 2: The 200-ft railroad screening buffer for the Caltrain rail line is encompassed by the 500-ft high volume roadway screening buffer for Alma Street.

Figure 4.2-2
Sources of Toxic Air Contaminants in Palo Alto

Mitigation Measures AIR-2c and AIR-2d on page 4.2-14 of the Supplement to the Draft EIR are hereby amended as follows:

Mitigation Measure AIR-2c: To ensure that development projects that have the potential to exceed the BAAQMD screening criteria air pollutants listed in the BAAQMD CEQA Guidelines reduce regional air pollutant emissions below the BAAQMD thresholds of significance, the proposed Plan shall include policies that ~~address the following topic: Require~~ require compliance with BAAQMD requirements, including BAAQMD CEQA Guidelines.

Mitigation Measure AIR-2d: Implement Mitigation Measure~~s~~ TRANS-1a and TRANS-1b. In addition, to reduce long-term air quality impacts by emphasizing walkable neighborhoods and supporting alternative modes of transportation, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topic~~:

- Enhanced pedestrian and bicycle connections between commercial and mixed-use centers.

The second paragraph on page 4.2-22 of the Supplement to the Draft EIR is hereby amended as follows:

Summary of Supplemental Analysis: The impact would be significant, requiring mitigation under Scenarios 5 and 6. Mitigation Measure AIR-3a through AIR-3c~~d~~ would reduce the impact to a less-than-significant level. Mitigation Measure~~s~~ AIR-3 has been revised, as shown below. These revisions will also be applied to the mitigation for Scenarios 1 through 4. The revisions do not change the original intent or effectiveness of Mitigation Measure AIR-3.

Mitigation Measures AIR-3a, AIR-3b, and AIR-3c on page 4.2-22, continuing onto page 4.2-24, of the Supplement to the Draft EIR are hereby amended as follows:

Mitigation Measure AIR-3a: The City of Palo Alto shall update~~s~~ its CEQA Procedures to require that future non-residential projects within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Palo Alto prior to future discretionary project approval or shall comply with best practices recommended for implementation by the BAAQMD.

The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds the BAAQMD significance thresholds, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms.

Mitigation measures and best practices may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.
- Electrifying warehousing docks.
- Requiring use of newer equipment and/or vehicles.

- Restricting off-site truck travel through the creation of truck routes.

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.

Mitigation Measure AIR-3b: To ensure that new industrial and warehousing projects with the potential to generate new stationary and mobile sources of air toxics that exceed the BAAQMD project-level and/or cumulative significance thresholds for toxic air contaminants and $PM_{2.5}$ listed in the BAAQMD CEQA Guidelines reduce emissions below the BAAQMD thresholds of significance, ~~the proposed Plan shall include policies that address the following topic: Require~~ amend the City's CEQA guidelines to require compliance with BAAQMD requirements~~, including BAAQMD CEQA Guidelines~~.

Mitigation Measure AIR-3c: The ~~City of Palo Alto shall update its CEQA Procedures~~ proposed Plan shall include policies to mitigate potential sources of toxic air contaminants through siting or other means to reduce human health risks and meet the Bay Area Air Quality Management District's applicable threshold of significance. Policies shall also require that ~~residential and other~~ new sensitive land use projects (e.g., residences, schools, hospitals, nursing homes, parks or playgrounds, and day care centers) ~~that are subject to CEQA and are not classified as exempt~~ within 1,000 feet of a major stationary source~~s~~ of TACs ~~(e.g., warehouses, industrial areas, freeways,~~ and roadways with traffic volumes over 10,000 vehicles per day consider potential health risks and incorporate adequate precautions, such as high-efficiency air filtration, into project design.~~), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Palo Alto prior to future discretionary Project approval or shall comply with best practices recommended by the BAAQMD.~~

~~The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age zero to 16 years. If the HRA exceeds BAAQMD significance thresholds, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below 10 in one million or a hazard index of 1.0), including appropriate enforcement mechanisms.~~

~~Measures and/or best practices to reduce risk may include but are not limited to:~~

- ~~Air intakes located away from high volume roadways and/or truck loading zones.~~
- ~~Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters.~~

~~Mitigation measures identified in the HRA and best practices shall be incorporated into the site development plan as a condition of approval. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City.~~

Mitigation Measure AIR-3d on page 4.2-24 of the Supplement to the Draft EIR is hereby removed. This mitigation measure has been removed because impacts of the environment on the project are outside of the scope of CEQA following the December 2015 *California Building Industry Association (CBIA) v BAAQMD* California Supreme Court ruling. Mitigation Measure AIR-3c ensures that the City is nevertheless addressing this topic through the proposed Comp Plan policies.

~~**Mitigation Measure AIR-3d:** Amend the Palo Alto Municipal Code to require applicants for new ministerial projects, or new discretionary projects that are exempt from CEQA, within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, to either submit an HRA showing that BAAQMD significance thresholds would not be exceeded, or provide a filtration system capable of filtering out 90 percent of fine inhalable particulates and diesel particulate matter.~~

The first sentence on page 4.2-29 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure~~s~~ AIR-3c ~~and AIR-3d~~ would apply to Scenarios 5 and 6.

The last paragraph under the section titled "Toxic Air Contaminants – Siting New Sensitive Receptors" on page 4.2-29 of the Supplement to the Draft EIR is hereby amended as follows:

Toxic Air Contaminants – Siting New Sensitive Receptors: Placement of new sensitive receptors near major sources of TACs and PM2.5 could expose people to substantial pollutant concentrations. Proposed Plan policies would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Mitigation Measure~~s~~ AIR-3c ~~and AIR-3d~~ would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

The last paragraph under the discussion of Impact AIR-3 on page 4.2-29 of the Supplement to the Draft EIR is hereby amended as follows:

Analysis conducted to understand the effect of implementing mitigation measures shows that Mitigation Measures AIR-3a and AIR-3b would ensure that mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review and development of individual projects would be required to achieve the incremental risk thresholds established by BAAQMD. Mitigation Measure~~s~~ AIR-3c ~~and AIR-3d~~ would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

Mitigation Measure AIR-4 on page 4.2-30 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure AIR-4: To reduce odor impacts, the proposed Plan shall include policies ~~to address the following topic~~ requiring:

- Buffers, mechanical, and other mitigation methods to avoid creating a nuisance ~~human health impacts from sources of odor and/or toxic air contaminants~~.

CHAPTER 4.3, BIOLOGICAL RESOURCES

The first paragraph under the section titled "Stanford University Habitat Conservation Plan" on page 4.3-2 of the Supplement to the Draft EIR is hereby amended as follows:

An Incidental Take Permit (ITP) was issued to Stanford University by the USFWS for impacts to federally listed species that occur as a result of lawful operation of the University. The University prepared a Habitat Conservation Plan (HCP) to address protection and management of these species, which are the California tiger salamander, California red-legged frog, and San Francisco garter snake. They are also known as the Covered Species. The HCP includes measures to minimize the impacts of University activities on the Covered Species and protect and enhance the habitat of these species on Stanford lands. The HCP was a required element for the University's application to the USFWS ~~and NOAA Fisheries~~ for the ITPs under the federal ESA. The ITPs authorizes take of the Covered Species by otherwise lawful activities, such as those associated with normal operation of the University. These are also known as the Covered Activities, and they are specifically described in the HCP.

The last two paragraphs on page 4.3-6 of the Supplement to the Draft EIR are hereby amended as follows:

The Comp Plan Update would substantially affect special-status species if it would allow development that would result in take of individuals, or removal of their habitat, without adequate mitigation. Although most or all private (residential and non-residential) development allowed under the Comp Plan Update would not directly impact special-status species, both Scenario 5 and Scenario 6 assume grade separation projects at all at-grade crossings of the Caltrain right-of-way, including the one at Alma Street, near San Francisquito Creek, which provides habitat for the federally-listed (Threatened) winter-run Central Coast steelhead. Caltrain would be the lead agency for all these projects, including the grade separation project at Alma Street. Any grade crossing project would be required to undergo separate review under CEQA and obtain any necessary resource agency permits for impacts to special-status species or water quality. While Scenarios 5 and 6 assume that these improvements would occur in Palo Alto, the City of Palo Alto is not the responsible agency for these improvements and any potential impacts resulting from them are beyond the scope of this EIR. If construction of the grade separation at Alma Street were to affect San Francisquito Creek, review by the City, the Regional Water Quality Control Board, the California Department of Fish and Wildlife, NOAA Fisheries, and potentially the U.S. Army Corps of Engineers would be required. Compliance with CEQA, the federal Endangered Species Act, the federal Clean Water Act, the state Porter-Cologne Act, and the federal National Environmental Policy Act would result in minimization/avoidance or mitigation of the impacts. ~~remove their habitat, which includes: wetlands; areas designated as management zones 1 or 2 in the Stanford HCP; or riparian vegetation along non-channelized creeks. Because neither Scenario 5 nor Scenario 6 propose specific development projects that would directly or indirectly impact the habitat of special-status species, these scenarios will have no significant direct impact on special-status species. Both Scenarios 5 and 6 include a grade separation project at the intersection of the Caltrain tracks with Alma Street and Palo Alto Avenue. This project is within HCP Management Zone 4. The HCP recognizes that Zone 4 does not contain habitat for the Covered Species (California red-legged frog, California tiger salamander, and SFGS). While no significant impacts are anticipated, this location is close to~~

~~San Francisquito Creek, and it is recommended that the Stanford HCP Conservation Plan Manager be consulted during the design phase of a grade separation project at this particular location.~~

All of the six scenarios may have indirect impacts to biological resources in general, and possibly to special-status species, as a result of the job and residential (population) growth projected under each scenario. The indirect impacts would be the result of increased human activity, particularly increased traffic and increased use of park and open space resources. Based on information provided in the City of Palo Alto Comprehensive Plan Fiscal Study, increased park and open space use is primarily caused by increased residential development. The concerns regarding traffic impacts relate to increased traffic on Junipero Serra Boulevard, which could result in loss of California tiger salamanders. The potential impacts to California tiger salamander as a result of increased traffic on Junipero Serra Boulevard ~~generated by the scenarios~~ are addressed through specific measures that are being implemented in the Stanford HCP.

The last paragraph on page 4.3-7 of the Supplement to the Draft EIR is hereby amended as follows:

The potential impacts to special-status species are the same for both scenarios. With the possible exception of certain assumed infrastructure improvements that would undergo separate environmental review (i.e., grade separation at Alma Street and the Caltrain tracks and along Foothill Expressway),neither ~~Neither~~ scenario would directly impact special-status species or remove the habitat of special-status species. Both scenarios would have a *less-than-significant* impact on special-status species.

CHAPTER 4.4, CULTURAL RESOURCES

Mitigation Measure CULT-1 on page 4.4-2 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure CULT-1: To ensure the protection of potentially historic resources ~~listed on the National and/or California Register or the City's Historic Resource Inventory~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~The effectiveness of the Historic Preservation Ordinance in preserving historic resources.~~
- ~~Periodic updates to and maintenance of the City's Historic Resource Inventory.~~
- Process for reviewing proposed demolition or alteration of potentially historic buildings ~~including potential historic resources in the City's Historic Resources Inventory~~.
- Protection of archaeological resources.

The last paragraph on page 4.4-4 of the Supplement to the Draft EIR is hereby amended as follows:

~~Compliance with federal, State, and local laws, as described in Section 4.4.1.1, Regulatory Framework, of the February 2016 Draft EIR, would tend to ensure future development would not be detrimental or injurious to listed or eligible historic resources in the vicinity of individual development projects. However, the~~ The existing regulatory framework does not presently explicitly protect historic resources from demolition or inappropriate additions~~, and the City does not have an updated inventory of resources that are~~

~~eligible for the California Register~~. Specifically, while the City in practice does not allow demolition of historic resources without a replacement structure, the City's ordinance does not prohibit demolition of historic resources once a replacement structure is approved (and appropriate CEQA review has been completed). The proposed Plan would not directly result in the demolition of any structures, and it would be speculative to try to predict which listed historic structures may be proposed for demolition or substantial alteration as future development occurs under the proposed Plan. Future development projects that would have the potential to affect listed resources will be subject to project-level analysis to ensure compliance with applicable requirements and review procedures. Therefore, the proposed Plan would not have a significant adverse effect on listed resources.

Future development projects may have the potential to adversely affect potential historic resources that are eligible for listing, and the City does not have an updated inventory of resources that are eligible for the California Register. ~~Therefore~~ Because future development would have the potential to adversely affect eligible resources, this impact is considered to be *significant* under Scenarios 5 and 6, requiring mitigation.

Mitigation Measure CULT-3 on page 4.4-7, continuing onto page 4.4-8, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure CULT-3: Implement Mitigation Measure CULT-1. In addition, to ensure that future development would not damage archaeological resources, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Archaeological surveys and mitigation plans for future development projects.
- Developer compliance with applicable regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features.
- ~~Adequate~~ Appropriate tribal consultation and consideration of tribal concerns.

Impact CULT-6 on page 4.4-12 of the Supplement to the Draft EIR is hereby amended as follows:

CULT-6 Implementation of the proposed Plan would not directly or indirectly destroy a local cultural resource that is recognized by City Council resolution. (Less than Significant ~~and Mitigable~~ – Scenarios 5 and 6)

The second paragraph under Impact CULT-6 on page 4.4-12 of the Supplement to the Draft EIR is hereby amended as follows:

Summary of Supplemental Analysis: The impact would be less than significant ~~and mitigatable~~ for Scenarios 5 and 6 ~~and Mitigation Measure CULT-6 would reduce the impact to a less-than-significant level~~.

Mitigation Measure CULT-6 on page 4.4-12 of the Supplement to the Draft EIR is hereby removed. This mitigation measure has been removed because existing review procedures would ensure that impacts to listed historic resources would be less than significant.

~~**Mitigation Measure CULT-6:** Implement Mitigation Measures CULT-1.~~

The third paragraph on page 4.4-13 of the Supplement to the Draft EIR is hereby amended as follows:

As discussed under Impact CULT-1, potential impacts from future development on or adjacent to local cultural resources that are recognized by City Council resolution would be *less than significant* under both scenarios~~, requiring mitigation~~.

The fourth paragraph on page 4.4-13 of the Supplement to the Draft EIR is hereby amended as follows:

Significance before Mitigation: Because properties on the City's Historic Resource Inventory would be subject to project-level review requirements ~~is out of date, and the City's ordinance does not explicitly prohibit demolition of historic resources~~, this impact is less than significant under Scenarios 5 and 6~~, requiring mitigation~~.

The section titled "Mitigation Measures" on page 4.4-13 of the Supplement to the Draft EIR is hereby removed as follows:

~~Mitigation Measures~~

~~**Mitigation Measure CULT-6** would apply to Scenarios 5 and 6.~~

~~**Significance after Mitigation:** Less than Significant.~~

CHAPTER 4.6, GREENHOUSE GAS EMISSIONS

Mitigation Measure GHG-3 on page 4.6-21, continuing onto page 4.6-22, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure GHG-3: To address the potential impacts associated with exposing people to the effects of climate change, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~Flooding~~ Monitoring and response to flooding risks caused by climate change-related changes to precipitation patterns, groundwater levels, sea level rise, tides, and storm surges.
- Cooperative planning with federal, State, regional, and local public agencies on issues related to climate change (including sea level rise and extreme storms).
- Preparation of response strategies to address sea level rise, increased flooding, landslides, soil erosion, storm events, and other events related to climate change.
- Implementation of adaptive strategies to address impacts of sea level rise on Palo Alto's levee system.

CHAPTER 4.8, HYDROLOGY AND WATER QUALITY

The first paragraph on page 4.8-2 of the Supplement to the Draft EIR is hereby amended as follows:

- **Construction Dewatering System Policy.** Since publication of the February 2016 Draft EIR, the City of Palo Alto has developed new guidelines for basement dewatering. In February 2016, the City

strengthened requirements designed to minimize the pumping and discharge of groundwater from basement dewatering during construction. In March 2017, the City adopted seven new components for the City's Construction Dewatering Guidelines and adopt an ordinance codifying the Dewatering Guidelines, with the updates recommended by Policy in the Municipal Code at Chapter 16.28. The 2017 updates improve fill station performance, ensure watering of adjacent neighboring vegetation, require monitoring of actual groundwater elevation changes, clarify reporting, and enhance the Hydrogeological Study, while adding an exemption to the Study if cut-off wall technology is used to limit groundwater pumping. ~~The City is also in the process of evaluating and developing additional guidelines, but no revisions have been finalized or approved at the time of preparation of this Supplement to the Draft EIR.~~ Additional information is presented below in Section 4.8.1.2 and under Impact HYD-2.

The second paragraph on page 4.8-12 of the Supplement to the Draft EIR is hereby amended as follows:

To minimize construction impacts, all new development that disturbs one or more acres of land within the city and Sphere of Influence (SOI) would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (GCP) as well as prepare a Stormwater Pollution Prevention Plan (SWPPP) that requires the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. In addition, projects that apply for a grading permit must also comply with the City of Palo Alto's grading and erosion and sediment control requirements, as specified in Chapter 16.28 of the Municipal Code, that require project applicants to submit an erosion and sediment control plan for review by the City prior to the issuance of grading permits. Projects that require groundwater dewatering during construction must also comply with the February 2016 revised Construction Dewatering System Policy, that requires installation of a fill station, preparation of a groundwater use plan and geotechnical study to determine potential impacts to structures, vegetation, and trees at adjacent and nearby properties, and obtaining a Street Work/Dewatering Permit from the Public Works Department prior to the start of construction activities. The Street Work/Dewatering Permit limits the discharge of groundwater to a maximum duration of 10 weeks and dewatering is prohibited during the months from October to April. In addition, the proposed Plan includes Policy N-4.8 (and associated actions), under which the City will explore ways to reduce the impacts associated with dewatering, promote construction techniques and recharge strategies to reduce water impacts, and explore ways to monitor dewatering to encourage groundwater level maintenance and aquifer recharge.

Mitigation Measure HYD-2 on page 4.8-14 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure HYD-2: To reduce potential impacts associated with construction dewatering the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~Impacts~~ Avoidance of the impacts of basement construction for single-family homes on ~~adjacent properties, public resources, and~~ the natural environment and safety.
- Conservation of subsurface water resources.

- ~~Reduced residential basement dewatering and other excavation activities.~~
- Construction techniques and recharge strategies to reduce subsurface and surface water impacts.
- Monitoring of dewatering and excavation projects.
- Cooperation with other jurisdictions and regional agencies to protect groundwater.
- Protection of groundwater ~~from the adverse impacts of urban uses~~ as a natural resource.

CHAPTER 4.9, LAND USE AND PLANNING

Mitigation Measure LAND-1 on page 4.9-4 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure LAND-1: To ensure that the intensity of future development would not adversely change the land use patterns or affect the livability of Palo Alto neighborhoods, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Strengthening of residential neighborhoods.
- Vitality of commercial areas and public facilities.
- High-quality building and site design.
- Architectural compatibility of new development.
- ~~Promotion of appropriate~~ Compatible infill development.
- ~~Gradual transitions~~ Avoidance of abrupt changes in the scale of development where residential districts abut more intense uses.

Mitigation Measure LAND-2 on page 4.9-7, continuing onto page 4.9-8, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure LAND-2: Implement Mitigation Measure LAND-1. In addition, to further reduce potential impacts to visual character and ensure compatibility with adjacent land uses, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topic~~:

- ~~Architectural standards that address land use transitions.~~
- Use of City procedures, plans, and requirements to ensure high-quality building design and architectural compatibility.

Mitigation Measure LAND-5 on page 4.9-13, continuing onto page 4.9-14, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure LAND-5: To avoid potential impacts from physically dividing an established community, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Enhanced connections to and from parks, schools, and community facilities for all users.
- Safe and convenient pedestrian, bicycle, and transit connections between residential areas and commercial centers.
- Cooperation with other agencies to improve circulation connections.
- Grade separation of rail crossings.

CHAPTER 4.10, NOISE

Mitigation Measures NOISE-1a, NOISE-1b, and NOISE-1c on pages 4.10-3 to page 4.10-5 of the Supplement to the Draft EIR are hereby amended as follows:

Mitigation Measure NOISE-1a: To ensure that average 24-hour noise levels associated with long-term operational noise would not increase by 5.0 decibels (dB) or more in an existing residential area, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Location of land uses in areas with compatible noise environments.
- Use of the guidelines in the "Land Use Compatibility for Community Noise Environment" table in the proposed Plan to evaluate the compatibility of proposed land uses with existing noise environments.
- Clear guidelines for maximum outdoor noise levels in residential areas.
- Adherence to the interior noise requirements of the State of California Building Standards Code (Title 24) and the Noise Insulation Standards (Title 25).
- Inclusion of a noise contour map in the proposed Plan.
- Reduction of noise impacts of development on adjacent properties.
- ~~Updating for clarity the Noise Ordinance to make enforcement easier.~~
- Evaluation of noise impacts on existing residential, open space, and conservation land.
- Requirement for new projects in the Multiple Family, Commercial, Manufacturing, or Planned Community districts to demonstrate compliance with the Noise Ordinance.

Mitigation Measure NOISE-1b: To ~~ensure that~~ reduce potential impacts to new land uses from aircraft noise ~~would not increase average 24-hour noise levels by 5.0 decibels (dB) or more in an existing residential area~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Compliance with the airport-related land use compatibility standards for community noise environments.
- Prohibition of incompatible land use development within the 60 dBA CNEL noise contours of the Palo Alto airport, as established in the adopted County of Santa Clara Airport Land Use Commission Comprehensive Land Use Plan (CLUP) for the Palo Alto Airport.

Mitigation Measure NOISE-1c: To ~~ensure that~~ reduce potential impacts to new land uses from railway noise ~~would not increase average 24-hour noise levels by 5.0 decibels (dB) or more in an existing residential area~~, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~Noise~~ Minimization of noise spillover from rail-related activities into adjacent residential or noise-sensitive areas.
- ~~Reduction of~~ Building design that reduces impacts from noise and ground borne vibrations associated with rail operations.
- Guidelines for interior noise levels.
- ~~Requirements for vibration impact analysis for future development projects.~~

Impact NOISE-2 on page 4.10-10 of the Supplement to the Draft EIR is hereby amended as follows:

NOISE-2 Implementation of the proposed Plan would have the potential to ~~not~~ cause the L_{dn} to increase by three dB or more in an existing residential area, thereby causing the L_{dn} in the area to exceed 60 dB. (Potentially Significant and Mitigable – Scenarios 5 and 6)

Mitigation Measure NOISE-4b on page 4.10-16 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure NOISE-4b: The Land Use Noise Compatibility Guidelines established in the ~~current~~ 1998 Comprehensive Plan shall be maintained ~~under all six scenarios~~.

Mitigation Measure NOISE-5a on page 4.10-18, continuing onto page 4.10-19, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure NOISE-5a: To ensure that future development would not result in significant construction-related vibration impacts, the proposed Plan shall include policies that limit the hours of construction around sensitive receptors, and require formal, ongoing monitoring and reporting throughout the construction process for larger development projects, as well as the use of pertinent industry standards and City guidelines to avoid significant vibration impacts during construction or operations. ~~address the following topics:~~

- ~~Requirements for construction and operations vibration impact analyses, to be prepared by a qualified acoustical consultant for development projects.~~
- ~~Requirements for vibration mitigation plans to ensure compliance with the pertinent industry standards and City guidelines for projects that would experience vibration impacts during construction or operations.~~
- ~~Limits for construction and operations vibration around vibration-sensitive receptors.~~

Mitigation Measure NOISE-8 on page 4.10-25 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure NOISE-8: To ensure that future development would not result in significant impacts to sensitive receptors from construction noise, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Construction noise limits around sensitive receptors.
- Monitoring and reporting plans for construction noise levels of larger development projects.
- Noise control measures to ensure compliance with the noise ordinance.

The first full paragraph on page 4.10-29 of the Supplement to the Draft EIR is hereby amended as follows:

Summary of Supplemental Analysis: Cumulative community noise impacts would be potentially significant under Scenarios 5 and 6. Mitigation Measures NOISE-11a and NOISE-11b ~~through NOISE-11c~~ would reduce this cumulative impact to a less-than-significant level. Mitigation Measure NOISE-11b has been revised, as shown below. These revisions will also be applied to the mitigation for Scenarios 1 through 4. The revisions do not change the original intent or effectiveness of Mitigation Measure NOISE-11b.

Mitigation Measure NOISE-11b on page 4.10-29 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure NOISE-11b: To ~~preclude~~ address overall community noise impacts ~~that are in excess of established State and/or City standards~~ from train noise to the extent such noise is within the City's control and in excess of established State and/or City standards, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~Technological~~ Efforts to develop and implement technological methods to reduce train whistle noise from Caltrain.
- Evaluation of at-grade rail crossings as potential Quiet Zones based on Federal Railroad Administration (FRA) rules and guidelines.
- Grade separation of rail crossings as a City priority.

Mitigation Measure NOISE-11c on page 4.10-29 of the Supplement to the Draft EIR is hereby removed. This mitigation measure has been removed because Mitigation Measures NOISE-11a and NOISE-11b are sufficient to reduce this impact to a less-than-significant level.

~~**Mitigation Measure NOISE-11c:** City of Palo Alto staff and officials shall participate in and contribute to the environmental impact assessment of future Caltrain and HSR development programs for railway operations within the city's SOI.~~

The text under the section titled "Mitigation Measures" on page 4.10-31 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measures NOISE-11a~~,~~ and NOISE-11b~~, and NOISE-11c~~ would apply to Scenarios 5 and 6.

Significance after Mitigation: Less than Significant. The policies of the proposed Plan (Mitigation Measure NOISE-11a and NOISE-11b), coupled with the City's ongoing engagement in regional transportation planning (Mitigation Measure TRANS-1d), ~~vigilance of the City regarding future railway development and pursuit of grade separation for rail crossings along the rail corridor (Mitigation Measure NOISE-11c)~~ would serve to minimize the possibility for community-wide ambient noise increases due to cumulative sources. After implementation of the new policies and mitigation measures, impacts from cumulative noise increases would be less than significant.

Analysis conducted to understand the effect of implementing mitigation measures shows that, from the viewpoint of cumulative noise impacts, under post-mitigation conditions, the additional policies and actions

called for in Mitigation Measures NOISE-11a and NOISE-11b ~~through NOISE-11c~~ would ensure that pertinent exterior and interior noise environments would comply with City guidelines and State standards.

CHAPTER 4.12, PUBLIC SERVICES AND RECREATION

The text beginning with the last paragraph on page 4.12-2, continuing through the last paragraph on page 4.12-4, of the Supplement to the Draft EIR is hereby amended as follows:

As shown in Table 4.12-3 of the February 2016 Draft EIR, PAUSD's enrollment forecasts released in the fall of 2014 expect elementary, middle, and high school enrollment to remain below capacity, with the exception of middle school enrollment for 2016 to 2018. More recent projections show that elementary and middle school enrollment will decline over the next five years. High school enrollment is projected to grow significantly beginning in 2017 and peak in 2020, and then decline following 2020. High school enrollment is not projected to exceed the total capacity of the Gunn and Palo Alto High Schools. The most recent PAUSD enrollment projections assume occupancy of 1,068dwelling units by 2026 (including 578 units approved and to be completed in 2017 to 2021 and 490 units projected from 2020 to 2026),whereas all scenarios considered in this EIR project substantially more residential growth over 15 years than assumed in the enrollment projections. Each discussion below includes a table of projected enrollment based on growth anticipated under each of the scenarios using student generation rates for multi-family housing used in the2015 PAUSD enrollment projections, which differ from the enrollment projections included in the February 2016 Draft EIR. As shown in the tables below, revised calculations based on the student generation rates in the 2015 PAUSD enrollment projections show an increase in student generation from the amount considered in the February 2016 Draft EIR. The PAUSD has noted that its projections are based on past projects and are therefore not precise predictors of future student enrollment. In addition, the multi-family generation rates in particular are based on a small number of development projects that generated a wide range in students. For these reasons, the PAUSD recommends calculating a range of student generation numbers. For the preferred scenario, the City has applied the PAUSD's moderate 2015 rates for the low and high end of the housing range for the preferred scenario using both the PAUSD's lowest (i.e., multi-family) and highest (i.e., single-family detached) generation rates. This approach results in a range of 1,773 new students (low end of the preferred scenario, using multi-family rates) to 3,624 new students (high end of the preferred scenario, using single-family detached rates).

Buildout projections under Scenarios 1 and 2 would be similar in that the proposed Plan would generate 3,880 new housing units, resulting in additional population growth of 9,405 new residents under each scenario. Therefore, impacts to school services under Scenarios 1 and 2 are discussed together. Assuming that all 3,880 units would be multi-family residential, Scenarios 1 and 2 would result in an expected growth in student enrollment for PAUSD of approximately 892 students in grades K-5~~6~~, approximately 466 students in grades ~~7~~6-8, and approximately 582 students in grades 9-12, totaling 1,940 students overall. Table 4.12-4 shows a breakdown of elementary, middle, and high school students that would be generated by implementation of the proposed Plan under Scenarios 1 and 2. This increase in enrollment would not exceed the capacity of existing PAUSD high schools, but would exceed the capacity of existing PAUSD elementary schools and middle schools under these scenarios.

Buildout projections under Scenarios 3 and 5 would be similar in that the proposed Plan would generate 4,710 new residential units, resulting in additional population growth of 11,240 new residents under each scenario. Assuming that all 4,710 units would be multi-family residential, Scenarios 3 and 5 would result in an expected growth in student enrollment for PAUSD of approximately 1,083 students in grades K-5~~6~~, approximately 565 students in grades ~~7~~6-8, and approximately 707 students in grades 9-12, totaling 2,355 students overall. Table 4.12-5 shows a breakdown of elementary, middle, and high school students that would be generated by implementation of the proposed Plan under Scenarios 3 and 5. This increase in enrollment would not exceed the capacity of existing PAUSD high schools, but would exceed PAUSD elementary schools and middle schools capacity under this scenario.

Buildout projections under Scenario 4 would generate 5,580 new housing units resulting in additional population growth of 13,260 new residents. Assuming that approximately all 5,580 units would be multi-family residential, Scenario 4 would result in an expected growth in student enrollment for PAUSD of approximately 1,283 students in grades K-5~~6~~, approximately 670 students in grades ~~7~~6-8, and approximately 837 students in grades 9-12, totaling 2,790 students overall. Table 4.12-6 shows a breakdown of elementary, middle, and high school students that would be generated by implementation of the proposed Plan under Scenario 4. This increase in enrollment would exceed the capacity of existing PAUSD elementary schools, middle schools, and high schools under Scenario 4.

Buildout projections under Scenario 6 would generate 7,165 new housing units resulting in additional population growth of 16,885 new residents. Assuming that approximately all 7,165 units would be multi-family residential, Scenario 6 would result in an expected growth in student enrollment for PAUSD of approximately 1,648 students in grades K-5~~6~~, approximately 860 students in grades ~~7~~6-8, and approximately 1,075 students in grades 9-12, totaling 3,583 students overall. Table 4.12-A shows the number of elementary, middle, and high school students that would be generated by implementation of the proposed Plan under Scenario 6. This increase in enrollment would exceed the capacity of existing PAUSD elementary schools, middle schools, and high schools under Scenario 6.

Table 4.12-4 on page 4.12-4 of the Supplement to the Draft EIR is hereby amended as shown on the following page.

TABLE 4.12-4 SCENARIOS 1 AND 2, ESTIMATED ENROLLMENT IN PAUSD (CITY + SOI)

Elementary School (K-~~5~~6)	
Number of Units	3,880
Elementary School Generation Rates[a]	0.23
Total Elementary School Students	*893*
Middle School (~~7~~6-8)	
Number of Units	3,880
Middle School Generation Rates[a]	0.12
Total Middle School Students	*466*
High School (9-12)	
Number of Units	3,880
High School Generation Rates[a]	0.15
Total High School Students	*582*
TOTAL STUDENTS	**1,940**

Notes:
This analysis assumes that all new housing would be multi-family housing.
~~This table is a reproduction and expansion of Table 4.12-4 in the February 2016 Draft EIR. Revisions to Table 4.12-4 are shown in strikethrough and underline.~~
a. Student generation rates are based on data provided by ~~Roland Rivera, Land Use Analyst,~~ City of Palo Alto staff, November 17, 2016. These generation rates are consistent with the generation rates used in the 2015 PAUSD Enrollment Projections prepared by Decision Insite. The Palo Alto Unified School District uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type, and "conservative" rates designed to anticipate a diminution in family size. Generation rates in Table 4.12-4 are consistent with the moderate (i.e., higher) rates. Please see Master Response 3 in Chapter 5 of the Final EIR for a more detailed discussion of this EIR's analysis of schools impacts, including resulting enrollment using higher generation factors.

Table 4.12-5 on page 4.12-5 of the Supplement to the Draft EIR is hereby amended as follows:

TABLE 4.12-5 SCENARIOS 3 AND 5, ESTIMATED ENROLLMENT IN PAUSD (CITY + SOI)

Elementary School (K-~~5~~6)	
Number of Units	4,710
Elementary School Generation Rates[a]	0.23
Total Elementary School Students	*1,083*
Middle School (~~7~~6-8)	
Number of Units	4,710
Middle School Generation Rates[a]	0.12
Total Middle School Students	*565*
High School (9-12)	
Number of Units	4,710
High School Generation Rates[a]	0.15
Total High School Students	*707*
TOTAL STUDENTS	2,355

Notes: This analysis assumes that all new housing would be multi-family housing.
~~This table is a reproduction and expansion of Table 4.12-5 in the February 2016 Draft EIR. Revisions to Table 4.12-5 are shown in strikethrough and underline.~~
a. Student generation rates are based on data provided by Roland Rivera, Land Use Analyst, City of Palo Alto, November 17, 2016. These generation rates are consistent with the generation rates used in the 2015 PAUSD Enrollment Projections prepared by Decision Insite. The Palo Alto Unified School District uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type, and "conservative" rates designed to anticipate a diminution in family size. Generation rates in Table 4.12-5 are consistent with the moderate (i.e., higher) rates. Please see Master Response 3 in Chapter 5 of the Final EIR for a more detailed discussion of this EIR's analysis of schools impacts, including resulting enrollment using higher generation factors.

Table 4.12-6 on page 4.12-6 of the Supplement to the Draft EIR is hereby amended as follows:

TABLE 4.12-6 SCENARIO 4, ESTIMATED ENROLLMENT IN PAUSD (CITY + SOI)

Elementary School (K-~~5~~6)	
Number of Units	5,580
Elementary School Generation Rates[a]	0.23
Total Elementary School Students	*1,283*
Middle School (~~7~~6-8)	
Number of Units	5,580
Middle School Generation Rates[a]	0.12
Total Middle School Students	*670*
High School (9-12)	
Number of Units	5,580
High School Generation Rates[a]	0.15
Total High School Students	*837*
TOTAL	**2,790**

Notes: This analysis assumes that all new housing would be multi-family housing.
~~This table is a reproduction and expansion of Table 4.12-6 in the February 2016 Draft EIR. Revisions to Table 4.12-6 are shown in strikethrough and underline.~~
a.Student generation rates are based on data provided by Roland Rivera, Land Use Analyst, City of Palo Alto, November 17, 2016. These generation rates are consistent with the generation rates used in the 2015 PAUSD Enrollment Projections prepared by Decision Insite. The Palo Alto Unified School District uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type, and "conservative" rates designed to anticipate a diminution in family size. Generation rates in Table 4.12-56 are consistent with the moderate (i.e., higher) rates. Please see Master Response 3 in Chapter 5 of the Final EIR for a more detailed discussion of this EIR's analysis of schools impacts, including resulting enrollment using higher generation factors.

Table 4.12-A on page 4.12-7 of the Supplement to the Draft EIR is hereby amended as follows:

TABLE 4.12-A SCENARIO 6, ESTIMATED ENROLLMENT IN PAUSD (CITY + SOI)

Elementary School (K-~~5~~6)	
Number of Units	7,165
Elementary School Generation Rates[a]	0.23
Total Elementary School Students	*1,648*
Middle School (~~7~~6-8)	
Number of Units	7,165
Middle School Generation Rates[a]	0.12
Total Middle School Students	*860*
High School (9-12)	
Number of Units	7,165
High School Generation Rates[a]	0.15
Total High School Students	*1,075*
TOTAL	3,583

Note: This analysis assumes that all new housing would be multi-family housing.
a. Student generation rates are based on data provided by Roland Rivera, Land Use Analyst, City of Palo Alto, November 17, 2016. These generation rates are consistent with the generation rates used in the 2015 PAUSD Enrollment Projections prepared by Decision Insite. The Palo Alto Unified School District uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type, and "conservative" rates designed to anticipate a diminution in family size. Generation rates in Table 4.12-7 are consistent with the moderate (i.e., higher) rates. Please see Master Response 3 in Chapter 5 of the Final EIR for a more detailed discussion of this EIR's analysis of schools impacts, including resulting enrollment using higher generation factors.

Mitigation Measure PS-7 on page 4.12-17, continuing onto page 4.12-18, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure PS-7: To address the potential physical impacts of park construction/improvement, the Comprehensive Plan Update ~~and/or the Parks, Trails, Natural Open Space and Recreation Master Plan~~ shall ~~incorporate~~ include policies ~~addressing~~ that achieve the following ~~topic~~:

- Evaluation and mitigation of the construction impacts associated with park and recreational facility creation and expansion.

Impact PS-8 on page 4.12-21 of the Supplement to the Draft EIR is hereby amended as follows:

PS-8 Implementation of the proposed Plan would have the potential to ~~not~~ result in

substantial cumulative adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. (Potentially Significant and Mitigable– Scenarios 5 and 6)

CHAPTER 4.13, TRANSPORTATION AND TRAFFIC

Mitigation Measures TRANS-1a, TRANS-1b, TRANS-1c, TRANS-1d, and TRANS-1e on page 4.13-9, continuing onto page 4.13-11, of the Supplement to the Draft EIR are hereby amended as follows:

Mitigation Measure TRANS-1a: Adopt a programmatic approach to reducing motor vehicle traffic, with the goal of achieving no net increase in peak-hour ~~period~~ motor vehicle trips from new development, with an exception for uses that directly contribute to the neighborhood character and diversity of Palo Alto (such as ground-floor retail and below-market-rate housing). The program should, at a minimum, ~~: Require~~ require new development projects above a specific size threshold to prepare and implement a Transportation Demand Management (TDM) Plan to achieve the following reduction in peak-hour ~~period~~ motor vehicle trips from the rates included in the Institute of Transportation Engineers' *Trip Generation Manual* for the appropriate land use category and size. These reductions are deemed aggressive, yet feasible, for the districts indicated.

- 45 percent reduction in the Downtown district
- 35 percent reduction in the California Avenue area
- 30 percent reduction in the Stanford Research Park
- 30 percent reduction in the El Camino Real Corridor
- 20 percent reduction in other areas of the city

TDM Plans must be approved by the City and monitored by the property owner or the project proponent on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets are not met and may achieve reductions by contributing to citywide or employment district shuttles or other proven transportation programs that are not directly under the property owner's control.

Mitigation Measure TRANS-1b: Require new development projects to pay a Transportation Impact Fee ~~which will be partially used to reduce peak period motor vehicle trips citywide~~ for all those peak-hour motor vehicle trips that cannot be reduced via TDM measures. Fees collected would be used for capital improvements aimed at reducing motor vehicle trips and motor vehicle traffic congestion.

~~**Mitigation Measure TRANS-1b:** Study the feasibility of unbundled parking for office, commercial and multi-family residential development (including senior housing developments) that are well-served by transit and demonstrated walking and biking connections, including senior housing developments.~~

Mitigation Measure TRANS-1c: ~~Include~~ The proposed Plan shall include policies ~~in the Comprehensive Plan~~ to ensure collaboration with regional agencies and neighboring jurisdictions, and identification and pursuit of funding for rail corridor improvements and grade separation. Policies shall support grade separation of rail crossings along the rail corridor as a City priority, and ~~encourage~~ the undertaking of studies and outreach necessary to advance grade separation of Caltrain to become a "shovel ready" project.

Mitigation Measure TRANS-1d: Consistent with State requirements, the City shall adopt a Multimodal Improvement Plan to address impacts to Congestion Management Program facilities. ~~Engage~~ In addition, the proposed Plan shall include policies to engage in regional transportation planning and advocate for specific transit improvements and investments, such as Caltrain service enhancements and grade separations, Dumbarton Express service, enhanced bus service on El Camino Real with queue-jump lanes ~~jumping~~ and curbside platforms, high-occupancy vehicle (HOV)/high-occupancy toll (HOT) lanes, and additional VTA bus service.

Mitigation Measure TRANS-1e: ~~Encourage~~ The proposed Plan shall include policies to encourage the PAUSD to analyze decisions regarding school assignments to reduce peak-period motor vehicle trips to and from school sites.

Mitigation Measure TRANS-3b on page 4.13-33 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure TRANS-3b: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies that advocate for efforts by Caltrans and the Valley Transportation Authority to reduce congestion and improve traffic flow on existing freeway facilities consistent with Statewide GHG emissions reduction initiatives.

Policies shall support the application of emerging freeway information, monitoring, and control systems that provide non-intrusive driver assistance and reduce congestion.

Policies shall support, where appropriate, the conversion of existing traffic lanes to exclusive bus and high-occupancy vehicle (HOV)/high-occupancy toll (HOT) lanes on freeways and expressways, including the Dumbarton Bridge, and the continuation of an HOV lane from Redwood City to San Francisco.

Mitigation Measure TRANS-6 on page 4.13-43 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure TRANS-6: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies ~~that address transit access and give priority~~ to collaborate with transit agencies in planning for and implementing convenient, efficient, coordinated, and effective bus~~es~~ service. ~~and to transit facilities. Examples include queue-jump lanes, signal priority for buses, and bulb-outs at bus stops. Also, advocate for bus service improvements on El Camino Real such as queue jump lanes and curbside platforms~~.

Mitigation Measure TRANS-8 on page 4.13-48 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure TRANS-8: ~~Include policies in the~~ The proposed Comprehensive Plan shall include policies to identify specific improvements that can be used to discourage ~~non-local~~ drivers from using local, neighborhood streets to bypass traffic congestion on arterials.

CHAPTER 4.14, UTILITIES AND SERVICE SYSTEMS

Mitigation Measure UTIL-15 on page 4.14-29 of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure UTIL-15: To ensure that future development would comply with applicable solid waste regulations, the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- ~~Substantial~~ Ninety-five percent landfill diversion by 2030, and ultimately zero waste.
- Reduced solid waste generation.
- Use of reusable, returnable, recyclable, and repairable goods, through enforcement of the 2016 Plastic Foam Ordinance expansion.
- Enhanced recycling and composting programs for all waste generators.

Mitigation Measure UTIL-17 on page 4.14-33, continuing onto page 4.14-34, of the Supplement to the Draft EIR is hereby amended as follows:

Mitigation Measure UTIL-17: To ensure that future development would maximize energy efficiency and conservation the proposed Plan shall include policies that ~~address~~ achieve the following ~~topics~~:

- Maximized conservation and efficient use of energy.
- Continued procurement of carbon-neutral energy.
- Investment in cost-effective energy efficiency and energy conservation programs.
- Provision of public education programs addressing energy conservation and efficiency.
- Use of cost-effective energy conservation measures in City projects and practices.
- Adherence to State and federal energy efficiency standards and policies.
- Consideration of a transition to a carbon-neutral natural gas supply.

CHAPTER 6, ALTERNATIVES

Impact CULT-6 is hereby removed from the list of impacts on page 6-4 of the Supplement to the Draft EIR.

4. List of Commenters

4.1 COMMENTS ON THE FEBRUARY 2016 DRAFT EIR AND SUPPLEMENT TO THE DRAFT EIR

Comments on the February 2016 Draft EIR and Supplement to the Draft EIR were received from the following agencies, organizations, and individuals. Letters are arranged by document, category, and date received. Each comment letter has been assigned a number, as indicated below. These letters are included in and responded to in Table 5-4 of this Final EIR. Comments are presented in their original format in Appendix J, along with annotations that identify each individual comment number.

4.1.1 COMMENTS ON THE FEBRUARY 2016 DRAFT EIR

4.1.1.1 GOVERNMENTAL AGENCIES

GOV1 Hannah Cha, Park Associate Planner, County of Santa Clara Parks and Recreation Department, April 11, 2016

GOV2 Martin Alkire, Principal Planner, City of Mountain View Community Development Department, May 3, 2016

GOV3 Aruna Bodduna, Associate Transportation Planner, County of Santa Clara Roads and Airports Department, May 5, 2016

GOV4 Sean Charpentier, Assistant City Manager, City of East Palo Alto Community and Economic Development Department, May 5, 2016

GOV5 Roy Molseed, Senior Environmental Planner, Santa Clara Valley Transportation Authority, May 5, 2016

GOV6 Wynne Furth, City of Palo Alto Architectural Review Board, June 2, 2016

4.1.1.2 NON-GOVERNMENTAL ORGANIZATIONS AND PRIVATE COMPANIES

ORG1 Keith Bennett, Save Palo Alto's Groundwater, February 5, 2016

ORG2 Keith Bennett, Save Palo Alto's Groundwater, May 5, 2016

ORG3 Ronald Malouf, Director of Facilities, Jazz Pharmaceuticals, May 27, 2016

ORG4 LindaMarie Santiago, Real Estate and Workplace Director, VMware, June 2, 2016

ORG5 Victoria Valenzuela, General Counsel, Machine Zone, June 2, 2016

ORG6	Tiffany Griego, Stanford Research Park Managing Director, Stanford Real Estate and Jean McCown, Government and Community Relations Associate Vice President, Stanford University Office of Public Affairs, June 3, 2016
ORG7	Whitney McNair, Land Use Planning Director, Stanford University, June 3, 2016
ORG8	Marshall Case, Infrastructure Services Vice President, Lockheed Martin Space Systems Company, June 6, 2016

4.1.1.3 MEMBERS OF THE PUBLIC

PUB1	Geri McGilvray, January 15, 2016
PUB2	Stephanie Enos, January 19, 2016
PUB3	William Leong, February 22, 2016
PUB4	Shannon Rose McEntee, February 22, 2016
PUB5	Gretchen Hillard, March 25, 2016
PUB6	Frank Ingle, April 11, 2016
PUB7	Frank Ingle, April 12, 2016
PUB8	Geri McGilvray, April 13, 2016
PUB9	Steve Levy, Center for Continuing Study of the California Economy, April 16, 2016
PUB10	Herb Borock, April 18, 2016
PUB11	Hamilton Hitchings, May 15, 2016
PUB12	Bob Wenzlau, May 16, 2016
PUB13	Jennifer Chang Hetterly, June 6, 2016
PUB14	Greg Schmid, Councilmember, City of Palo Alto City Council, June 7, 2016
PUB15	Hamilton Hitchings, June 8, 2016

4.1.1.4 ORAL COMMENTS

During public meetings on the February 2016 Draft EIR, some comments pertained only to the merits of the proposed Comp Plan Update or the Comp Plan scenarios and process, rather than the analysis or environmental issues addressed in the Draft EIR. See Master Response 1 in Chapter 5. These comments are included in the full meeting minutes included in Appendix J of this Final EIR and are not included in Table 5-4.

PH1	Planning and Transportation Commission meeting, April 13, 2016
PH2	Joint Architectural Review Board and Historic Resources Board meeting, April 21, 2016
PH3	City Council meeting, June 6, 2016

4.1.2 COMMENTS ON THE SUPPLEMENT TO THE DRAFT EIR

4.1.2.1 GOVERNMENTAL AGENCIES

SUPP-GOV1 Glenn "Max" McGee, Superintendent, Palo Alto Unified School District, March 20, 2017
SUPP-GOV2 Eliza Berry, Coastal Planner, San Francisco Bay Conservation and Development Commission, March 30, 2017
SUPP-GOV3 Roy Molseen, Senior Environmental Planner, Santa Clara Valley Transportation Authority, March 31, 2017
SUPP-GOV4 Max McGee, Superintendent of Schools, Palo Alto Unified School District, April 12, 2017

4.1.2.2 NON-GOVERNMENTAL ORGANIZATIONS AND PRIVATE COMPANIES

SUPP-ORG1 Tiffany Griego, Stanford Research Park Managing Director, Stanford Real Estate and Jean McCown, Government and Community Relations Associate Vice President, Stanford University Office of Public Affairs, March 28, 2017
SUPP-ORG2 Whitney McNair, Land Use Planning Director, Stanford University, March 31, 2017

4.1.2.3 MEMBERS OF THE PUBLIC

SUPP-PUB1 Nancy Adler, March 20, 2017
SUPP-PUB2 Todd Collins, March 20, 2017
SUPP-PUB3 Bob Moss, March 20, 2017
SUPP-PUB4 Tirumala Ranganath, March 20, 2017
SUPP-PUB5 Peter Rosenthal, March 20, 2017
SUPP-PUB6 Greg Schmid, March 20, 2017
SUPP-PUB7 Steve Levy, March 23, 2017
SUPP-PUB8 Steve Levy, March 24, 2017
SUPP-PUB9 Steve Levy, March 26, 2017
SUPP-PUB10 Steve Levy, March 30, 2017
SUPP-PUB11 Fred Balin, March 31, 2017
SUPP-PUB12 Steve Levy, March 31, 2017

4.1.2.4 ORAL COMMENTS

During public meetings on the Supplement to the Draft EIR, some comments pertained only to the merits of the proposed Comp Plan Update or the Comp Plan scenarios and process, rather than the analysis or environmental issues addressed in the Draft EIR. See Master Response 1 in Chapter 5. These comments are included in the full meeting minutes included in Appendix J of this Final EIR and are not included in Table 5-4.

SUPP-PH1 City Council meeting, March 20, 2017
SUPP-PH2 Planning and Transportation Commission meeting, March 29, 2017

4.2 COMMENTS ON THE MERITS OF THE COMP PLAN UPDATE

During the public comment period for the Supplement to the Draft EIR, the City received several comments that pertain only to the merits of the proposed Comp Plan Update or the Comp Plan scenarios, rather than the analysis or environmental issues addressed in the Draft EIR. See Master Response 1 in Chapter 5. These letters are included in Appendix J of this Final EIR and are not included in Table 5-4. Letters on the merits of the proposed project were received from the following organizations and individuals:

- BettyJo Chang, March 16, 2017
- Elaine Uang, March 17, 2017
- Allen Akin, March 18, 2017
- Mallary Alcheck, March 18, 2017
- Mike Alcheck, March 18, 2017
- Timothy Bauman, March 18, 2017
- Sarah Bell, March 18, 2017
- Matthew Burt, March 18, 2017
- Marly Carlisle, March 18, 2017
- Theresa Chen, March 18, 2017
- Jessica Clark, March 18, 2017
- Frank Dellaert, March 18, 2017
- Christianne Dennison, March 18, 2017
- Darryl Fenwick, March 18, 2017
- Markus Fromherz, March 18, 2017
- Adrienne Germain, March 18, 2017
- Andrew Granato, March 18, 2017
- Mark Grinberg, March 18, 2017
- Paul Heft, March 18, 2017
- Urs Hoelzle, March 18, 2017
- Lu Isaacs, March 18, 2017
- Annette Isaacson, March 18, 2017
- Erik Island, March 18, 2017
- A.C. Johnston, March 18, 2017
- David Kleiman, March 18, 2017
- Naphtali Knox, March 18, 2017
- Jonas Lamis, March 18, 2017
- Carol Lamont, March 18, 2017

- Elizabeth Lasky, March 18, 2017
- Cynthia Lee, March 18, 2017
- Jo Ann Mandinach, March 18, 2017
- Mary Minno, March 18, 2017
- Jeralyn Moran, March 18, 2017
- Nancy Olson, March 18, 2017
- Steve Pierce, March 18, 2017
- Becky Richardson, March 18, 2017
- Raul Rojas, March 18, 2017
- Diane and Joe Rolfe, March 18, 2017
- Kirtika Ruchandani, March 18, 2017
- Margaret Rushing, March 18, 2017
- Dina Saari, March 18, 2017
- Sarit Schube, March 18, 2017
- Tal Shalon, March 18, 2017
- Bryan Silverthorn, March 18, 2017
- Jan Skotheim, March 18, 2017
- Sandra Slater, March 18, 2017
- Micaela Suminski, March 18, 2017
- Kevin Watts, March 18, 2017
- Mila Zelkha, March 18, 2017
- Gil Arditi, March 19, 2017
- Steven Baker, March 19, 2017
- Christine Boehm, March 19, 2017
- Apolak Borthakur, March 19, 2017
- Neilson Buchanan, March 19, 2017
- Ruby Cai, March 19, 2017
- Wei Chen, March 19, 2017
- Christopher Colohan, March 19, 2017
- James Colton, March 19, 2017
- Jack Cunha, March 19, 2017
- Christopher Escobedo, March 19, 2017
- Geri, March 19, 2017
- Kathleen Goldfein, March 19, 2017
- Mike Greenfield, March 19, 2017
- John Guislin, March 19, 2017
- Tracy Guo, March 19, 2017
- Linda Henigin, March 19, 2017

LIST OF COMMENTERS

- Hamilton Hitchings, March 19, 2017
- Kristen Hughes, March 19, 2017
- Barbara Kingsley, March 19, 2017
- Huey Kwik, March 19, 2017
- Tom LaWer, March 19, 2017
- Yee Lee, March 19, 2017
- Diane Morin, March 19, 2017
- Elissa Ouyang, March 19, 2017
- Jason Posel, March 19, 2017
- Gail Price, March 19, 2017
- Randy Mont Reynaud, March 19, 2017
- Jason Robinson, March 19, 2017
- Li Song, March 19, 2017
- Logan Song, March 19, 2017
- Maureen Tuttle-Roddy, March 19, 2017
- Lisa Van Dusen, March 19, 2017
- Victoria Velkoff, March 19, 2017
- Renu Virdi, March 19, 2017
- Barbara Weinstein, March 19, 2017
- Roberta Ahlquist, March 20, 2017
- Joyce Beattie, March 20, 2017
- Eli Bildner, March 20, 2017
- Richard Brand, March 20, 2017
- Davina Brown, March 20, 2017
- Li Chen, March 20, 2017
- Tammy Chen, March 20, 2017
- Jim Colton, March 20, 2017
- Margo Davis, March 20, 2017
- James Eron, March 20, 2017
- Ozzie Fallick, March 20, 2017
- Kyla Farrell, March 20, 2017
- Eric Filseth, March 20, 2017
- Gary Fine, March 20, 2017
- Hong Gao, March 20, 2017
- Lawrence Garwin, March 20, 2017
- Jennifer Gonsalves, March 20, 2017
- Tamika Hayes, March 20, 2017
- Jack Herrick, March 20, 2017

- Becky Kong, March 20, 2017
- Lisa Kuang and Yixin Su, March 20, 2017
- Myra Lessner, March 20, 2017
- Yong Li, March 20, 2017
- Linna, March 20, 2017
- Pei Liu, March 20, 2017
- Michael and Ruth Lowry, March 20, 2017
- Kai Ma, March 20, 2017
- Paul Machado, March 20, 2017
- Michael Mao, March 20, 2017
- Pat Markevitch, March 20, 2017
- Michael Maurier, March 20, 2017
- Shannon Rose McEntee, March 20, 2017
- Qinghong and Fang Mei, March 20, 2017
- Marilyn Messer, March 20, 2017
- Alicia Miao, March 20, 2017
- Andy Miksztal, March 20, 2017
- Subhash Narang, March 20, 2017
- Christy Ong, March 20, 2017
- Jim Poppy, March 20, 2017
- Hong Quan, March 20, 2017
- Annette Portello Ross, March 20, 2017
- Becky Sanders, March 20, 2017
- Save Palo Alto's Groundwater, March 20, 2017
- Karen Schlesser, March 20, 2017
- Sophie Sha, March 20, 2017
- Hanqiu Song, March 20, 2017
- Yunan Song, March 20, 2017
- Lesley Stansfield, March 20, 2017
- Gregory Stevens, March 20, 2017
- Diane Sun, March 20, 2017
- Amy Sung, March 20, 2017
- Sally Supplee, March 20, 2017
- Hui Tan, March 20, 2017
- Jane Uyvova, March 20, 2017
- Scilly Wang, March 20, 2017
- He Weiping, March 20, 2017
- Rene Wood, March 20, 2017

LIST OF COMMENTERS

- Yuling, March 20, 2017
- Rui and George Yun, March 20, 2017
- Yanfeng Zhang, March 20, 2017
- Jackie Yao, March 20, 2017
- Change.org petitions, multiple dates

5. Comments and Responses

This chapter includes a reproduction of, and responses to, each comment letter received during the public review period on the February 2016 Draft EIR and Supplement to the Draft EIR. Comments are presented in their original format in Appendix J, along with annotations that identify each individual comment number.

Responses to individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Section 5.1 of this Final EIR and are categorized by:

- Governmental Agencies
- Non-Governmental Organizations and Private Companies
- Members of the Public
- Oral Comments

Letters are arranged by document and then by category and date received. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to the February 2016 Draft EIR or Supplement to the Draft EIR, these revisions are shown in Chapter 4 of this Final EIR. Responses to individual comments are presented in Table 5-4.

5.1 MASTER RESPONSES

The California Environmental Quality Act (CEQA) requires a Final EIR to provide written responses to comments received on the environmental analysis in the Draft EIR during the public review period. The City received several such letters from agencies and the general public, as noted above. However, some of the public comments related to the merits of the proposed Comp Plan Update, as opposed to comments on the environmental analysis contained in the Draft EIR. CEQA does not require the Final EIR to respond to comments on the merits of the proposed project and the City has prepared Master Response 1 to explain how these non-CEQA comments will be considered.

Several comments requested that the analysis in the EIR include recent development projects and planning efforts in nearby jurisdictions that have been proposed or approved since the Notice of Preparation (NOP) for the Comprehensive Plan EIR was issued. Master Response 2 describes these projects and addresses these comments.

The City received several letters regarding the analysis of impacts to schools in the February 2016 Draft EIR and Supplement to the Draft EIR. Master Response 3 addresses the issues raised in these comments.

5.1.1 MASTER RESPONSE 1: COMMENTS RELATED TO THE MERITS OF THE PROPOSED PROJECT

During the review period for the February 2016 Draft EIR and Supplement to the Draft EIR, members of the public submitted several comments that related to the details of the proposed Comp Plan Update, conveyed the commenter's opinion on the proposed Comp Plan and/or the Comp Plan scenarios, or addressed the relative consequences or benefits of the proposed Comp Plan and/or the Comp Plan scenarios (referred to here as "merits of the proposed Plan"), rather than the adequacy of the EIR or the environmental issues, impacts, and mitigation measures addressed in the EIR. For example, the City received a number of comments from concerned citizens for or against specific scenarios; however, these comments did not cite specific issues with the analysis of the scenarios contained in the February 2016 Draft EIR or the Supplement to the Draft EIR. Similarly, many commenters addressed traffic conditions in the city and housing issues, but did not comment on the EIR's analysis of traffic or housing impacts.

It is important for the City in its decision-making process to consider both the adequacy of the EIR and the merits of the proposed project. However, the City as Lead Agency is only required by CEQA to respond in its Final EIR to comments on pertinent environmental issues related to the adequacy of the EIR.

Section 15204 of the CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

> In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Section 15204 continues in relation to the role of the Lead Agency in responding to comments on the Draft EIR:

> When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Where comments in Table 5-4 refer to the merits of the project, the response indicates that the comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR and cross references this Master Response. The comments are nonetheless available for decision makers to consider during their deliberations on the Comprehensive Plan Update.

In addition to the comment letters included in Table 5-4, the City received several letters that pertain only to the merits of the proposed project or the merits of the Comp Plan scenarios evaluated in the EIR. Comment letters that only address the merits of the project or the scenarios were not included in this Final EIR but are included in the administrative record, and are available for review at City Hall during normal

business hours. These letters are listed in Chapter 5 of this Final EIR and are included in Appendix J. The majority of these comments on the merits of the proposed plan pertain to the scenarios considered in the EIR. The City notes that in some cases, the preferred scenario reflects suggestions contained in the public comments on the merits that the City received.

Although comments related to the merits of the proposed project do not require responses in the Final EIR, they do provide important input to the decision-making process. All letters received during the public comment period will be forwarded to decision makers.

5.1.2 MASTER RESPONSE 2: RECENT CUMULATIVE DEVELOPMENT PROJECTS

Several comments requested that the EIR be revised to take into account recent development projects and planning efforts in nearby jurisdictions that have been proposed or approved since the NOP for the Comprehensive Plan EIR was issued.

Section 15125(a) of the State CEQA Guidelines provides guidance on how to determine what to include the environmental setting of an EIR:

> "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published… from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."

This section of the statute reflects the fact that, because conditions on the ground are constantly in flux, it would be impossible to complete the required CEQA analysis if the analysis had to re-start each time existing conditions inside or outside the community change.

Chapters 4.1 through 4.14 of the February 2016 Draft EIR and Supplement to the Draft EIR provide a detailed explanation of the Environmental Setting against which environmental impacts are evaluated by first explaining the "Regulatory Setting," which explains a general summary of the primary federal, State, regional, and local regulations for the study area, and then explaining the "Existing Conditions," which are the conditions on the ground at the time of the release of the NOP on May 30, 2014.

Chapter 4, Environmental Analysis, of the February 2016 Draft EIR also describes the cumulative setting used for the evaluation of cumulative impacts of each environmental topic area in the Plan's horizon year of 2030. The context within which environmental impacts are measured varies by environmental topic. For example, air quality impacts are considered in a regional context and greenhouse gas (GHG) emissions are considered in a global context. As described on page 4-3 of the February 2016 Draft EIR, the EIR uses a projections-based approach for its analysis of future conditions and uses the forecasts in the Association of

Bay Area Governments' *Projections 2013* to evaluate the proposed Plan's impacts when considered in the context of future development in surrounding jurisdictions in the year 2030.

This master response provides information about some of the larger projects that have been proposed or approved in surrounding communities since the NOP was issued in May 2014:

- Stanford University:
  - Escondido Village: an additional 1,450 beds beyond existing 2000 General Use Permit (GUP). Amendment to the GUP authorized by Santa Clara County in May 2016.[1]
  - 2018 General Use Permit update, initiated in late 2016. Would include: 3,150 net new housing units and 2.275 million net new square feet of academic and academic support space.[2]
- City of Menlo Park:
  - Housing Element Update, adopted April 2015 (655 housing units).[3]
  - Connect Menlo General Plan and M-2 Zoning Area Update, adopted November 2016 (4,500 housing units, 5,500 jobs and 2.3 million square feet of non-residential development)[4], which includes the upcoming Facebook Willow Campus project.
  - Facebook Campus Expansion project, approved November 2016 (6,550 jobs in approximately 127,000 feet of non-residential development).[5]
  - Greenheart project at 777 Hamilton Avenue (195 housing units).[6]
  - Greenheart project at 1300 El Camino Real (183 housing units and 220,000 square feet of non-residential development).[7]
- City of Mountain View:
  - Housing Element Update, adopted October 2014 (1,315 housing units).[8]

[1] The County of Santa Clara reviewed prior CEQA documents and determined that the Escondido Village project would not result in new significant impacts. Traffic analysis completed for the project evaluated the reallocation of housing units and construction of additional housing units beyond the amount authorized by the 2000 GUP. The analysis found that the Escondido Village project would reduce vehicle trips to and from the campus in the peak hour/peak direction. However, the project would increase trips leaving campus in the morning peak hour. The analysis of the project's effects on the two external intersections that would be most affected by the project found that the project would not result in significant level of service impacts. More information on the Escondido Village analysis conducted by the County is available at the following address: https://www.sccgov.org/sites/dpd/DocsForms/Documents/7165_EVGradResid_04_CEQA_Checklist.pdf.

[2] The 2018 General Use Permit Update EIR is currently in development. Project updates are available at the following address: https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/GUP2018_CEQA.aspx.

[3] The City of Menlo Park Housing Element Update Initial Study/Negative Declaration is available online at the following address: https://www.menlopark.org/584/Environmental-Review.

[4] The ConnectMenlo EIR is available online at the following address: https://www.menlopark.org/1013/Environmental-Impact-Report.

[5] The Facebook Campus Expansion project EIR is available online at the following address: https://www.menlopark.org/1012/Environmental-Impact-Report.

[6] The Greenheart project at 777 Hamilton Avenue required no discretionary approvals and is currently leasing.

[7] The Greenheart project at 1300 El Camino Real EIR is available online at the following address: https://www.menlopark.org/833/CEQA.

[8] The General Plan EIR Addendum prepared for the City of Mountain View Housing Element Update is available online at the following address: http://mountainview.legistar.com/gateway.aspx?M=F&ID=53264c99-98a4-4eed-b174-2b246f126d70.pdf.

- Prometheus project, approved September 2016 (583 housing units and 11,171 square feet of non-residential development).[9]
- San Antonio Phase II/Merlone Geier Partners project, approved December 2014 (2,457 jobs in approximately 1 million square feet of non-residential development)[10]
- El Camino Real Precise Plan, adopted November 2014 (788 housing units).[11]
- North Bayshore Precise Plan, approved December 2014 (13,346 jobs and 3.4 million square feet of non-residential development).[12]
- San Antonio Precise Plan, approved December 2014 (1,770 housing units, 6,260 jobs, and 800,000 square feet of non-residential development).[13]

- City of Sunnyvale:
  - Housing Element Update, adopted December 2014 (5,452 housing units).[14]
  - Lawrence Station Area Plan, adopted December 2016 (2,323 housing units, 3,459 jobs in approximately 1.2 million square feet of non-residential development).[15]
- City of Redwood City:
  - Housing Element Update, adopted October 2014 (2,789 housing units).[16]
- City of East Palo Alto:
  - Housing Element Update, adopted May 2015 (467 housing units).[17]
  - VISTA 2035 General Plan Update, adopted October 2016 (2,519 housing units and 2.5 million square feet of non-residential development).[18]

Together, these projects and plans represent a buildout of approximately 25,200 housing units, 38,300 jobs, and approximately 11.7 million square feet of non-residential development in communities near Palo Alto. This list does not include relatively small and mid-sized development projects (e.g., projects under 100 housing units or under 100,000 non-residential square feet), and would be in addition to any background

[9] The Initial Study prepared for the Prometheus development project at 400 San Antonio Road is available online at the following address: http://mountainview.legistar.com/gateway.aspx?M=F&ID=1f8f4ed8-c2ad-4421-bdd6-68dadfadf49b.pdf.

[10] The San Antonio Phase II project Draft EIR is available online at the following address: http://www.losaltosca.gov/sites/default/files/fileattachments/Community%20Development/page/3777/san_antonio_phase_ii_draft_eir_march_2014.pdf.

[11] The El Camino Real Precise Plan is available online at the following address: http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=15251.

[12] The North Bayshore Precise Plan Draft EIR is available online at the following address: http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=13791

[13] The San Antonio Precise Plan is available online at the following address: http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=15178

[14] The City of Sunnyvale Housing Element Update Negative Declaration is available online at the following address: https://sunnyvaleca.legistar.com/View.ashx?M=F&ID=3414605&GUID=39179A65-7EE5-4F03-8D8B-A7B4768843BD.

[15] The Lawrence Station Area Plan EIR is available online at the following address: http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CurrentProjectsandStudies/LawrenceStationAreaPlan.aspx.

[16] The City of Redwood City Housing Element Update is available online at the following address: http://www.redwoodcity.org/home/showdocument?id=4084.

[17] The City of East Palo Alto Housing Element Update is available online at the following address: http://www.ci.east-palo-alto.ca.us/DocumentCenter/View/437.

[18] The VISTA 2035 Draft EIR is available online at the following address: http://www.cityofepa.org/DocumentCenter/View/2633.

growth occurring elsewhere in these jurisdictions or in the region. The environmental impacts associated with each of these projects and plans have been or are being assessed by the applicable lead agencies and information about these environmental analyses is available online at the addresses provided in each project's respective footnote.

Table 5-1 shows the amount of development assumed in various jurisdictions for the quantitative analyses of transportation, air quality, greenhouse gas emissions, and noise impacts on the February 2016 Draft EIR and Supplement to the Draft EIR. The cumulative growth anticipated by 2030, as expressed by the total number of housing units and jobs included in the analysis, is higher than the total of the individual major projects listed above, although there may be some differences in the geographic location of future development. It should also be noted that many of the plans and some of the projects noted above are not expected to build out until after 2030, and thus only a portion of the planned or approved development would reasonably appear in the City's forecast and analysis of cumulative impacts in 2030.

TABLE 5-1 CUMULATIVE DEVELOPMENT IN SURROUNDING JURISDICTIONS PER PALO ALTO TRAVEL DEMAND FORECASTING MODEL (2014-2030)

	Housing Units		Jobs		Net Change	
Jurisdiction[a]	2014	2030	2014	2030	Housing Units	Jobs
East Palo Alto	7,477	8,310	6,173	7,270	833	1,097
Sunnyvale	56,576	66,349	81,237	97,470	9,773	16,233
Mountain View	30,417	35,061	53,063	68,373	4,644	15,310
Redwood City	28,510	34,175	60,596	72,430	5,665	11,834
Menlo Park	13,529	14,775	27,451	32,544	1,246	5,093
Stanford[b]	4,130	5,136	5,300	5,760	1,006	460
Total	**136,509**	**158,671**	**228,520**	**278,086**	**22,162**	**49,566**

a. Sum of land uses in TAZ's within City boundaries. Since TAZ boundaries do not necessarily follow City limits, these numbers are approximate.
b. Data from land use files provided by PlaceWorks: Sum of TAZ's outside of City jurisdiction but within SOI.

As noted above, the environmental setting is constantly changing, and our understanding of plans and projects that will affect conditions in the year 2030 is also changing. It would be impossible for the EIR to provide an updated quantified cumulative development setting throughout the entire preparation period of this EIR. For this reason, jurisdictions in the Bay Area typically inform their understanding of cumulative conditions in the future by referring to regional projections published by the Association of Bay Area Governments (ABAG). When the February 2016 Draft EIR was published, the available projections were in ABAG's *Projections 2013*. ABAG released new projections as part of its preparation of *Plan Bay Area 2040*. As

shown in Table 5-2, the new projections differ from the old projections in the amount of growth anticipated in Santa Clara County, San Mateo County, and the region.

TABLE 5-2 REGIONAL PROJECTIONS FOR THE YEAR 2040

	ABAG Projections 2013		Plan Bay Area 2017	
Jurisdiction[a]	Households	Jobs	Households	Jobs
San Mateo County	315,100	445,070	318,000	472,100
Santa Clara County	818,400	1,229,520	860,900	1,289,900
Bay Area as a Whole	3,308,090	4,505,230	3,426,700	4,698,400

Note: The horizon year of the proposed Plan is 2030, and this EIR uses 2030 projections for its analysis of future conditions. In order to provide a comparison between 2013 and 2017 projection data, this table presents projections for the year 2040, which is the year used for projections in *PlanBay Area 2040*.
Source: Association of Bay Area Governments, 2013, *Projections 2013*; Metropolitan Transportation Commission and Association of Bay Area Governments, 2017, *Plan Bay Area 2040 Land Use Modeling Report: Final Supplemental Report*.

The City has provided a good faith effort to carefully and fully describe the cumulative development context for each environmental topic area evaluated in the EIR and the February 2016 Draft EIR and Supplement to the Draft EIR. The projections used for the modeling of traffic, air quality and greenhouse gas emissions, and noise are sufficiently high to take into account the plans and projects proposed or approved since the City's EIR process started with publication of an NOP in May 2014. Further, the City has been in communication with Stanford University to ensure that the proposed Comp Plan update is accounted for in the EIR analysis of Stanford's 2018 General Use Permit application that is currently being prepared.

5.1.3 MASTER RESPONSE 3: ANALYSIS OF IMPACTS TO SCHOOLS

Several comments received on the February 2016 Draft EIR and Supplement to the Draft EIR related to the analysis of impacts to schools. This master response addresses the central concerns raised in these comments, including comments provided by PAUSD.

5.1.3.1 SUMMARY OF THE ANALYSIS IN THE FEBRUARY 2016 DRAFT EIR AND SUPPLEMENT TO THE DRAFT EIR

In preparing the impact analyses for the February 2016 Draft EIR and Supplement to the Draft EIR, the City consulted with the Palo Alto Unified School District (PAUSD) for determining existing school capacity, projected enrollment, and student generation rates. These impact analyses are briefly summarized below.

As explained on page 4.12-5 of the February 2016 Draft EIR, the PAUSD has produced both "moderate" (higher) and "conservative" (lower) enrollment projections. Moderate projections are based on student generation rates (students per housing unit) that are typical of students enrolled from existing

developments, and conservative generation rates, if different, are designed to anticipate a decrease in family size. As stated on page 4.12-11 of the February 2016 Draft EIR, the analysis in the EIR uses the moderate generation rates, in order to avoid under-representing potential impacts associated with increased enrollment.

The student generation rates provided by the PAUSD differ based on housing type (single-family detached, single-family attached, and multi-family), with single-family detached housing generating the most students. Because the proposed Plan emphasizes smaller housing units geared toward young professionals and empty-nesters, and due to the limited amount of vacant land available in the city, the EIR assumes that net new housing will be developed in the form of multi-family housing, and that single-family housing that is developed during the Plan horizon will primarily be in the form of redevelopment of existing housing, rather than a net increase in the city's single-family housing stock. Therefore, the February 2016 Draft EIR and Supplement to the Draft EIR use the PAUSD's student generation rates for multi-family housing when calculating the increased student enrollment expected from the net new housing anticipated under each scenario.

Based on this approach, the February 2016 Draft EIR calculates future enrollment under the proposed Plan scenarios using the following student generation rates (students per housing unit), which were provided by the PAUSD in 2015:

- Elementary: 0.10
- Middle: 0.04
- High: 0.04

Following the publication of the February 2016 Draft EIR, the PAUSD's demographer provided 2015 Enrollment Projections with updated generation rates that were substantially higher based on recent housing projects. The Supplement to the Draft EIR uses the updated moderate rates for multi-family housing as follows:

- Elementary: 0.23
- Middle: 0.12
- High: 0.15

Applying these rates to Scenarios 1 through 6, the Supplement to the Draft EIR assesses a range of 1,940 new students (Scenarios 1 and 2) to 3,583 new students (Scenario 6).

The increased generation rates used in the Supplement to the Draft EIR did not change the impact finding of less than significant. As described on pages 4.12-6 to 4.12-7 of the Supplement to the Draft EIR, under CEQA, impacts to schools are based on two components: the need for additional school facilities in order to maintain acceptable performance levels, and the adverse physical impacts associated with the construction of additional facilities. Regarding the need for additional school facilities, subdivision (h) of California Government Code Section 65995 declares that impacts are fully mitigated with the payment of school fees, regardless of the number of students generated. In terms of the adverse environmental effects associated

with school construction, it is unknown where or how school facilities would be expanded to accommodate future students. Therefore, it would be speculative to analyze the impacts of potential future school construction projects in this EIR. The traffic model does, however, account for an increase in school-related vehicle trips and therefore potential associated impacts, such as those related to increased air pollutant, GHG emission, and noise levels, are accounted for in this EIR. However, because it is unknown where future school facility expansions may occur, the allocation of those trips within the EIR study area may not match future plans for school improvements. There will be future opportunities to assess the environmental impacts of school expansion or construction projects. The environmental impact of specific school expansion or construction projects would be undertaken by PAUSD as the lead agency when they are proposed. In addition, the Land Use Element includes a policy that the City will assess the reasonably foreseeable environmental impacts of proposed development projects that result in new school construction or enrollment. This analysis would include the increased school-related vehicle trips of the proposed development project. Comments regarding the need for additional school facilities are addressed below following responses to comments on the school projections described above.

5.1.3.2 COMMENTS REGARDING ENROLLMENT PROJECTIONS

Some comments received questioned the use of PAUSD's multi-family generation rates, rather than the higher single-family attached and detached rates. As described above, while the City notes that future single-family development will occur in the city, it will generally be in the form of redevelopment and will not result in a net increase in the city's housing stock. The City anticipates that the net increase in housing will largely occur through multi-family housing development.

Conversely, some comments stated that birth rates are decreasing and that student enrollment should therefore be expected to decline over the horizon of the proposed Plan. These comments asserted that lower student generation rates should be used, to reflect demographic projections of smaller family sizes. The City believes that the PAUSD's own rates, which are based on recent development projects within the city, provide the best indicator of future student enrollment. While family sizes may be declining in existing housing stock, for the purposes of CEQA, the City is appropriately overstating rather than under-representing potential impacts.

In its comment letter on the Supplement to the Draft EIR (Letter #SUPP-GOV4), the PAUSD observes that its projections are based on past projects and are therefore not precise predictors of future student enrollment. In addition, the multi-family generation rates in particular are based on a small number of development projects that generated a wide range in students. For these reasons, the PAUSD recommends calculating a range of student generation numbers. To provide a range of anticipated enrollment under the preferred scenario, Table 5-3 below applies the PAUSD's moderate 2015 rates for the low and high end of the housing range for the preferred scenario using the PAUSD's lowest (i.e., multi-family) and highest (i.e., single-family detached) generation rates.[19] As shown in Table 5-2, this results in a range of 1,773 new

[19] These 2015 rates are consistent with rates used in the report titled *Residential Research Summary* that was prepared for the PAUSD by Decision Insite in November 2016.

students (low end of the preferred scenario, using multi-family rates) to 3,624 new students (high end of the preferred scenario, using single-family detached rates). The low end of this range is 168 students less than the range considered in the Supplement to the Draft EIR (1,940 new students) and the high end of this range is 41 students more than the upper end of the range considered in the Supplement to the Draft EIR (3,583 new students).

TABLE 5-3 ESTIMATED ENROLLMENT IN PAUSD UNDER THE PREFERRED SCENARIO USING PAUSD 2015 ENROLLMENT PROJECTIONS RATES

		Elementary		Middle		High		
	Housing Units	Generation Rate	Students	Generation Rate	Students	Generation Rate	Students	Total Students
Preferred Scenario - Low								
Multi-Family	3,545	0.23	815	0.12	425	0.15	532	**1,773**
Single-Family Detached	3,545	0.38	1,347	0.19	674	0.25	886	**2,907**
Preferred Scenario - High								
Multi-Family	4,420	0.23	1,017	0.12	530	0.15	663	**2,210**
Single-Family Detached	4,420	0.38	1,680	0.19	840	0.25	1,105	**3,624**

Note: These calculations use PAUSD's "moderate" (i.e., higher) generation rates. Totals may not sum due to rounding.
Source: PlaceWorks, City of Palo Alto, 2017.

Although the highest end of the enrollment range calculated in Table 5-3 slightly exceeds the range considered in the Supplement to the Draft EIR (by just over 1 percent), this increase does not change the finding in the Supplement to the Draft EIR for the reasons described above.

Some comments stated that enrollment over the horizon of the Plan will occur with a "bubble effect," with rapid housing occurring during some years and disproportionate amounts of younger students entering the district when new housing is built. The City acknowledges these concerns. However, since the proposed Comp Plan is a citywide, program-level document, it is unknown precisely when and where future development under the Plan will occur, and what the scale of future development projects will be. Therefore, it would be speculative to attempt to provide a quantitative enrollment projection that takes this bubble effect into account. Nevertheless, the City is committed to working collaboratively with PAUSD to ensure that the District is informed on an ongoing basis regarding pipeline development and the following policy is included in the Comprehensive Plan Update:

> Policy L-2.11: Ensure regular coordination between the City and PAUSD on land development activities and trends in Palo Alto, as well as planning for school facilities and programs. Under State law, impacts on school facilities cannot be the basis for requiring mitigation beyond the payment of school fees or for denying development projects or legislative changes that could result in additional housing units. The

City will, however, assess the reasonably foreseeable environmental impacts of development projects that result in new school construction or enrollment." (Revision of previous Policy C-6 and related programs)

Lastly, PAUSD's letter on the Supplement to the Draft EIR expresses concerns regarding Stanford University's expansion plans. Please see Master Response 2, which discusses recent cumulative development projects, including Stanford University's expansion.

If Stanford's proposal to add 3,150 or more additional housing units/beds is ultimately approved by the County of Santa Clara, it would enable the university to add a mix of housing types, some percentage of which could accommodate families with school-aged children. In addition, as a condition of approval, the university would likely continue to contribute funds to the production of affordable housing elsewhere in the region, which would likely accommodate families with children. As the PAUSD comments point out, the location of any new housing with school-aged children is likely to be as important as the number of children in assessing the need for new school facilities. As noted above, the City's traffic model accounts for an increase in school-related vehicle trips and includes assumptions about future growth in the region. Therefore, potential associated impacts, such as those related to increased air pollutant, GHG emission, and noise levels, are accounted for in this EIR. However, because it is unknown where future school facility expansions may occur, the allocation of those trips within the EIR Study Area may not match future plans for school improvements. The City acknowledges this challenge and looks forward to working with the school district, the University, and the County on this issue as future school facility locations or expansions become known.

5.1.3.3 COMMENTS REGARDING SCHOOL CAPACITY

Some comments stated that the capacity levels reported in the February 2016 Draft EIR reflect contractual maximum capacities but do not reflect realistic operational capacities. That is, a school operating at maximum capacity based on the numerical capacity would have every classroom fully loaded, which does not allow for PAUSD schools to operate at their desired functionalities. As stated in its comment letter, the PAUSD reserves space in its schools for wellness services, project-based learning, music and arts activities, special education, maker spaces, and other purposes. Such programs and activities would be more difficult to accommodate in schools operating at their maximum contractual capacities.

Should additional capacity be needed to increase the school facility space in the District, PAUSD has identified five sites that are not currently in use by its schools that could be used as future school sites. The District notes in its comment letter that the sites available to the District are limited, and that, while additional sites beyond these five could be acquired in the future, suitable sites are not readily available and are very costly to acquire.

The City appreciates the District's input to better understand the function of PAUSD schools, capacity analysis, and potential expansion plans. The Supplement to the Draft EIR identifies that PAUSD elementary and middle school capacity would be exceeded under all six scenarios, and that high school capacity would

be exceeded under two scenarios. The preferred scenario includes residential growth in the middle of the range of the scenarios. According to Comment SUPP-PUB2-06, operational capacity is 90 to 95 percent of maximum capacity. If the capacity is determined based on lower operational capacities, then the exceedances would be greater than identified in the Supplement to the Draft EIR. For example, the Supplement to the Draft EIR reports that the current remaining capacity for Palo Alto's elementary schools is 550 students (based on a maximum capacity of 6,227 students and an enrollment of 5,677 students). An operational capacity of 90 percent would allow for 5,604 students (6,227 maximum capacity x 0.90), which would mean that elementary schools are currently over capacity by 73 students [5,604 student capacity – existing 5,677 students). Therefore, any increase in enrollment in elementary schools would exceed operational capacity, if capacity were calculated as 90 percent of maximum. As it is unknown precisely where future students will live and how increases in student population will be paced over time, it cannot be determined precisely which schools will be most affected by future population growth in the city. Even though maximum capacity may not be exceeded, a school's operational capacity may be exceeded at a given time.

As noted above, even if the EIR were to assume reduced school capacities to reflect the operational capacities of schools, such a change would not affect the impact finding in the EIR, which is required by State statute to conclude that the payment of school fees would offset potential impacts. The City is, as previously mentioned, committed to coordinating with the PAUSD on development activity and planning for school expansions to help the PAUSD address these concerns.

5.2 RESPONSE TO COMMENTS

Table 5-4 presents comments received on the February 2016 Draft EIR and responses to each of those comments.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
Letters on the February 2016 Draft EIR		
A. Governmental Agencies		
GOV1	Hannah Cha, Park Associate Planner, County of Santa Clara Parks & Recreation Department, April 11, 2016	
GOV1-01	The County of Santa Clara Parks and Recreation Department ("County Parks Department") is in receipt of a Notice of Availability & Completion of a Draft Environmental Impact Report (DEIR) for the Palo Alto Comprehensive Plan Update. The County Parks Department's comments are primarily focused on potential impacts to countywide trail routes as outlined in the Santa Clara County Countywide Trails Master Plan Update, a component of the Parks and Recreation element of the County General Plan that the Board of Supervisors adopted on November 14, 1995. Additional comments pertain generally to public access to recreational facilities and regional parks. **Relationship to the Santa Clara County Countywide Trails Master Plan Update** The following are trail routes found within the Project's Sphere of Influence. The DEIR should describe these countywide trail routes and evaluate the potential impacts to these trails as a result of the project. • *Juan Bautísta de Anza NHT* (Route R1-A) - designated as an off-road cycling route; trail route within other public lands. • *Juan Bautísta de Anza NHT* (Route R1-B) - designated as a hiking and off-road cycling route; trail route within other public lands. • *Bay Area Rídge Traíl: Santa Cruz Mountain* (Route R5-A) - designated as a trail route within other public lands for hiking, off-road cycling and equestrian use. • *Stevens Creek Sub-regional Trail* (Route S2)-designated as a hiking, off-road cycling and partially equestrian route; trail route within other public lands. • *Adobe Creek Connecting Trail* (Route C2) - designated as a hiking and off-road cycling route; route within road right-of-way East of Miranda Ave.; route within other public lands. • *Matadero Creek-Page Mill Sub-regional Trail* (Route S 1) - designated as an onstreet bicycle route with parallel trail; route within road right-of-way.	Page 4.12-16 of the Supplement to the Draft EIR includes revisions to reflect that these trails are within the SOI.
GOV1-02	**Section 4.12: Public Services and Recreation** The County Parks Department, in partnership with other public agencies, is charged with furthering the implementation of a number of national, regional and local trails in Santa Clara County. Section 4.12 of the DEIR discusses the Santa Clara County Countywide Trails Master Plan Update under Local Regulations. Upper Stevens Creek County Park was not	Page 4.12-16 of the Supplement to the Draft EIR includes revisions to reflect that Upper Stevens Creek County Park is a regional park in Palo Alto's vicinity.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	mentioned as one of the regional parks on pg. 4.12-43, so we request that the Upper Stevens Creek County Park be included in the Regional and State Parks list.	
GOV1-03	**Impact PS-7:** Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards. The DEIR states that "future development under the proposed Plan would be subject to existing regulations and procedures, including requirements to dedicate or provide funding for new/improved parkland. However, the location of new parkland has not been identified; therefore the impact from new park construction would be potentially significant, requiring mitigation under all four scenarios." (pg. 4.12-46) The County Parks Department agrees with this impact statement. In addition to the policies and programs suggested in Mitigation Measure PS-7, we recommend policies promoting alternative recreation spaces, such as linear parks and urban trails, and partnering with park and open space agencies to maintain parks and recreation facilities.	The comment is noted. Pursuant to CEQA, the discussion of Impact PS-7 in the Supplement to the Draft EIR focuses on the potential physical impacts of the construction of new park and recreation facilities. Therefore, Mitigation Measure PS-7 has been revised in the Supplement to the Draft EIR to focus on construction impacts. Please refer to Policy N-1.13 in the June 30, 2017 draft Comp Plan. In addition, Policy C-3.3 encourages maintenance and enhancement of existing park and recreation facilities consistent with the Parks, Trails, Open Space and Recreation Master Plan and UFMP; Policies N-1.10 and N-1.11 propose to work with other agencies to create multi-use trail connections and habitat linkages.
GOV1-04	**Cumulative Impact PS-8:** Implementation of the proposed Plan would result in substantial cumulative adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. The County Parks Department makes similar comments as Impact PS-7, since the Mitigation Measure is the same as above.	Please see Response GOV1-03.
GOV1-05	**Section 4.13: Transportation and Traffic** Section 4.13 does not discuss the Santa Clara County Countywide Trails Master Plan Update; the Regional Agencies, Plans, and Policies Section (pg. 4.13-5) should be edited to include it. The County Parks Department also strongly encourages that proposed local and regional trails be constructed concurrently with the Project's planned road improvements.	Page 4.13-1 of the Supplement to the Draft EIR includes revisions to incorporate the *Santa Clara County Countywide Trails Master Plan* as part of the regulatory framework.
GOV1-06	In addition, the DEIR should include an analysis of potential traffic and circulation conflicts and opportunities in relation to the regional trail routes and Upper Stevens Creek County Park, and mitigations incorporated where appropriate. Thank you for the opportunity to comment on the Notice of Availability & Completion of a DEIR for the Palo Alto Comprehensive Plan Update. Please add our agency to your distribution list for the Final EIR when the document is available for public review. We look	All of the planning scenarios analyzed in the February 2016 Draft EIR and Supplement to the Draft EIR include implementation of the City of Palo Alto's *Bicycle + Pedestrian Transportation Plan*, which is consistent with the *Countywide Trails Master Plan Update*. Stevens Creek County Park is located in Cupertino and the nearby unincorporated area, and is in not located in Palo Alto or its sphere of influence (SOI). Accordingly, the Palo Alto

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	forward to reviewing the EIR when it becomes available. If you have any questions regarding these comments, please feel free to contact me at (408) 355-2228 or via email at Hannah. Cha@prk.sccgov.org	Comprehensive Plan Update process did not include analysis of that county park.
GOV2	Martin Alkire, Principal Planner, City of Mountain View Community Development Department, Planning Division, May 3, 2016	
GOV2-01	Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) to the Comprehensive Plan Update. The City of Mountain View has the following comments on the February 5, 2016 letter we received from your office regarding the DEIR. *Mandatory* San Antonio Housing Site. The 2015-2023 Housing Element Site identified along San Antonio, and proposed in Scenarios 1 and 2, borders industrial land uses in Mountain View that are potentially incompatible with the proposed residential use. Please study mitigation measures to limit the impacts of the industrial and residential uses between each other.	The comment is noted. The preferred scenario is described in Chapter 2 of this Final EIR and would include removing the housing sites along San Antonio Road and replacing them with higher densities and new sites in more transit accessible areas.
GOV2-02	**Page 21 (App G - TIA).** Please include the following roadway segments to be studied: • El Camino Real (San Antonio Road (SAR) to Grant/HWY 237) • Middlefield Road (SAR to HWY 101) • Charleston Road (SAR to HWY 101)	The roadway segments listed by the commenter are located in Mountain View and were analyzed by the City of Mountain View in its own recent General Plan update. All six planning scenarios evaluated in the February 2016 Draft EIR and Supplement to the Draft EIR are consistent with ABAG's regional growth projections, and are therefore also consistent with Mountain View's own analysis of those segments, since Mountain View's General Plan is also based on ABAG's growth projections. The analysis in the EIR uses multiple metrics to evaluate traffic impacts, including intersection level of service (LOS), link (roadway) LOS, vehicle miles traveled (VMT), and freeway segment/ramp capacity. For this reason, it was not possible to analyze more than a representative list of intersections and roadways, focusing on those most likely to see significant impacts, and those deemed to be representative of future conditions. Palo Alto's Comprehensive Plan Update takes an aggressive approach to mitigating traffic impacts on roadway segments and intersections through a TDM program with quantitative targets, monitoring, and penalties for non-compliance. This approach to mitigation would also reduce vehicle trips on roadway segments and at intersections in Mountain View.
GOV2-03	**Page 22 (App G - TIA).** Please revise Figure 1 to include a list of all intersections. Include all CMP intersections on ECR within the City of Mountain View as well as the intersection of Charleston Road/Independence Avenue and Middlefield Road/Old Middlefield Way.	In response to comments received on the February 2016 Draft EIR, four intersections were added to the traffic analysis of the Supplement to the Draft EIR. However, the intersections located

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
		in the City of Mountain View and proposed for inclusion by the City of Mountain View were not among the four intersections added to the analysis. The intersections mentioned in this comment were also not included in the City of Mountain View's General Plan EIR. The City of Palo Alto included the CMP intersection of El Camino Real and San Antonio Road in the analysis, but not the intersections on El Camino Real that are more distant from Palo Alto and would thus experience less traffic going to or from Palo Alto. Also, the City of Palo Alto included only key intersections of major arterials in the traffic analysis, and the intersection of Charleston Road and Independence Avenue is not such an intersection. Please see Response GOV2-02 for additional information.
GOV2-04	**Page 3-34, Figure 3-8 Scenario 3 Concept, Page 3-40, Figure 3-9 Scenario 4 Concept.** The proposed Caltrain trench will affect our utilities (water, sewer, and storm). How will Palo Alto mitigate the impact to our system/ customers? How will any impacts to Adobe Creek be mitigated?	The preferred scenario calls for grade separation of the Charleston Road and Meadow Drive Caltrain crossings by depressing the tracks in a cut and cover trench. This configuration was analyzed in a preliminary study presented to the City Council in October 2014 and available online at the following address: https://www.cityofpaloalto.org/civicax/filebank/documents/44211. Additional engineering and analysis would be necessary to determine the feasibility and potential impacts/mitigation related to this approach. While the Draft EIR assumes the proposed Caltrain trench for purposes of analyzing traffic impacts, it also envisions additional environmental review once a more fully developed grade separation design is developed – that would be the time to identify potential utility impacts and appropriate mitigation measures.
GOV2-05	**Section 4.8 Hydrology and Surface Water Drainage (p.24).** Please correct statement to include a portion of Mountain View also discharges into Adobe Creek.	Page 4.8-8 of the Supplement to the Draft EIR includes revisions to include this information regarding the Adobe Creek watershed.
GOV2-06	**Section 4.14 Impact Discussion (p.38, 39, 41).** Please confirm how at 34 MGD, where the treatment capacity is at 87%, is compliant with the Basic Agreement where the partnering agencies agree to conduct an engineering study when their respective service area reaches 80% of their contractual obligations.	The 87 percent treatment capacity cited by the commenter is a hypothetical number (based on 34 ÷ 39 = 87 percent). Page 4.14-11 of the Supplement to the Draft EIR states, "… based on the LRFP [*Long Range Facility Plan*], projected dry weather flows are anticipated to be between 28 and 34 MGD in the year 2062, which is below the dry weather flow design capacity of the plant (39 MGD)." Current treatment capacity is not at 87 percent;

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
		average dry weather flow is 21 MGD, which is 54 percent of 39 MGD. The 34 MGD figure cited by the commenter is the dry weather flow projection contained in the LRFP for 2062, which is 32 years beyond the proposed Plan's 2030 horizon year. The LRFP anticipates that, based on existing planning documents, the existing Regional Water Quality Control Plant facilities will provide adequate capacity to meet dry weather and maximum month flows through at least 2035. The discussions under Impacts UTIL-5, UTIL-6, and UTIL-7 in the February 2016 EIR and Supplement to the Draft EIR show the proposed Plan's estimated worst-case increase in wastewater flow (a maximum of approximately 0.631 MGD) at buildout represents less than 4 percent of the existing excess dry flow capacity available at the Regional Water Quality Control Plant of 18 MGD. Thus, the estimated worst-case increase in wastewater treatment demand under the Plan would result in far less than 80% of the City's "contractual obligations." Therefore, there is no need to take any action to address an exceedance of 80 percent of the contractual obligation at present or in anticipation of 2030 levels under the proposed Plan.
GOV2-07	**Section 4.14 Impact Discussion (p. 40).** Please confirm whether the treatment capacity is 40 MGD (Long Range Facilities Plan for the Regional Water Quality Control Plant (Carollo, May 2012)) versus 39 MGD.	Operation of the City's Regional Water Quality Control Plant and wastewater collection system is regulated by NPDES No. CA0037834, as prescribed in Regional Water Quality Control Board (RWQCB) Order No. R2-2014-0024. The Regional Water Quality Control Plant is designed -- and permitted -- to have an average dry weather flow capacity of 39 MGD.
GOV2-08	**Section 4.14 Impact Discussion (p. 43).** There is an existing portion of Palo Alto (west of Del Medio between El Camino Real and Alma) that discharges into the City of Mountain View. While the flow is negligible (about 100 homes), it does contribute to the City's meter flow discharge into a Los Altos main. There is a contractual limitation, and if this area was to redevelop it would change the flow dynamics and could require amendment to an agreement.	The comment is noted. The area referred to by the commenter consists of approximately 130 parcels in the R-1 zoning district. No land use changes are proposed in this area under the proposed Plan and therefore no agreement amendments are anticipated to be necessary as a result of development allowed under the proposed Plan.
GOV2-09	**Page 4.14 Impact Discussion (p.56).** Please include a table showing total square footage of additional building/ structure footprint (estimated) for all 4 scenarios.	This EIR is a program-level document that evaluates a citywide policy plan. The City anticipates that up to 3 million square feet of new office and R&D space, and up to 4,420 housing units, would be developed citywide under the preferred scenario (see Table 3-1 of this Final EIR). However, the locations and types of

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
		development that will be proposed for each future development project. Therefore, evaluating the actual building footprint of future, unknown development would be speculative and beyond the scope of this EIR.
GOV2-10	*Discretionary* **Section 4.8 Sea Level Rise (p.35).** Please consider whether Regional Water Quality Control Plant (RWQCP) protection is needed from sea level rise.	The proposed project would not, in and of itself, increase sea level rise as sea level rise is occurring independent of whether is project is implemented. Therefore, evaluating whether specific buildings would need protection from sea level is outside the scope of the EIR. However, the June 30, 2017 draft Comp Plan contains programs to address this issue. Program N4.15.2 calls for the City to develop a plan to address the ongoing operations of the RWQCP, taking potential sea level rise into account. Program N8.3.1 calls for the protection of the RWQCP, as well as other critical facilities, from the impacts of sea level rise. In addition, outside of the Comp Plan Update process, the City is working on a Sea Level Rise Policy and the RWQCP is working in conjunction with the SAFER Bay (Strategy to Advance Flood Protection, Ecosystems and Recreation along San Francisco Bay) Project to ensure that that the plant will be protected in the future.
GOV2-11	*Editorial* **Section 4.14 Existing Conditions (p.9).** Mountain View would like to consider opportunities to install another intertie at Nita Avenue, Middlefield Road or Charleston Road.	The comment is noted. The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR.
GOV2-12	**Section 4.14 General.** While the Comprehensive Plan Update does not appear to impact the overall treatment plant capacity, the narrative could clarify the proportional flows of the City of Palo Alto along with the total treatment plant partner capacity. This document appears to mix the two and should not consider these flows as interchangeable. Palo Alto flows are a subset of the overall treatment capacity.	Page 4.14-11 of the Supplement to the Draft EIR notes that, if and when the dry weather flows reaches 80 percent of capacity, an engineering study would be conducted, as called for by the Basic Agreement among RWQCP partnering agencies. The current average dry weather flow into the RWQCP is 21 MGD. The current percentage of flow from partner agencies is as follows: ▪ Mountain View – 38 percent ▪ Palo Alto – 36 percent ▪ Los Altos – 10 percent ▪ Stanford University – 7 percent ▪ East Palo Alto Sanitary District – 6.7 percent

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
		▪ Los Altos Hills – 1.5 percent
GOV2-13	**Section 4.14 General.** Please include a clarifying statement that the projections are compliant with the partners per the Basic Agreement. The partnering agencies agree to conduct an engineering study when their respective service area reaches 80% of their contractual capacity rights. Thank you for the opportunity to provide comments. Please let me know if you have any questions.	Please see Response GOV2-13.
GOV3	Aruna Bodduna, Associate Transportation Planner, County of Santa Clara Roads & Airports Department, May 5, 2016	
GOV3-01	The County of Santa Clara Roads and Airports Department appreciates the opportunity to review Draft Environmental Impact Report (DEIR) and is submitting the following comment(s). 1. The County commends the City for focusing on aggressive transportation demand management (TDM) goals to handle future growth. However, the report identifies that the ultimate finding is "Significant Unavoidable", meaning it is anticipated that these aggressive TDM measures may not fully mitigate the transportation impacts. The County operates two major expressway arterials providing access to and for circulation within the City: Page Mill-Oregon Expressway and Foothill Expressway. The County requests that the proposed improvements for these expressways identified in Expressway Plan 2040 be listed as potential mitigation measures to receive traffic impact fee (TIF) or fair-share contributions for traffic impacts from new developments, should the reduction targets and/or the goal of no net increase in peak period motor vehicle trips proves unattainable.	Thank you for this comment. In lieu of including *Expressway Plan 2040* improvements as mitigation, the proposed Comprehensive Plan Update (Transportation Element) references these as likely projects during the life of the plan, and includes Program T1.25.1, which calls for an update Transportation Impact Fee (TIF) program to fund needed capital improvements. The City can include the improvements identified in *Expressway Plan 2040* in its list of projects for partial funding through a transportation impact fee.
GOV3-02	2. Scenario 2 incorporates grade separations at Page Mill Road/Junipero Serra Boulevard-Foothill Expressway and Foothill Expressway/Arastradero Road, widening of Page Mill Road between I-280 interchange and Peter Coutts Road, and intersection improvements at Page Mill Road/El Camino Real. County's Expressway Plan 2040 also lists intersection improvements at Page Mill Road/Hanover Street. All of these improvements should be included in the City's TIF.	Some of the projects included in the County's *Draft Expressway Plan 2040* are included in the preferred scenario and the Comprehensive Plan Update Transportation Element as noted above. The City of Palo Alto is currently in the process of conducting a nexus study and all of the projects mentioned in the County's comment will be considered for inclusion in the project list to be funded by the updated Transportation Impact Fee (TIF) program.
GOV3-03	3. Page 4.13-43 of the DEIR notes that two expressway intersections, Foothill Expressway/Junipero Serra Boulevard and Page Mill Road (#9) and Foothill Expressway and Arastradero Road (#10), would need about 96% and 75% reduction of trips respectively, to operate at acceptable level of service (LOS). The report further states such a large	Scenario 2 of the Comprehensive Plan Update analysis included grade separation at both of the expressway intersections identified in this comment: Foothill Expressway/Junipero Serra and Page Mill Road (#9) and Foothill Expressway and Arastradero

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	reduction would not be feasible even with an extremely aggressive TDM program. Should the City decide not to support Expressway Plan 2040 grade separation projects at these locations, the County requests that the City identify alternative routes or plans for the overflow traffic from these intersections.	Road (#10). The other scenarios did not include these grade separations. The travel demand forecasting model output for all scenarios includes projections of which routes traffic would take if those segments and intersections are overloaded. The City of Palo Alto's Comprehensive Plan Update takes an aggressive approach to mitigating traffic impacts on roadway segments and intersections through a TDM program with quantitative targets, monitoring, and penalties for non-compliance, as well as other measures. This approach to mitigation would reduce vehicle trips at those expressway intersections. In response to this comment, Scenario 5 in the Supplement to the Draft EIR included an analysis of widening Page Mill Road at the intersection of Foothill Expressway-Junipero Serra Boulevard and Page Mill Road to include HOV lanes but no grade separation. Under Scenario 5, the LOS would remain at LOS F, but the average delay would be greatly decreased from Existing Conditions, so there would not be a significant impact. Thus, the analysis of Scenario 2 in the Draft EIR discloses that inclusion of grade separation at this intersection would result in an acceptable level of service and no significant impact. The analysis of Scenario 5 in the Supplement to the Draft EIR also discloses that construction of HOV lanes without grade separation would result in no significant impact, even though the level of service would remain unacceptable. All other scenarios result in a significant and unavoidable impact at this intersection based on their assumptions of no change to this intersection, but either of the approaches used in Scenario 2 or 5 would adequately mitigate the impact. At the intersection of Foothill Expressway and Arastradero Road, the EIR discloses that there would be a significant and unavoidable impact if the proposed grade separation would not occur. The only scenario under which there was no significant impact is Scenario 2, which included the grade separation. The analysis of post-mitigation conditions for Scenarios 5 and 6 in the

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		Supplement to the Draft EIR, conducted in response to this comment, indicate that there would still be a significant impact at this intersection, even with implementation of the TDM program. This impact is largely due to anticipated growth in the region and would also occur under Scenario 1 (the Business as Usual scenario). Based on the analysis of post-mitigation conditions for Scenarios 5 and 6, It is fair to assume that there would still be a significant impact at Foothill Expressway and Arastradero Road under the preferred scenario's growth assumptions, even with implementation of the TDM program, unless grade separation were also included. Faced with increasing congestion at these intersections, drivers will likely use several strategies, including seeking alternate routes, traveling outside the peak period, and shifting modes. The HOV lanes on Page Mill Road would incentivize ridesharing for drivers who use that roadway segment.
GOV3-04	4. Page 4.13-72 of the DEIR, Mitigation Measure TRANS-8 states *"Develop a proactive neighborhood traffic calming program with a tool box of specific improvements that can be used to discourage non-local drivers from using local, neighborhood streets to bypass traffic congestion on arterials"* This mitigation measure is consistent with the stated mission of the expressways to relieve local streets of through traffic. However, if Page Mill Road-Oregon Expressway and/or intersections of Page Mill Road/Junipero Serra Boulevard-Foothill Expressway and Foothill Expressway/Arastradero Road are operating at severe congestion levels, it will be difficult to keep the cars on the expressways. If the City does not prefer to implement the improvements identified in the Expressway Plan 2040, the County recommends that the City identify parallel City arterials for overflow expressway traffic.	The travel demand forecasting model used in the traffic analysis has assigned traffic to parallel City arterials if the expressways are projected to be overloaded. Alternative routes for Foothill Expressway include Interstate 280, El Camino Real, and Alma Street. Alternate routes for Page Mill Road between Foothill Expressway and El Camino Real include Arastradero Road and Stanford Avenue. Alternative routes for Page Mill Road (to and from Interstate 280) include El Monte Avenue, Alpine Road, and Sand Hill Road. All of these parallel arterials would also be congested. Drivers would choose alternate routes such that travel times between them are equalized. Drivers may also choose to alter the times at which they drive or use an alternate mode. Impacts at these intersections are largely due to anticipated growth in the region and would also occur under Scenario 1 (the Business as Usual scenario). The City's aggressive approach to mitigation through a TDM program with quantitative targets, monitoring, and penalties for non-compliance is designed to reduce the vehicle trips on the expressways.

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		Please also see Response GOV3-02, which explains that some of the projects included in the County's *Draft Expressway Plan 2040* are included in the preferred scenario and the Comprehensive Plan Update Transportation Element. The City of Palo Alto is also currently in the process of conducting a nexus study and projects will be considered for inclusion in the project list to be funded by the updated Transportation Impact Fee program.
GOV3-05	5. The traffic impact analysis in the DEIR fails to include the interchanges of I-280/Page Mill Road and US 101/Oregon Expressway. Please provide the analysis for these locations. If the analysis results in significant impacts, appropriate mitigation measures should be identified.	The interchange of Interstate 280 and Page Mill Road was the subject of extensive analysis in the County's *Draft Expressway Plan 2040* and the Page Mill Expressway Corridor Study Report. Five of the six scenarios evaluated in this EIR are within ABAG's growth estimates and are therefore consistent with the County's analysis of this interchange. Under the preferred scenario, within the city, the population, housing, and jobs projections would all be less than ABAG's projections, even at the high end of the preferred scenario's range. When looking at the city plus the SOI, the high end of the preferred scenario's housing and population ranges would be higher than ABAG's projections by 850 units and 1,765 people, respectively. But, for the city plus the SOI, the high end of the preferred scenario's jobs projection would be 3,980 less than ABAG's projections. Also, the County has identified mitigation measures for this interchange in the *Draft Expressway Plan 2040*, and the City did not consider it necessary to repeat that process as part of the Comprehensive Plan Update EIR. All of the ramps at the Highway 101/Oregon Expressway interchange were analyzed as part of the freeway ramp evaluation (see Table 4.13-19 on pages 4.13-39 to 4.13-40 of the Supplement to the Draft EIR).
GOV3-06	6. When individual development projects are to move forward, please provide a Transportation Impact Analysis (TIA) for these projects. The TIAs should be prepared following the latest adopted Congestion Management Program (CMP) TIA Guidelines to identify significant impacts. The preliminary Expressway Plan 2040 should be consulted for a list of mitigation measures for significant impacts to the County roadways. Should the Expressway Plan 2040 list not include an improvement that would mitigate a significant	The comment is noted and the City looks forward to working with the County and VTA on guidelines to govern preparation of Transportation Impact Analyses (TIAs) and development of mitigation strategies consistent with forthcoming updates to the CEQA Guidelines in response to SB 743.

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	impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document. If proposed projects plan to use TDM and goal of no new peak period trips to avoid significant impacts, County recommends to include Expressway Plan 2040 improvements as mitigation measures in case these TDM goals prove unattainable.If you have any questions or concerns about these comments, please contact me at (408) 573-2462 or aruna.boddun a@rda.sccgov.org.	
GOV4	Sean Charpentier, Assistant City Manager, City of East Palo Alto Community & Economic Development Department, Planning Division, May 5, 2016	
GOV4-01	Thank you for the opportunity to review and comment on the Draft EIR for the City of Palo Alto Comprehensive Plan Update. The City of East Palo Alto recognizes the many years of hard work that went into the production of the Draft Comprehensive Plan and DEIR. Traffic and Transportation- Comment #1 The traffic mode shares in Table 4.13-15 used for the four scenarios have highly optimistic assumptions about the use of modes of transportation other than driving, especially transit use. Currently, transit, bike, and walking trips account for 16% of all current trips. Depending on the Scenario, the transit, bike, and walking trips account for between 34% and 43% of all new trips. The traffic model projects that, depending on the scenario, the percentage change from existing conditions will range between 8% and 11% for drive alone trips; 41% and 76% for transit trips, 23% to 35% for biking trips, and 13% to 26% for waking *[sic]* trips. The Santa Clara Valley Transportation Authority recent "Transit Choices Report" noted that between 2000 and 2015, transit ridership declined by 23%. Assuming such a high portion of new trips are transit, biking or walking trips understates the traffic impacts at the study intersections and the greenhouse gas analyses based on the traffic study. This is a highly optimistic assumption about mode share that is not supported with corresponding policy provisions within the document. What is the basis and documentation supporting this assumption of major increases in transit, bike, and walking mode shares? What is the basis and documentation supporting an assumption of a 41% to 76% increase in transit trips from existing conditions?	The mode share percentages presented in Table 4.13-15 are not assumptions. They are the results obtained from the travel demand forecasting model used throughout the traffic analysis in the February 2016 Draft EIR and Supplement to the Draft EIR. In other words, the mode shares are model output, not input assumptions. The travel demand forecasting model used for the City of Palo Alto's Comprehensive Plan Update is based upon and is consistent with MTC's model for the Bay Area region and VTA's model for Santa Clara County. The increased use of alternative mode shares that is projected by the travel demand forecasting model are partly due to the projection of increased traffic volumes and congestion on freeway segments, some roadway segments, and at some bottleneck locations. As traffic congestion and travel delays increase throughout the Bay Area, modes other than driving will become relatively more attractive. The increased mode shares for alternative modes also reflect the increased investment in transit facilities by 2030 (e.g., Caltrain electrification) and bicycle and pedestrian facilities (e.g. implementation of numerous new bikeways in the City's Bicycle and Pedestrian Transportation Plan).
GOV4-02	The use of optimistic mode share numbers call into question the adequacy of the analyses and impacts on all the traffic analyses and the greenhouse gas analyses. To adequately analyze and disclose the potential impacts, the study should prepare traffic and greenhouse gas analyses with more realistic assumptions about mode share.	Please see Response GOV4-01.
GOV4-03	Traffic and Transportation - Comment #2The traffic study did not analyze the critical intersection at University Ave. and Woodland Ave. The traffic analysis analyzed the US 101/University highway ramps, but not the intersection at Woodland Ave. and University	The EIR assessed traffic impacts through analysis of intersections, roadway segments, freeways and freeway ramps, mode split, and VMT. Not all intersections suggested by commenters were

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	Ave. This intersection is a key gateway to the City of Palo Alto and is shared with East Palo Alto. To adequately review the potential impacts, this intersection would have to be included in the analysis. Please analyze this intersection within the traffic study.	included. As described in Response PUB14-03, four intersections were added to the EIR analysis based on comments received; however, the intersection of University Avenue and Woodland Avenue was not added. Representative intersections were selected if there was no other recent data or analysis available. The City of East Palo Alto's analysis of its recently updated General Plan includes the intersection of University Avenue and Woodland Avenue, and the City of Palo Alto did not consider it necessary to include it since it had been so recently addressed in East Palo Alto's own General Plan. The TIA for the East Palo Alto General Plan indicates that under Cumulative with Project conditions, there would not be a significant impact at this intersection. Five of the six of the City of Palo Alto's Comprehensive Plan Update planning scenarios are consistent with ABAG's growth projections, and are therefore also consistent with East Palo Alto's own analysis of this intersection, since it is also based on ABAG's growth projections. The buildout of the preferred scenario is similar to ABAG projections, with the low end of the buildout range below ABAG projections, and the high end (when the SOI is included) slightly above in terms of housing and population, but below ABAG projections in terms of jobs. This EIR makes a broad finding of significant and unavoidable traffic impacts to intersections and the mitigation measure is also a broad approach to trip reduction through TDM. Palo Alto's Comprehensive Plan Update takes an aggressive approach to mitigating traffic impacts on roadway segments and intersections through a TDM program with quantitative targets, monitoring, and penalties for non-compliance, as well as other measures. This approach to mitigation would also reduce vehicle trips on roadway segments and at intersections in East Palo Alto.
GOV4-04	Traffic and Transportation/ Air Quality - Comment #3 The Tables 4.13-13 and 4.13-14 have different VMT amounts from the Table 4.2-7. For example, Table 4.2.7 has 2,937,470 in Existing Daily VMT while the Table 4.13-14 has 5,320,931 in Daily Existing VMT. Please explain this difference.	Table 4.2-7, Comparison of the Change in Population, Service Population, and VMT in Palo Alto, was updated in the Supplement to the Draft EIR. The air quality and greenhouse gas analysis adjusts the VMT based on the recommendations of the California Air Resources Board's Regional Targets Advisory Committee (RTAC, a committee formed per SB 375). RTAC recommends that

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		50 percent of interjurisdictional trips are the responsibility of the jurisdiction. This is consistent with the methodology used in the City's Earth Day Report. The VMT in the tables in Chapter 4.13, Transportation and Traffic, include the full trip length for interjurisdictional trips. In addition, the analysis in Chapter 4.2, Air Quality, of the February 2016 Draft EIR and Supplement to the Draft EIR includes VMT from commercial trucks in addition to passenger vehicles. The tables in Chapter 4.13, Transportation and Traffic, referenced by the commenter do not include any commercial truck traffic and only include passenger vehicle traffic (i.e., light duty autos/trucks).
GOV4-05	Air Quality - Comment #4 The VMT numbers derive from assumptions for extremely large increases in transit use. The VMT numbers should be calculated again using more realistic assumptions. Without assuming that transit trips increase 41%- 76% over existing conditions, the impacts in the VMT section might be significantly different and the VMT impact might change from LTS to Significant and Unavoidable.	Please see Response GOV4-01. As explained in that response, the transit use numbers used in the EIR are model outcomes based on analysis of the scenarios and future cumulative roadway conditions, not assumptions.
GOV4-06	The BAAQMD standard is that projected VMT increase is less than or equal to projected population increase. The DEIR analysis instead uses the service population, which includes population plus the number of new jobs. Section 2.7.1 of the BAAQMD CEQA Air Quality Guidelines, Updated May 2011 states that the calculation is based on "population," rather than the "service population" standard used by the DEIR. This calculation should be based on the BAAQMD "population" standard.	Chapter 4.2 of the February 2016 Draft EIR and Supplement to the Draft EIR evaluates consistency of the proposed Plan with the BAAQMD's *Clean Air Plan*. One of the metrics considered during this consistency analysis is an evaluation of the project's efficiency with regard to transportation, measured in VMT. The commenter is correct that BAAQMD's CEQA Air Quality Guidelines establish a threshold for compliance with the adopted 2010 Clean Air Plan based on whether the project VMT increase is less than or equal to the population increase. The Draft EIR explains BAAQMD air quality thresholds on pages 4.2-22 and 4.2-23, and the Draft EIR presents VMT per population in Table 4.2-7 on page 4.2-32. Table 4.2-7 also presents VMT per service population, and shows that a reduction in VMT per capita would occur using both metrics. The Draft EIR explains, on pages 4.2-31 through 33, the City's reasons for using VMT per service population as part of the analysis of consistency with the *2010*

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		Clean Air Plan. A VMT efficiency target based on a city's population alone does not fully capture the jobs-housing relationship in the city, particularly in a city like Palo Alto where there are substantially more jobs than residents. The Comprehensive Plan is intended to address both jobs and housing in Palo Alto as part of a complete and integrated approach to land use and transportation planning that reduces both air pollutant and GHG emissions in the greater Bay Area. Therefore, the City evaluates consistency with the *Clean Air Plan* based on the VMT/service population. The Association of Bay Area Government's (ABAG)/Metropolitan Transportation Commissions' (MTC) *Plan Bay Area* considers both where people live and where people work to improve the overall mobility of the Bay Area to reduce trips and vehicle miles traveled. Trips in the regional model are based on an origin-destination approach and consider trip by trip purpose. For employment-generating land uses, the regional model disaggregates trips into specific industry sectors (i.e., type of commercial, office, warehouse, retail) in order to determine trip lengths by trip purpose and the origin and end of a trip. The regional emissions forecasts conducted by BAAQMD as part of the *Clean Air Plan* and BAAQMD's Climate Protection Program consider on-road mobile source emissions based on data provided by these regional agencies. Consequently, both the population and employment generating land uses are critical to determining the transportation efficiency of the Bay Area in BAAQMD's regional plans.Furthermore, the consistency analysis for criteria air pollutants should be internally consistent with the approach taken for the proposed Plan's GHG emissions analysis. BAAQMD's CEQA Guidelines GHG efficiency metric is based on service population, rather than just per capita emissions, for similar reasons as identified above—VMT is not just based on where someone lives but also where they work or where services are provided (e.g., retail stores, schools, day care, etc.).

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		Lastly, the Governor's Office of Planning and Research (OPR) is considering alternative metrics to the transportation LOS under Senate Bill 743. One of the metrics being considered is VMT efficiency. OPR proposed to define transportation efficiency as follows. "A transportation analysis for a land use project should measure transportation efficiency, rather than the total amount of VMT generated. Therefore, a VMT metric used for trip- or tour-based assessments should include a denominator. Typical denominators include per capita for residential, per employee for office, and per trip for other uses. Per person-trip is another option that could be used for all land use types" (see Appendix C of OPR's SB 743 Guidelines Discussion Draft). Consequently, OPR's current recommendation includes evaluating both population and employment when considering transportation efficiency, which is consistent with the City's approach.
GOV4-07	Population and Housing Comment #5The proposed General Plan continues the existing jobs housing imbalance. The Jobs to Employed residents ratio remains steady at above 3. (Table 4.11.20) This means that the growth projections are imbalanced because they preserve the existing condition of imbalanced job growth of 3 jobs per employed resident. This is a significant impact. The burden placed on the region by cities that have imbalanced land uses is significant. The threshold is not the existing imbalance, but whether the growth brings the city closer to a balanced growth pattern. The growth projections for all scenarios identify significant imbalances that remain unchanged. The DEIR identifies this as a Less than Significant Impact. This is a significant impact due to the imbalanced growth included in the growth projections for all scenarios, and the resulting regional housing and traffic impacts.Thank you again for the opportunity to comment on the Draft Comprehensive Plan EIR. The City of East Palo Alto appreciates the years of effort that went into producing these documents. The City of East Palo Alto looks forward to continuing our collaborative relationship with the City of Palo Alto. If you have questions, please feel free to contact me.	As noted on page 4.11-16 of the February 2016 Draft EIR, the EIR uses Appendix G of the CEQA Guidelines and the City of Palo Alto's *Environmental Criteria Used by the City of Palo Alto* in 2007. The threshold as worded in the City's published environmental criteria is: "Create a substantial imbalance between employed residents and jobs." In evaluating the proposed Comp Plan against this threshold, the EIR considers whether the proposed Plan would worsen the existing jobs to employed resident ratio. As shown in Tables 4.11-20 and 4.11-21 of the Supplement to the Draft EIR, with the exception of Scenario 1 (the Business as Usual scenario), the scenarios considered in the EIR would improve the current jobs/housing balance. Therefore, the impact is less than significant. This EIR evaluates the impacts associated with adopting the proposed Plan and is not required to identify impacts resulting from existing conditions.
GOV5	Roy Molseed, Senior Environmental Planner, Santa Clara Valley Transportation Authority, May 5, 2016	
GOV5-01	Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Comprehensive Plan Update. We have the following comments. Land Use Alternatives The DEIR analyzes the impacts of four land use/transportation scenarios that grew out of a	The comment focuses on the merits of the scenarios considered in the February 2016 Draft EIR. The comment is noted. Please see Master Response 1. The City has chosen a preferred scenario, which is described in Chapter 2 of this Final EIR. The preferred scenario is anticipated to result in 3,545 new housing units (same

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	series of public workshops in mid-2014 (pg. 3-10). VT A's understanding is that the Preferred Alternative will be developed at a later date and will include elements of one or more of the analysis scenarios, but is not expected to be identical in every respect to any single scenario. VTA recommends that the City include the land uses, land use policies, and transportation framework of Scenario 4 as described in the DEIR, which would ''concentrate growth in transit-rich areas of the city where there are ample neighborhood services, and seek to address the impacts of employment growth rather than slowing or controlling the rate of growth" (pg. 3-38). This scenario was shown in the transportation analysis to result in the lowest vehicle miles traveled per capita, the lowest "Drive Alone" mode share and the greatest increase in transit ridership among the scenarios studied (pgs. 4.13-49 - 4.13-50). VTA notes that this scenario also includes the greatest increase in housing units compared to new square footage of employment uses, which would increase the mix of land uses in the City and likely lead to further reductions m automobile trips and vehicle miles traveled.	as Scenario 3) to 4,420 new housing units (same as Scenario 4) and seeks to concentrate new growth near transit.
GOV5-02	Transportation Analysis VTA commends the City for including an analysis of multimodal performance measures such as vehicle miles traveled, mode share, pedestrian and bicycle facilities, and congestion impacts on transit travel times in the DEIR. Inclusion of such measures provides for a more balanced approach to transportation analysis and mitigation than a more traditional approach focused solely on automobile level of service and other measures of vehicle delay.	The City thanks VTA for its comment. The comment does not address the adequacy of the February 2016 Draft EIR. Therefore, no response is required.
GOV5-03	Congestion Impacts on Transit Travel Times VTA commends the City for including an analysis of congestion impacts on transit operations in the DEIR. The DEIR identified a significant impact to transit operations as a result of increased vehicle congestion, and included a Mitigation Measure for the City to "Provide traffic signal prioritization for buses at Palo Alto intersections, focusing first on regional transit routes. Also, provide queue jump lanes and curbside platforms for buses on El Camino Real." (p. 4.13-68) VTA supports the proposed mitigation measure and looks forward to working with the City to implement transit improvements in Palo Alto.	The City thanks VTA for its comment. The comment does not address the adequacy of the February 2016 Draft EIR. Therefore, no response is required.
GOV5-04	Transportation Demand Management - General Mitigation Measure Trans-la would require new development projects to prepare and implement Transportation Demand Management (TDM) Plans to achieve vehicle trip reductions of 20% - 45%, depending on location within the City. The DEIR notes that "TDM Plans must be approved by the City and monitored by the property owner on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets	Please note that the wording of Mitigation Measure TRANS-1b as quoted in this comment was revised in the Supplement to the Draft EIR and is addressed in Response SUPP-GOV3-06. The City of Palo Alto agrees that TDM monitoring should be performed by the City or a third party in order to provide more reliable monitoring results. The requirement that TDM Plans be monitored by the

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	are not met" (pg. 4.13-51). In addition, Mitigation Measure Trans- I b requires the City to establish and implement a policy that eliminates ("unbundles") free or subsidized parking in new commercial and residential development (pg. 4.13-52), and additional parking management measures, such as parking charges at existing workplaces with over 50 employees and paid parking in Downtown and California Avenue Areas, are included in Scenario 4 (Table 3-3, pg. 3-16). VTA commends the City for including these forward-thinking TDM measures and goals in the DEIR. However, VTA recommends that the City require that TDM monitoring be performed by the City or a third party, to provide more reliable monitoring results.	project proponent or "by the property owner" means that the property owner will have financial responsibility for the monitoring. The City will ensure that each TDM Plan includes a section that addresses the monitoring process and may require that the actual monitoring is to be conducted by an independent third party at a time that is not disclosed in advance to the project's employees or residents.
GOV5-05	Transportation Demand Management - Transit Incentives The DEIR notes that paid transit passes would be provided to employees in workplaces with over 50 employees in all Scenarios (pg. 3-12), and Scenario 4 includes a measure to provide "free transit passes for all Palo Alto residents in transit accessible areas based on the VTA's EcoPass program" (pg. 3-43). VTA supports these measures and requests that the City coordinate with VTA on their implementation VTA also notes that these measures would help implement the Bay Area Air Quality Management District (BAAQMD) Regulation 14, Rule 1, which requires employers with 50 or more full-time employees to offer commuter benefits.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
GOV5-06	Freeway Impacts and Mitigation MeasuresThe DEIR identifies significant impacts to five directional segments of US 101 and two directional segments of I-280, based on the CMP LOS standard. Mitigation Measures proposed in the DEIR include TDM programs (see above) and a proposal for the City to "Take a leadership role in regional transportation planning and advocating for specific multi-modal freeway improvements, such as dynamic pricing, express bus service, transit and HOV priority, and other enhanced mobility options" (p. 4.13-60). With these Mitigation Measures, four of the impacts remain significant and unavoidable.VTA notes that certain cities in Santa Clara County have identified contributions to regional transportation improvements as mitigation measures for significant freeway impacts. VTA recommends that the City include voluntary contributions to projects in VTP 2040 that provide congestion relief and additional transportation options along the impacted corridors, including: • US 101 Express Lanes (VTP ID Hl) • I-280 Express Lanes (2040 VIP ID Hl 1-13) • I-280 Ramp Metering Implementation • I-280 / Foothill Expressway Improvements (2040 VTP ID H45, H35) • I-280/ Page Mill Rd Modifications (VIP 2040 Xl5)	The City of Palo Alto appreciates VTA's suggestion regarding voluntary contributions to freeway projects included in VTP 2040. The City will consider these at a later time in relation to specific development projects for which they may be appropriate.

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	These projects range from short-term to long-term. VTA would be happy to work with the City to identify appropriate projects for contributions as specific development projects implementing the Comprehensive Plan come forward. Please see the March 6, 2014 Report to the VTA Board of Directors (Agenda Item 6.18), available online athttp://www.vta.org/sfc/serv let. shepherd/ document/ download/ 069AOOOOOO1LwZYIAO, for further information about Voluntary Contributions to Transportation Improvements.	
GOV5-07	CMP Intersection Impacts and Mitigation Measures The DEIR indicates significant impacts to three CMP Intersections. The DEIR identifies Mitigation Measures to adopt TDM programs, work to advance grade separation projects at intersections along the Caltrain tracks, and take a leadership role in advancing transit improvements, however, these impacts remain significant and unavoidable (pgs. 4.13-51 - 4.13-52).In addition to the proposed Mitigation Measures, VTA also recommends that the City prepare an area-wide Multimodal Improvement Plan (previously "Deficiency Plan"), to address these CMP Impacts. The California CMP legislation requires Member Agencies to prepare Deficiency Plans/Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic LOS standard. The preparation of a Multimodal Improvement Plan can be an opportunity to implement multimodal (nonautomotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular level of service impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs. For further information on Multimodal Improvement Plans please see VTA's Deficiency Plan Requirements located online at: http://www.vta.org/cmp/technical-guidelines.Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.	The City of Palo Alto acknowledges that VTA, as the Congestion Management Agency for Santa Clara County, requires that a Multimodal Improvement Plan (previously known as a Deficiency Plan) be prepared if any CMP intersections are expected to exceed the CMP level of service standard. Accordingly, the City will prepare a Multimodal Improvement Plan that will include improvements to transit, bicycle, and pedestrian facilities, as well as TDM programs, after final adoption of the Comprehensive Plan Update, as called for in Mitigation Measure TRANS-1d.
GOV6	Wynne Furth, Board Member, Architectural Review Board City of Palo Alto, June 2, 2016	
GOV6-01	RECOMMENDATION: Consider forwarding this memorandum to the City as a supplemental response to its request for comments on the Comprehensive Plan Update Draft EIR. BACKGROUND:On April 21st of this year, the Board held a public hearing on the Draft EIR for the Comprehensive Plan Update and made a number of comments. Vice Chairman Alec Lew and I agreed to meet and report back on any additional comments, arising from the ARBs *[sic]* areas of responsibility, that might be useful. We focused on impacts likely to	This EIR is a program-level document that evaluates the impacts of a policy Plan. It would be speculative to evaluate the project-level impacts of individual future development projects. The project-level impacts associated with specific development projects, including the demolition of buildings, will be evaluated as future development is proposed.

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	arise under any of the alternative scenarios being considered by the City Council, including the "no project" alternative. The public comment period closes on June 8, 2016. We met to discuss the issues but did not produce a joint report. This memorandum is based upon my notes of our discussion. Because Architectural Review is focused on on-site/nearby aspects of new development of commercial and multiple family projects, we looked at site-specific impacts that are of cumulative importance: • The prevalence of site *redevelopment,* including the demolition of "perfectly sound" buildings which have not yet reached the end of their useful life but can be replaced by more profitable structures. We do not have adequate metrics or policies to evaluate this aspect of a project. The EIR should analyze the environmental effects of such demolitions and propose mitigation if needed, including considering re-use first.	
GOV6-02	• The protection of scenic vistas, including those from El Camino Real and San Antonio Avenue. Site-by-site analysis may need to be supplemented with block-by-block analysis.	As noted in the February 2016 Draft EIR (pages 4.1-19 to 4.1-22) and the Supplement to the Draft EIR (pages 4.1-5 to 4.1-7), compliance with existing City regulation and procedures would ensure new development would not impact scenic vistas.
GOV6-03	• The *reduction of landscaping* on a site when it is redeveloped, or the failure to increase the scale of landscaping to match newer, larger buildings. There is evidence that areas with more "biomass" are not only more appealing to humans but positively affect health. In reviewing projects, the Board has observed that code-compliant projects may still result in substantial reduction in the mass of plants on site – sometimes a conflict between parking and planting. Smaller trees and more compact and formal plantings provide less relief from hardscape. Extensive underground parking can significantly reduce the surface area in which plants can actually tap into native soil and the water table. Landscaping is converted into large-scale container gardening. Consider mitigation measures that require maintenance or intensification of on-site greenery, both to retain Palo Alto's characteristic look and to improve the comfort and livability of the City as temperatures rise.	In response to this comment, Mitigation Measure AES-1, found on page 4.1-2 of the Supplement to the Draft EIR, was revised as part of the Supplement to the Draft EIR to ensure that requirements for landscaping and street trees are included in the proposed Plan to help maintain the visual character of Palo Alto. In addition, Policy L-6.6 of the June 30, 2017 draft Comp Plan, related to building design, requires design to complement streets and public spaces, and promote personal safety, public health, and well-being. Policy N-1.1 seeks to preserve, protect, and enhance public and private open space and ecosystems in Palo Alto, while Policy N-1.9 promotes these requirements in all development within the foothill portion of the Planning Area. In addition, Policy N-2.5 seeks to enhance tree health and appearance.
GOV6-04	• The increased use of highly reflective *walls,* which can create problems of glare, excessive illumination, and heat gain in the vicinityConsider *[sic]* mitigation measures which add new standards or metrics to address these issues.	As noted in the February 2016 Draft EIR (pages 4.1-3 and 4.1-22), the City's Zoning Code (Title 18 of the Municipal Code) requires all development projects to avoid the use of reflective surfaces that can create glare. This would include highly reflective walls. Compliance with existing City regulations, including design review from the City's Architectural Review Board, would avoid excessive

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		illumination, glare, and heat gain. Therefore, no new mitigation measures are necessary.
GOV6-05	• The need for better tools for assessing how a a proposal will increase or decrease the *"heat island"* characteristics of a site, and the desirability of requiring that new development in fact decrease the site's heat generation. The ARB is required to address heat island issues in evaluating landscaping under its existing standards but does not have metrics to do so. The US EPA and others have formulated strategies for quantifying and reversing heat island effects. Consider as a mitigation measure for new development standards requiring reduction of heat island effects – cooling the City.	Please also see Response GOV6-03. Assessing the "heat island" characteristics of a site is not a CEQA requirement per se, but the EIR does include an analysis of visual changes and air pollutant emissions, including GHG emissions. Also, the draft Comp Plan includes policies that are protective of the urban forest and landscaping generally. See Policies N-1.1, N-2.6, N-2.12 of the June 30, 2017 draft Comp Plan, which seek to protect, revitalize and expand natural and landscaped areas, such as the urban forest, including through education, regulation and a long-term financial commitment.
GOV6-06	• The problem and opportunity created by increased building/redevelopment in areas where *ambient noise* levels are so high that outdoor use areas are too loud for comfort. City codes require usable outdoor spaces and developers propose them as amenities but noise studies are often focused on indoor areas. Mitigation measures requiring evaluation and mitigation of noise impacts on outdoor spaces in high "noise contour" areas should be considered for commercial and multiple family development.	The EIR evaluates indoor and outdoor noise impacts within the EIR Study Area. Mitigation Measures NOISE-1a and NOISE-4a include strategies to address excessive noise levels for all land use types. See Policies N-6.1, N-6.5, N-6.6, N-6.7 in the draft Comp Plan for related policy language.
GOV6-07	• More intense and *"multi-modal" use of sidewalks* should consider both on-site and public ROW improvements. All of the scenarios described in the Draft EIR contemplate worse and worse congestion for motor vehicles, as VMT per capita decreases less quickly than population increases. That support should be for the full range of people who walk and bicycle and push strollers, not just the fittest. Architectural Review looks at bicycle and pedestrian support building by building; for adequate mitigation the City should consider setting standards by block or frontage as well and systematically supplementing private development with its own efforts.	All of the scenarios, including the preferred scenario, include implementation of the City's *2012 Bicycle + Pedestrian Transportation Plan*, which includes projects that improve mobility and safety for pedestrians.
GOV6-08	• The need to revise *standards for on-site bicycle parking* so that a larger percentage of a building's users can be confident that bike parking will be available when they arrive. The City's bicycle parking formulas do not seem to have kept pace with either the actual increase in bike use or the City's desired increase in bike use. In addition, provision for parking for the larger bicycles used to transport small children seems to be non-existent. Correcting these problems would help mitigate anticipated mobility losses.	The comment is noted. The comment does not raise a specific concerns regarding the adequacy of the analysis in the February 2016 Draft EIR. Policy T-1.18 of the June 30, 2017 draft Comp Plan provides bicycle facilities, including on-site bicycle parking, while Policy T-5.12 increases the number of bicycle parking spaces in order to promote bicycle use. Further, Policy L-4.10 would increase the number of bicycle parking spaces in Town and Country Village.

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GOV6-09	• The need to aggregate and integrate the City's existing development standards in a *comprehensive matrix* so that applicants and reviewers can in fact implement the numerous and often far-sighted standards and projects that the City Council, with the advice of its boards, commissions and citizenry has already produced. Any mitigation and monitoring plan for the Comprehensive Plan Update should include provisions for creating and maintaining that matrix and assessing the City's compliance with it.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
B. Non-Governmental Organizations and Private Companies		
ORG1	Keith Bennett, Ph.D., Save Palo Alto's Groundwater, February 5, 2016	
ORG1-01	The following comments are relevant to the discussion of groundwater, both the "shallow" and "deeper" groundwater layers in Section 4.8 of the DEIR, Hydrology and Water Quality. The DEIR completely misses the point on the shallow aquifer.	The February 2016 Draft EIR was prepared prior to the issuance of Palo Alto's revised guidelines for basement dewatering. The Supplement to the Draft EIR includes revisions to incorporate updated policy information as of February 2017 in the Regulatory Framework and the groundwater discussion in the Existing Conditions section was also revised in accordance with this new information and comments from Save Palo Alto's Groundwater. Mitigation Measure HYD-2, which relates to the depletion of groundwater resources, was also revised as part of the Supplement to the Draft EIR. Since the publication of the Supplement to the Draft EIR, the City Council voted on March 7, 2017 to update the City's construction Dewatering Guidelines and adopt an ordinance codifying the Dewatering Guidelines as part of Municipal Code Chapter 16.28. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect these updates.
ORG1-02	*"The proposed Plan would result in a significant impact to hydrology and water quality if it would:* *… Substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level." --- DEIR, pg. 4.8-46* **There is no quantitative discussion on the impacts of construction dewatering on either the shallow or deep aquifer layers, nor any projection on the future amount of construction dewatering expected to occur under any of the Scenarios in the DEIR.**	The Supplement to the Draft EIR contains Palo Alto's February 2016 revised and strengthened policy on basement dewatering, which was issued after the Draft EIR was prepared, as well as additional information on the shallow and deeper groundwater aquifers in the Existing Conditions section. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations. It would be speculative and difficult to accurately calculate how much construction dewatering will occur in the future given the unknown nature of specific future development projects and with the increased

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		permit fees and more stringent requirements with the new policy. The City of Palo Alto maps the location and number of the dewatering sites on the Public Works website. The number of construction dewatering sites decreased from 14 in 2015 to 9 in 2016. It is not known if this is a consistent downward trend due to the new requirements. The City is exploring incremental changes to its dewatering policy for the 2017-2018 season, which is scheduled to begin at the end of the rainy season.
ORG1-03	1. In 2015, the amount of groundwater removed for construction dewatering was approximately equivalent to 50% to 100% of the total annual aquifer recharge from precipitation within Palo Alto estimated by Todd Engineers. 2. The volume of water removed during construction dewatering is currently not limited by the City, and has roughly tripled in the last 10 years. 3. Although basement construction and dewatering are currently generally concentrated in a small area of Palo Alto, construction dewatering is very likely to expand dramatically into areas of Palo Alto "south" of Oregon Expressway, for example in the single story overlay districts that are not in the flood zone.	This comment letter was prepared prior to the issuance of the City's updated basement dewatering regulations. The volume of water removed is now limited to a period of 10 weeks to ensure minimization of pumping duration and there are permit fees and geotechnical studies required. With the new restrictions and fee structure, the number of construction dewatering sites decreased in 2016. In addition, the City adopted updates to the City's dewater guidelines and regulations in March 2017. Therefore, it is unlikely that construction dewatering will expand dramatically in areas of Palo Alto south of Oregon Expressway.
ORG1-04	4. There is little acknowledgement of the serious consequences of groundwater overdraft.	The potential for a reduction in groundwater recharge is discussed in Impact HYD-2 and additional information on water supply can be found in Chapter 4.14, Utilities and Service Systems, of the February 2016 Draft EIR and Supplement to the Draft EIR. Because the City receives 100 percent of its water from the San Francisco Public Utilities Commission (SFPUC), surface supplies), groundwater overdraft was not discussed in detail although it is noted in the EIR that the City could use groundwater to supplement SFPUC supplies during drought conditions.
ORG1-05	5. There are no metrics for the "temporary, localized impacts [that] could occur to the shallow aquifer during the dewatering process," which potentially could be unlimited as the number of basements constructed using dewatering is unlimited.	This comment letter was written prior to the implementation of Palo Alto's updated construction dewatering regulations, which now requires a geotechnical study to be conducted for any projects involving construction-related dewatering of more than 30 gallons per minute. In addition, the anticipated drawdown curve in the geotechnical study is required to be verified through pump tests performed on monitoring wells installed on the project site.
ORG1-06	6. There are no considerations of the cumulative impacts of dewatering from multiple	Because of the concern for cumulative impacts from dewatering,

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	dewatering sites and over multiple years, including drought years, or the time and conditions required for recovery. Are the impacts truly "temporary," or do the impacts accumulate for years?	in March 2017 the City of Palo Alto revised its construction dewatering guidelines and regulations to address the potential for long-term impacts and has imposed restrictions on the volume of water discharged from individual dewatering sites. These updates are described in the revised Hydrology section (Chapter 4.8) in Chapter 3 of this Final EIR.
ORG1-07	The shallow aquifer layers should be explicitly considered, and valued as a resource by City Policies. • The shallow aquifer provides environmental services in the ground. It is well-known that removing groundwater can result in ground settling and subsidence, as noted on page 4.8-27 of the DEIR. Settling risk is especially high where the ground is supporting buildings or structures that provide forces on the ground. • Shallow groundwater has multiple beneficial uses: o Historically and currently, water from the shallow aquifer layer is used and usable by individual households for domestic purposes. In the vast majority of Palo Alto, water in the shallow aquifer is usable for irrigation without further treatment, and could easily substitute for current uses of potable water for irrigation, thereby reducing potable water consumption. o Most shallow groundwater is likely potable with minimal further treatment. The City of Palo Alto is considering production of "purified" water from treated sewage water, and water in the shallow aquifer is generally of much higher quality than untreated sewage or brine (being considered for desalination). The small areas of toxic plumes in groundwater are documented in the DEIR. Water from these areas requires additional treatment to be usable and care must be taken when pumping groundwater that the toxic plumes do not migrate. o In much of Palo Alto, the natural groundwater table is 3 to 10 feet below ground surface, and through capillary action increases soil moisture a few feet below the ground surface, providing moisture to trees and other vegetation within their root zones. o In a severe emergency, water in the shallow aquifer levels could be accessed through many existing private wells, or using hand tools to rapidly (1 day) dig a new well and a manual pump, or, if (solar) electricity available through an electrical pump. Flow rates from even shallow wells can be high – over 50 gallons per minute. This water could support human life with filtration and / or boiling, and would be extremely welcome if, due to disaster and failure of other emergency water systems, other water was not available. o Deep aquifer zone recharge. The only local-origin source of water for deep aquifer recharge within Palo Alto is precipitation, which must percolate through the shallow	The comment is noted and the hydrology section of the Supplement to the Draft EIR has been revised in response to these comments. The potential impact from ground settling and subsidence is addressed in the City's revised construction dewatering regulations by requiring developers to prepare a geotechnical study of dewatering on adjacent private or public structures prior to pumping, survey and mark elevations on structures on adjacent parcels, and, with the consent of neighboring property owners, water trees and other vegetation on adjacent properties. The Existing Conditions section in Chapter 4.8, Hydrology and Water Quality, of the Supplement to the Draft EIR includes revisions to indicate that the shallow aquifer is suitable for irrigation or as a substitute for recycled water. The areas that have been or currently are undergoing remediation from contaminated shallow groundwater are provided in Chapter 4.7, Hazards and Hazardous Materials. The comment that water in the shallow aquifer could be accessed in case of an emergency is noted but the development of detailed procedures and policies to access this source is beyond the scope of this programmatic EIR. The comment regarding deep aquifer one recharge is noted and Chapter 4.8 of the Supplement to the Draft EIR includes revisions to indicate that unconfined aquifer conditions west of El Camino Real are a main recharge area and provide rainfall recharge to both the shallow and deep aquifer zones. The importance of the

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	aquifer zones to reach the deeper aquifer. In addition, models of groundwater recharge used by the City of East Palo Alto for their wells include imported water sources within the shallow aquifer zones in Palo Alto: leakage from water supply and sewage pipes, and irrigation. These sources are at risk due to water conservation measures and infrastructure upgrades, such as replacing aging pipes. See the Groundwater Management Plan, City of East Palo Alto, (August, 2015), prepared by Todd Engineers. http://www.ci.east-paloalto.ca.us/DocumentCenter/View/2045. o The importance of the shallow aquifer for storing, filtering and draining storm waters (without using the storm drains) is not considered at all.	shallow aquifer for storing, filtering, and draining stormwater is considered in the Supplement to the Draft EIR with the discussion of the implementation of LID and BMP features for new development and redevelopment sites. Although infiltration is the preferred LID/BMP feature, the presence of low permeability soils (Bay muds) and high groundwater limit the use of infiltration in some areas of Palo Alto.
ORG1-08	This DEIR ignores many real and potential consequences of the unregulated pumping out of our groundwater such as its contribution to sea level rise, streamflow losses, damage to infrastructure, etc. Additionally, the DEIR simply ignores many important valuable and beneficial uses of the shallow aquifer; apparently, only potable water coming out of the tap is valuable.	The Supplement to the Draft EIR includes revisions to describe the new Palo Alto construction dewatering policy that deals with the consequences of groundwater pumping. Also, a discussion was added that describes the beneficial uses of the shallow aquifer. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.
ORG1-09	Specific comments: Pg. 4.8-18: Awahnee Principle for Water Efficient Land Use One of the stated goals of the Awahnee Principle is "recharging groundwater." City policies permitting discharge of water from construction dewatering directly contradicts this principle, and the amount of water discharged from construction dewatering is very significant: in calendar year 2015, using estimates from City Staff, the volume of water discharged to storm drains from residential basement construction alone (~400 acre-feet) was roughly equivalent to the total amount of rainwater on city streets (199 miles by 30 feet average width) for the year, or 50 times the total amount of water stored in the new El Camino Reservoir.	Page 4.8-1 of the Supplement to the Draft EIR includes revisions to reflect that groundwater recharge is part of the Awahnee Principle for Water Efficient Land Use.
ORG1-10	Pg. 4.8-18: Basement Exterior Drainage Policy In practice, this policy appears to be partially circumvented simply by placing a slab, perhaps with imperfect waterproofing, below the main basement slab, and connecting drainage pumps in collection depressions above the lower slab. For an example, see the new construction at 736 Garland. If not replaced into the aquifer, for example if discharged either to the storm drain or sanitary sewer, even a slow, 1 gallon / minute leakage results in groundwater depletion of over 525,000 gallons / year (1.6 acre-feet) for a single residence every year. This is enough water to irrigate 15 typical Palo Alto residences for the year; when multiplied by the large number of residences expected to be built with basements in permanent groundwater such pumping becomes a very major continuous	Page 4.8-1 of the Supplement to the Draft EIR includes revisions to reflect that the City does not allow permanent drains around basement foundations for the continuous pumping and removal of groundwater and requires that basements must be constructed to be waterproof.

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	contributor to groundwater depletion.	
ORG1-11	**Pg. 4.8-19: Construction Dewatering System Policy**The DEIR does not state the estimated amount of groundwater pumped and discharged forconstruction dewatering in 2015, or compare this amount to (shallow) aquifer recharge rates.The number of construction dewatering sites permitted in 2015 is incorrect. The correct number of construction dewatering sites in 2015 is fifteen (14 residential, 1 commercial). The addresses are:1. 1950 Newell2. 2133 Webster3. 1820 Bret Harte4. 1405 Harker5. 713 Southampton6. 3832 Grove7. 2230 Louis8. 1210 Newell9. 385 Sherman (commercial, this site may not need to dewater, permit was issued to minimize disruption of construction)10. 897 Southampton11. 736 Garland12. 684 Wellsbury13. 2130 Byron14. 51 Jordan Place15. 804 Moreno	Pages 4.8-2 to 4.8-3 of the Supplement to the Draft EIR includes revisions to reflect the City's updated construction dewatering policy as well as the number of dewatering permits issued in 2016 (nine permits) and 2015 (15 permits). Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.
ORG1-12	Pg. 4.8-19. Unless dewatering policies are further revised, the current policies emphasize protection of property, but generally treat groundwater as a construction waste product, and do not value groundwater as a resource.	Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.
ORG1-13	**Groundwater** **Pg. 4.8-27.** The statement that the shallow groundwater is "non-potable" is misleading. Palo Alto is considering the use of "recycled water" and "purified water," both of which are generated from sewage, which are surely "non-potable." In general, shallow groundwater quality is far superior to untreated sewage, and, for irrigation, generally superior to current recycled water as the salt content is lower. Furthermore, use of on-site shallow groundwater for irrigation requires less energy than either recycled or imported water.	Page 4.8-10 of the Supplement to the Draft EIR includes revisions to reflect that groundwater is considered to be non-potable, but is suitable for irrigation or as a substitute for recycled water.
ORG1-14	**Groundwater Depth Map in Palo Alto** **Pg. 4.8-27.** Terradex constructed a comprehensive groundwater depth map, using data from a very large number of geotechnical surveys for construction in Palo Alto: http://savepaloaltosgroundwater.org/files/PaloAlto_ShallowGroundwater_Update_wPlumes_V3_red.pdf The above map also shows the boundaries of the flood zones and toxic waste plumes.	Page 4.8-9 of the Supplement to the Draft EIR cites the Terradex map as a reference to the fact that groundwater levels typically range from 5 to 50 feet below ground surface.
ORG1-15	Pg. 4.8-28. There is no discussion of the source(s) and locations of water for recharge of the deep aquifer levels.The only sources of deep aquifer recharge within Palo Alto must be from the shallow aquifer and San Francisquito Creek. Table 8 (attached) of the Gloria Way Water Well Production Alternatives Analysis & East Palo Alto Water Security Feasibility Study (2012, Todd Engineers) for the City of East Palo Alto's Groundwater Master Plan attributes more than 85% water available for their (deep) aquifer for their wells to sources within or through the shallow aquifer, with a significant fraction of that from Palo Alto. The impacts of construction dewatering on the supplies of water for Palo Alto and East Palo Alto's municipal wells is not quantitatively analyzed.	Page 4.8-10 of the Supplement to the Draft EIR includes revisions to reflect this information.

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ORG1-16	The interaction between the shallow and deep aquifer layers is complicated, and furthermore water flows laterally in the shallow aquifer. Cross sections provided by the Bay Area Water Supply and Conservation Agency (BAWSCA)[4] indicate lateral connectivity in the shallow aquifer above the clays from the areas of construction dewatering to the high recharge areas west of El Camino Real. Removing water from the shallow aquifer (for example near Community Center) causes groundwater to flow from above the high recharge areas to replace the water pumped, reducing the water pressure and recharge rates. Additionally, this model indicates significant flows to the deeper aquifer layers from the shallow aquifer for the "Southern Focus Area," located in Menlo Park, which is geologically very similar to the areas with significant construction dewatering in Palo Alto. It insufficient to simply state that the shallow aquifer and deep aquifer layers are separated by clays in the area of a construction dewatering site, and therefore removing water from the shallow aquifer does not affect deep aquifer recharge. The dynamics are more complicated, and if the assertion were true, the sustainable, local supply of groundwater in the deep aquifer is less than currently believed.	Page 4.8-10 of the Supplement to the Draft EIR includes revisions to reflect this information.
ORG1-17	**Pg. 4.8-44** **HYD-2 Ground Water Resources** The proposed Plan could substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Potentially Significant and Mitigable – All Four Scenarios).	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
ORG1-18	**Pg. 4.8-45***Temporary, localized impacts could occur to the shallow aquifer during the dewatering process.*The text of the DEIR uses the word "temporary" in multiple places to describe the effects on the shallow aquifer of dewatering. However, there is neither data nor analysis of the cumulative effects of multiple basement dewatering projects either in a single year, nor evidence that natural aquifer recharge rates are sufficient to completely replace the water in the shallow aquifer in the following rainy season, particularly during periods of drought. Unless the water removed from the shallow aquifer is completely replaced in the following rainy season, deficits will accumulate from year to year, resulting in the long-term lowering of the shallow groundwater table.Evidence for lowering of shallow groundwater levels by groundwater pumping is provided by the groundwater depth map generated by Terradex (see comments for page 4.8-27). The 20 foot depth groundwater contour is significantly deflected near the pumping site at Alma and Oregon Expressway, which pumps about 200 acre-feet of groundwater annually. Groundwater pumping for construction dewatering in Palo Alto already significantly exceeds this	The Supplement to the Draft EIR presents the City's revised construction dewatering policy and the word "temporary" has been removed from the text. It is difficult to determine from the Terradex groundwater depth map whether the deflection of the 20-foot contour is due to groundwater pumping or due to subsurface stratigraphic conditions. The 10-foot contour also has a significant deviation that does not appear to be related to pumping conditions. The well graphs to the right of the contour map show seasonal variations in depth to groundwater but there is no significant trend of decreasing groundwater levels. With the revised Palo Alto construction dewatering policy, it does not appear that the amount of construction dewatering will significantly increase as the number of dewatering sites decreased from 2015 to 2016 by 36 percent and further restrictions on

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	amount, and without regulation, is likely to further increase.Furthermore, an individual owning and operating a well for geothermal heating and cooling with records for 40 years (including previous periods of extended local drought in the late 1970's and again in the late 1980's) has reported that this winter was the first time ever that their well has been dry, even though both the winters of 2014 – 2015 and 2015 – 2016 were normal rain years locally, again suggesting that the shallow aquifer water levels and flows are being lowered by construction dewatering.	construction dewatering has been proposed for implementation in 2017.It is also difficult to determine whether the operational difficulties with a geothermal heating and cooling system are due to construction dewatering impacts because the depth of the geothermal well and subsurface conditions are not known. Typically, these wells are fairly deep to take advantage of temperature differentials. Problems with a dry well could also be related to clogging of the screen after 40 years of operation due to poor water quality and scaling.
ORG1-19	**Pg. 4.8-47Mitigation Measure (HYD-2)**The DEIR does not support the conclusion that the impacts are "less than significant after mitigation." The proposed mitigation measures do not address the core issue, which is protection of groundwater.1. There is absolutely no quantitative analysis of the amount of groundwater pumped currently or expected to be pumped in the future, which under current policy is unlimited.2. The additional recharge expected from C.3 programs is not quantified.3. The parties pumping groundwater are not required to pay for recharge programs to replace the groundwater, and no specific programs for shallow aquifer recharge are proposed.4. No sustainable source of replacement groundwater for mitigation has been identified.5. The analysis does not include any measures to address water continually pumped frombasements that slowly leak.6. Applicants are not required to pay the costs of replacing the groundwater that is removed, as is generally required for other pumping of groundwater in the Santa Clara Valley Water District area, with the exception of construction dewatering. This exception is inappropriate considering the amount of construction dewatering now and expected in the future in Palo Alto.It is unlikely that the implementation of LID measures and onsite infiltration, as specified under the C.3 provisions of the MRP, would increase the groundwater recharge adequately to offset the amount of water removed by construction dewatering. The amount of water removed by construction dewatering in 2015 was approximately equivalent to the total rainfall on 5% of the entire city area. Most of the city residential areas, excluding streets, already drain to soils. For example, downspouts from older homes drain to the soils from which water is absorbed, and not to storm drains.	Mitigation Measure HYD-2 was revised in the Supplement to the Draft EIR to reflect the new Palo Alto construction dewatering policy. A quantitative analysis of the amount of groundwater that will be pumped or expected to be pumped in the future is beyond the scope of a programmatic EIR and it is not possible to speculate because the number of future permit applications is not known. However, the new policy does limit the duration of dewatering to 10 weeks and permit fees are part of the application process, which also requires a geotechnical study to determine the amount of groundwater that will be pumped and impacts on properties within a 400-foot radius of the site. The mitigation measure does not address water pumped from basements, because the City prohibits the pumping of groundwater after the completion of basement construction. The City is also considering additional construction dewatering requirements for 2017 and 2018, which could include the use of groundwater cut-off walls to limit pumping to 30 gallons per minute.The statement that the implementation of LID features and on-site infiltration will not offset the amount of water removed by construction dewatering is correct. However, the City's revised construction dewatering guidelines and regulations, which were adopted after the February 2016 Draft EIR and Supplement to the Draft EIR were prepared, will most likely result in a reduction in the number of dewatering sites and the amount of groundwater withdrawn in the future. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and

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		regulations.
ORG1-20	*Strengthening outreach on the water cycle and value of fresh water flows to storm drains, creeks, and the Bay.*The DEIR does not provide any analysis on the impacts of additional freshwater flows into the Bay, and is contradicted by materials from the Santa Clara Valley Water District stating encouraging reductions of fresh water inflows into the Bay. Matadero Creek already receives approximately 200 acre-feet of year of pumped groundwater from the Oregon Expressway / Alma underpass, and the Regional Water Quality Water Treatment Plant discharges over 10,000,000 gallons / day of fresh water. This claimed benefit needs to either be definitively supported with scientific evidence showing that the benefits of water to the Bay, in the specific areas that receive the fresh water are greater than the environmental benefits of groundwater, including consideration of sea level rise.Mitigation measures should be prescriptive building practices that require:• Use of best-practice construction methods, such as clay barriers or sheet pilings that minimize the amount of groundwater removed during construction, particularly for residentialconstruction.• All water removed be either used for beneficial purposes or infiltrated into the soils so as to recharge groundwater, with a possible exception for discharge of water of low quality requiring treatment before discharge.• Strictly require and enforce provisions to ensure that basement leakage does not result in groundwater depletion, for example by strict inspection of construction to ensure that basements are actually leakproof and requiring any basement drainage pumps to discharge to highly pervious soils.	This EIR does not provide any analysis on the impacts of additional freshwater flows into the Bay, because this is beyond the scope of a programmatic EIR and is not one of the nine significance criteria evaluated in the impact discussion. However, the City continues to work with Santa Clara Valley Water District to further understand the North County groundwater systems and ensure that any new City policies are consistent with their goals.Under the City's revised construction dewatering policy, which is reflected in Mitigation Measure HYD-2 and was issued after release of the February 2016 Draft EIR, there are measures to restrict the period and duration during which groundwater may be removed during construction and there is a requirement to provide at least one filling station at dewatering sites to ensure that the extracted groundwater will be used for beneficial purposes. The City does not allow the pumping of groundwater once basement construction has been completed.
ORG1-21	*Table 8: Estimated Annual Groundwater Recharge, San Francisquito Groundwater Subbasin*	Table 8 was used to estimate the amount of groundwater removed for construction dewatering as compared to the total annual aquifer recharge, as cited on page 1 of the comment letter. From Table 8, the total recharge is estimated to be 5,001 to 10,089 acre-feet/year. If the extraction of groundwater in 2015 was 126 million gallons (386 acre-feet), this would be equivalent to 3.8 percent to 7.7 percent of the total recharge.
ORG2	Keith Bennett, Save Palo Alto's Groundwater, May 5, 2016	
ORG2-01	Please find additional comments from Save Palo Alto's Groundwater related to the DEIR for the Comprehensive Plan.In particular, not the section on impacts of basements on groundwater flows and impacts on flood risks. *Proposed Updates to City of Palo Alto Policies Pertaining to Pumping of Groundwater for Basement Construction* Prepared by Save Palo Alto's Groundwater	The comment is noted. The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR. The commenter's specific comments are addressed in the responses below.

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	http://savepaloaltosgroundwater.org April 2016 **Introduction** Using a construction practice known as "dewatering", in which very large amounts of groundwater are pumped to build basements when construction site soils are saturated with water, residential basements have been permitted and constructed in Palo Alto at a rapidly increasing rate, from an average 5 per year from 2006 to 2008[1] to 14 in 2015 (Attachment A). In 2015, it is estimated that approximately 126 million gallons, or 16.8 million cubic feet, of water were pumped from the area's shallow aquifer for residential basement construction in Palo Alto. This is enough water to supply one average Palo Alto residence for 1,500 years, based on average July 2015 residential consumption of 226 gallons per day[2], or more than 50 times the amount of water stored for Palo Alto's emergency water in the El Camino Park Reservoir.An estimated 98-99% of this extracted groundwater is discharged directly into City storm drains despite regulations mandating "fill stations" for public use of the groundwater at each site. Only 1-2% of the extracted groundwater is beneficially used.We believe aquifers and groundwater are an unseen public trust resource and play an important role in supporting the geological foundation for Palo Alto's infrastructure, public and private structures, providing moisture for our canopy and plants, recharging aquifers supplying water to public and private wells, and handling storm water. The nearly 300% increase in approved dewatering permits and over 100 million gallons of groundwater extracted during the 2015 do not appear to have been anticipated by the authors of the City's existing dewatering policies and regulations. Current dewatering regulations do not accurately address localized impacts of dewatering, including, but not limited to: potential ground settling; reduced soil moisture for trees and vegetation; public compensation for the private use of community groundwater; potential impacts on public and private water supplies; and necessary changes in public policy in an era ofclimate change. Additionally, the longer-term and cumulative impacts of basements on aquifer flows and storm water drainage are ignored.Although the winter of 2015-2016 is expected to benefit from "El Niño" with abovenormal rainfall, NOAA's long range forecast for January to February 2017 is a 30%chance of below normal precipitation. (Attachment B)For these reasons, which are discussed in greater detail below, we believe City policies and regulations regarding dewatering should be immediately and significantly revised. Specifically builders should be required to achieve performance-based outcomes using	

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	best-practice construction methods. These include practices such as restricting the pumping duration and quantity of groundwater that can be pumped maximizing re-use of pumped groundwater for purposes where it can substitute for potable water (such as irrigation) or replacing the groundwater into the aquifer nearby.	
ORG2-02	**Background** A number of residents, especially those in neighborhoods where dewatering has occurred, are very concerned about the effects of dewatering, as well as the waste of groundwater, an increasingly scarce and vital community resource. While dewatering has been a community concern for over 13 years, the level of concern has intensified because of the unexpected increase in dewatering projects in 2015 and the global focus on the limited supply and value of groundwater, especially during periods of prolonged drought. The Palo Alto City Council is planning to discuss City policies related to basement construction dewatering at its February 1, 2016 meeting. City policies regarding dewatering are based primarily on the 2004 EIP Associates report, http://www.cityofpaloalto.org/civicax/filebank/documents/13500. This report was last reviewed by City staff in 2008 in response to citizen complaints and in consideration of Green Building policies. Staff analysis, discussion and final report, which were reviewed at the September 24, 2008 Planning and Transportation Commission meeting may be viewed at: http://www.cityofpaloalto.org/civicax/filebank/documents/13737 Additional relevant facts not accounted for in Palo Alto's current dewatering policies are summarized below:Staff memo 13500 includes a 7/19/2008 letter of expert written testimony from Dr. David Stonestrom (Attachment C), a Palo Alto resident and professional hydrologist (Ph.D., Hydrology, Stanford University). His letter provides an analysis of the issues related to dewatering including ground settling, impacts of basements on groundwater flows during rainfall, and the importance of soil moisture for plants. Dr. Stonestrom concluded: "basements must be restricted to areas that have adequately thick unsaturated zones – not all areas of Palo Alto are suitable. Large-scale dewatering should not be permitted. Groundwater is a City resource so precious that no one should be permitted to squander it on grand scales." Three other local hydrologists (Dr. Leah Rogers, Dr. Allen Moench, retired from the US Geological Survey, who focused on developing analytical methods for well hydraulics and stream/aquifer interaction, and provided	Subsequent to this letter and the issuance of the February 2016 Draft EIR, the City implemented a revised construction dewatering policy. The Supplement to the Draft EIR includes revisions to reflect those policy updates. Since the publication of the Supplement to the Draft EIR, the City Council voted on March 7, 2017 to update the City's construction Dewatering Guidelines and adopt an ordinance codifying the Dewatering Guidelines as part of Municipal Code Chapter 16.28. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect these updates. The City is also considering the implementation of more stringent requirements for 2018.

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	analysis for the Palo Alto Baylands, and Roger Pierno, a civil and environmental engineer professionally familiar with the aquifers in Palo Alto) have also provided written commentary (Attachments D, E, F) on expected impacts of dewatering, including spatial extent of the lowering of the groundwater; settling; deep aquifer recharge; soil moisture; and groundwater flows. The amount of groundwater being removed by dewatering is substantial. Per City staff, the amount of groundwater extracted per basement issued a dewatering permit is typically 8 to 10 million gallons over a 3- to 6-month period[3]. For any specific basement, the quantity of water pumped may be more or less than this estimated range. For the 14 single-family residential basement dewatering permits issued in 2015, at an average of 9 million gallons per basement, the total amount of groundwater extracted equals 126 million gallons, approximately 16.8 million cubic feet or nearly 400 acre-feet of groundwater, and excludes dewatering for other construction. This quantity of groundwater water pumped is visualized in Figure 1. There are currently no limitations on either the depth of the basement or the amount of community groundwater that can be removed, or any requirement to measure the amount of water pumped.*Figure 1. Height of groundwater water extracted during residential basement construction in Palo Alto in 2015, assuming an average of 9 million gallons per basement, if placed on an 8,000 ft^2 lot and compared to the height of One World Trade Center.* Alternatively, this same amount of water is equivalent to: • More than 50 times the amount of water in Palo Alto's El Camino EmergencyWater reservoir • 50,400 full 2500-gallon water tank trucks; • Enough water to fill a football field including end zones to a depth of 275 feet[4]; • Enough to lower the existing water table by 14 inches over an area of two andone-half square miles (1600 acres) assuming a soil porosity of 20% and no inflow; • 4,200 gallons per Palo Alto household, or • More than the current 2016 Santa Clara Valley Water District allocation ofuntreated, non-potable water from the State Water Project (10,000 acre-feetfor 1.9 million persons) [5] on a per capita basis. A typical 10-foot-deep, 2500 square foot basement with a 3-foot-thick foundation on an 8,000 square foot lot will require dewatering to a depth of 15 feet, per current City regulations[6]. Assuming the extractable groundwater is 20% of the soil volume, the maximum amount of water attributable to the lot to be pumped would be 24,000 cubic feet. (8,000 ft2 x 15 ft. x 0.2 = 24,000 ft^3). In contrast, the City estimates the typical amount	

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	of groundwater pumped per basement to be 9,000,000 gallons or 1.2 million cubic feet. Therefore, at most, 2% (24,000 / 1,200,000 x 100% = 2%) of the groundwater extracted is from the property being dewatered up to a depth of 15 feet. The remaining 98% is either from surrounding properties, or from a much deeper depth than required by current building regulations.Dewatering has the potential to affect plants, especially trees, unless compensated for by surface watering. In the areas where most residential dewatering has occurred, the groundwater is typically between 7 to 13 feet below the surface, with a seasonal variation of 1 to 2 feet. (City map supplied, Attachment G). While the roots of most trees in Palo Alto extend 7 feet or less below the surface[7], capillary action in soils typically brings moisture several feet above the level of saturated soils, and therefore into the root zone of some plants. In addition, the open trench for basement construction dries the surface soils on adjacent properties. All extracted groundwater discharged into a storm drain is required to be tested for contamination per City and Regional Water Quality policies. If contaminant levels are below accepted standards, it may be dumped into the storm drains without treatment other than sediment removal. This groundwater is usable for irrigation and other beneficial uses[8]. Moreover, with routine treatment, or perhaps simply boiling, water of this quality is potentially potable.The City charges the applicant approximately $634 for a 6-month dewatering project, which includes the dewatering permit ($142) plus $82/ month[6]. The Santa Clara Valley Water District (SCVWD) specifically exempts payment of fees for groundwater extraction for construction projects. By comparison a resident who installed a well and extracted the same amount of non-potable, untreated groundwater to irrigate their garden would be charged approximately $24,585 by the SCVWD[9], and moreover are prohibited from extracting groundwater from depths less than 50 feet[10]! The amount of extracted community groundwater diverted into the storm drain system during a residential basement dewatering project is equivalent to approximately 480 years of discharge into the storm drain system from one residence.	
ORG2-03	**Deficiencies of 2004 EIP Associates Report**We believe the 2004 EIP Associates report used by the City as the basis for currentpolicy is inadequate and inaccurate when viewed under current conditions. Also of concern is the concentration of the 14 permitted residential dewatering sites within an area of about one square mile in 2015.The EIP Associates report, while offering a general overview of the basic geology and aquifers in Santa Clara County, had many deficiencies, as it: • Did not provide geological maps covering the detailed geology and hydrology of Palo Alto or quantitative groundwater modeling.	Subsequent to the issuance of the February 2016 Draft EIR and this comment letter, the City implemented a revised construction dewatering policy, based on concerns expressed by residents and Save Palo Alto's Groundwater. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.

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	• Primarily considered only the long-term effect of groundwater pumping due to "one or several simultaneous dewatering operations" on groundwater stored within the entire Santa Clara Valley Sub-Basin. This basin extends from the Coyote Narrows in southern Santa Clara County into San Mateo County. • Did not accurately analyze the local impacts of dewatering. It did not consider the pumping depth or duration, groundwater extraction rate, or include local analysis of site soil characteristics. (The report did acknowledge dewatering would cause "temporary and local effects.") • Stated, incorrectly, that the shallow and deep aquifer are not connected, when in fact a 2013 groundwater model prepared for the Bay Area Water Supply and Conservation Agency (Figure A5) indicates that Palo Alto groundwater is a significant source of water for recharge for the deeper aquifer. Todd Engineers also modelled sources in the shallow aquifer and surface soils within Palo Alto as a significant contribution to sustainable supply of groundwater available for wells into the deeper aquifer (Attachment H). See also Supplementary Materials A for a discussion of Palo Alto hydrology. • Did not provide a quantitative analysis of the expected impacts or cumulative effects from multiple simultaneous dewatering operations in Palo Alto. • Assumed single year impacts from dewatering would automatically be corrected the following year, regardless of extended drought conditions or the amount of dewatering. • Assumed incorrectly that the total amount of water pumped was negligible compared to the local recharge rate of the aquifer system and capacity (i.e., implied that the aquifer system is an infinite resource).	
ORG2-04	**Impacts of Dewatering**Impacts from dewatering for basement construction are both "local"; i.e., primarily affect locations near the dewatering site, and "global"; i.e., affect the aquifers more generally.**Local Impacts** Local impacts occur primarily within the dewatering site's zone of depression, the region where the water table is lowered due to the groundwater extraction. The zone of depression may extend well beyond the dewatering site and depends upon the duration and rate of groundwater extraction, local soils characteristics, such as buried gravel beds and channels and/or the cumulative effects of multiple dewatering sites occurring in the same geographical area. Reducing the depth or duration of pumping, or both, reduces the extent and depth of the zone of depression. The zone of depression may be spatially asymmetrical (i.e., not conically-shaped) depending upon soil structures and pumping conditions, and pumping from multiple sites may interact, but are potentially significant 1,000 feet from the pumping site.. In general, to determine the zone of depression accurately, field measurements are required. See comments from Dr. Rogers, Attachment D. The three main local impacts of dewatering are	Based on the potential for local impacts associated with construction dewatering, the City has revised its construction dewatering guidelines and regulations, subsequent to the issuance of the Supplement to the Draft EIR and this comment letter. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.

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	ground settling; effects on vegetation, especially trees; decrease of the amount of soil available to absorb and associated risks of flooding during storms. **1. Ground Settling.** The soils in Palo Alto expand and contract depending upontheir water content, as they contain smectite clays. There are normal seasonalfluctuations in the soil moisture, i.e., doors may be tighter in one season thananother due to uneven soil expansion and contraction. When dewatering lowersthe water table below the normal seasonal range, soil that has historically beensaturated becomes unsaturated and may contract. This contracted soil may notre-expand even when water returns, possibly resulting in permanent settling.Since water is removed faster from soils closest to the dewatering site, thereduction in soil moisture may not be uniform across the property (andneighboring properties), resulting in uneven settling and possible cracking offoundations, walls and masonry. The potential impacts of uneven ground settlingare likely to be exacerbated during periods of drought when the water table isalready abnormally low.Save Palo Alto's Groundwater is concerned because:• Careful analysis with measurements of settling of ground supporting loadssuch as buildings, caused by dewatering has not been made.• Neither estimates nor measurements of the rate of water table recovery atand around dewatering sites have been made.• Possible impacts on public and private infrastructures have not been carefullyconsidered. Even temporary settling can cause permanent damages.• The cumulative effects of multiple, nearby dewatering sites in a single"season" are not considered, either locally or area wide? How much watercan be pumped in total per year, and is that figure dependent upon the yearlyprecipitation or aquifer levels?	
ORG2-05	**2. Effects on Vegetation, Especially Trees.** The 2008 Planning and Transportation Commission's report stated tree roots can extend up to 7 feet below the ground. Soils wick moisture several feet from the water table due to their capillary action. Tree roots are not "in" the aquifer, but instead benefit from moisture in the soil from the aquifer pulled up by capillary action. Trees including City street trees and other vegetation benefit from the water normally occurring in soils. Normally, residential irrigation (using potable water) provides an additional source of moisture for trees. The effects of mandated residential watering restrictions suggest trees are more dependent upon soil moisture to meet their water needs in times of drought. City Memo 13500 report stated: "A Planning Arborist reviews all basement construction projects to determine if the proposed basement will adversely impact an adjacent tree's	The City Arborist inspects building projects for physical impacts to roots, trunks, and limbs that could result in the loss of a tree, and does not consider the potential impacts of a project on soil moisture. The arborist may determine that supplemental watering is required to protect a tree. The City Council's adopted March 2017 updates to the City's dewatering guidelines and regulations require, with the consent of neighboring property owners, the watering of trees and vegetation on adjacent properties.

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	root system and plans would need to be identified if adverse impacts are identified[6]…". However, we believe without accurate site-specific measurements of soil moisture and groundwater levels, it would be difficult for an arborist to make the required review; we further believe that planning arborist reports are currently generally pro-forma.	
ORG2-06	**Area-wide Impacts of Dewatering**As California's Water Action Plan[11] states, "historically, inconsistent and inadequate tools, resources and authorities have made managing groundwater difficult in California and have impeded our ability to address problems such as overdraft, seawater intrusion, land subsidence, and water quality degradation. Pumping more than is recharged lowers groundwater levels – which makes extracting water more expensive and energy intensive. Under certain conditions, excessive groundwater pumping could mobilize toxins that impair water quality and cause irreversible land subsidence which damages infrastructure and diminishes the capacity of aquifers to store water for the future."	Preparation of a region-wide or statewide groundwater management plan is beyond the scope of this EIR. However, the City is coordinating with Santa Clara Valley Water District to further understand the North County groundwater systems and ensure that any new City policies are consistent with their goals. Although Palo Alto does not currently use groundwater as a water supply source, the City is exploring the possibility of groundwater extraction during emergency drought conditions in the future.
ORG2-07	**Relationship between Shallow Groundwater and Potable Water** Aquifers are underground layers of water-bearing permeable rock, rock fractures or unconsolidated materials (gravel, sand, or silt) from which groundwater can be extracted by using water wells. Aquifers store and transport water, but they do not create water. The Bay Area Water Supply and Conservation Agency (BAWSCA) utilizes a four-layer model for the aquifers around Palo Alto. There is the upper waterbearing zone (the "shallow aquifer") and two lower water bearing zones (the deep aquifer), separated in some areas by a layer of clays which are relatively, but not completely, impermeable. The deeper aquifer is used for Palo Alto's Emergency Water supply (Carollo Engineers) and is currently being studied for new municipal supply wells in East Palo Alto (Todd Engineers), and as a source of brackish water for desalination (BAWSCA). In addition, both the deeper and shallow zones of the aquifer currently supply public and private wells in Palo Alto, East Palo Alto, Menlo Park, Atherton and other cities (See also Attachment H, Table 9, and Figure A5) . City staff and others have stated that the groundwater removed during dewatering is non-potable. Additionally, it is said that as this groundwater is extracted from the shallow aquifer, all or most of it would normally flow into the Bay, and therefore, dewatering has no impacts on water available for beneficial uses, including potable water. However, these assertions are misleading for several reasons:1) Groundwater in the shallow aquifer is generally suitable for irrigation of mostplants without any treatment, and can partially or	The Existing Conditions section of the Supplement of the Draft EIR includes revisions to reflect that the deep aquifer occurs under both confined and unconfined conditions. It should also be noted that the deeper aquifer is not currently being used for Palo Alto's emergency water supply. The Carollo Engineers 2003 report explored the possibility of using groundwater wells for emergency supply but currently all water supplied to the City is from the SFPUC (surface water sources). The comment references Attachment H, Table 9, and Figure A5, which were not included with the comment letter.

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	completely substitute for potable water for this purpose. Groundwater removed during dewatering can beused for irrigation, replacing and reducing the use of potable water. This extracted groundwater is too valuable to waste and not reuse.2) The shallow aquifer is the source of most of the water that recharges the deeper aquifer. It is this deeper aquifer that currently supplies active and emergency wells[13, 14].The shallow and deep aquifers underlying Palo Alto are connected. Relying on the EIP Associates 2004 report, Palo Alto's staff has long held that the shallow aquifer's water did not recharge the deeper aquifer. However, all other studies evaluating the quantity of groundwater sustainably available for municipal supply wells, including Palo Alto's, have modelled the shallow aquifer in Palo Alto as the source of most of the freshwater recharge to the deeper aquifer[12,13,14]. Most relevantly, the recent groundwater model prepared by BAWSCA details extensive extraction and use of water from the shallow aquifer and models flows both within the shallow aquifer and to the deeper aquifer. See Supplementary Materials A.The flows of water in the shallow aquifer are similar to other water flows in Palo Alto, such as those in the San Francisquito Creek. Water flow rates are highest during and after the rainy season and this period accounts for most of the shallow aquifer water flows into the Bay. Yearlong, including during the dry season, water flows are slower and occur mainly from the shallow aquifer by percolation into the deeper aquifer, or are extracted by pumping. However water remains year around in the shallow aquifer section, including water trapped in pockets ("perched groundwater") that never naturally flows to the Bay. Supplementary Materials A includes a discussion of aquifer hydrogeology and a map of the estimated aquifer recharge rates.	
ORG2-08	**Permanent Impacts of Basements on Amount of Water-Absorbing Soils and Associated Risks of Storm Flooding**None of the above referenced reports consider the impacts of new basementconstruction on the lot's absorption of storm water runoff or the potential impacts of basements on neighboring homes. Palo Alto staff and the public have both expressed concerns regarding existing storm drain capacity and increased risks of flooding from severe rainstorms. Several of the streets identified as requiring storm drain improvements are in the same areas as basements are now being constructed, including Lincoln Avenue and Clara Drive (Attachment I). The City Council is considering a ballot measure for additional storm drain funding after the current storm drain fees expires in 2017.• The soil which is removed and replaced by a basement is no longer available to absorb water, thereby reducing the total amount of rainwater that is absorbed. Palo Alto and the SCVWD provide rebates to encourage residential use of permeable paving materials to reduce the load on storm drains. This program assumes soil can absorb rainfall allowing for slow percolation into the aquifer and flow to the Bay.• Basements are dams in	It is unclear how the permanent impact of basements will increase the risk of storm flooding. Although it is true that the soil removed when excavating a basement is no longer available to absorb water, the same would be true for any construction project that involves subterranean parking or foundation excavation. The requirement for new development and redevelopment projects to implement LID features and employ BMP practices, such as porous pavement, bioswales and infiltration galleries, is designed to partially offset the impact of increased impervious surfaces and decreased groundwater recharge.The concept of basements acting as dams that could result in flow into the storm drain system does not appear to be feasible (Figure 2 of the comment letter). The rate of groundwater flow is very slow and groundwater does not flow in a straight

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	the unseen "river" flowing through the soils and aquifers beneath Palo Alto. (Figure 2.) The majority of new residential constructions which include basements may cover one-half or more (of the width) of the property. A basement requires groundwater to flow around it. If the groundwater cannot flow along its natural pathway, it becomes elevated by basement "dams," and may flow into older non-watertight utility basements or into the storm drain system. If the storm drain capacity is exceeded, this redirected and unabsorbed rainfall may flood City streets and properties, potentially causing serious damage.*Figure 2. Illustrations of the interaction of homes with basements and the aquifer. Without appropriate engineering, basements extending into the aquifer block groundwater flow and, like a boulder in a river, cause "upstream" elevated water levels.*	linear path although groundwater can have a generalized flow direction. Each groundwater particle will follow the path of least resistance and thin permeable zones within the uppermost aquifer may exhibit different flow directions. Although groundwater would flow around an impermeable surface, such as a basement, the potentiometric surface would quickly equilibrate around the back side of the basement so that there would be no significant difference in water levels on the front and back sides of the basement. This could be verified by the installation of piezometers at a basement site. It is not conceivable that the basement would act as such a barrier to groundwater flow that the backed up water would rise to the surface and result in an overflow to the storm drain system.
ORG2-09	**Lower Impact Construction Alternatives**Palo Alto's policies regarding dewatering for basement construction provide noincentives for builders to minimize the amount of groundwater extracted. As a result, community groundwater is treated as a construction waste, not as a valuable resource.We believe use of construction best practices could significantly reduce the amount of groundwater pumped during basement construction. Methods of reducing the amount of groundwater extracted during basement construction include:• Minimize the allowed pumping duration. The amount of groundwater removed isapproximately proportional to the pumping duration. Limit pumping to the shortest duration consistent with construction best practices. Dewatering occurring over a 4-week period, instead of 16 weeks, could reduce the amount of groundwater extracted to approximately 1/4th of amount extracted in 16 weeks.• Reduce the placement and the depth of the dewatering pumps. In Palo Alto soils,flow rates are highest through the gravel layers of former stream beds. Avoidingthese stream beds would reduce the groundwater flow rate. Usually groundwaternearer the surface is at a lower pressure than deeper groundwater, and flows more slowly. Placing the dewatering pumps closer together would reduce the pumping depth required to achieve the required drawdown. Using horizontal, perforated pipes with a few pumps could achieve the same outcome.• Sheet piles could reduce and/or block groundwater flow into the construction site and allow for faster construction. Additionally, sheet piles can be used to create a watertight basement wall and support vertical loads, i.e., they become the foundation of the home. They can also be used to anchor the basement to the soil, and prevent the house from "floating." Doing so greatly reduces (70 – 80%) the amount of concrete required, greatly reducing greenhouse gas emissions from concrete. It is commonly, but incorrectly, believed that installing sheet	Subsequent to issuance of this comment letter and the Supplement to the Draft EIR, the City of Palo Alto has been exploring lower impact construction alternatives and has updated its construction dewatering guidelines and requirements. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations. The new requirements limit pumping to a 10-week period and require that pumping must result in groundwater drawdown of no more than 3 feet below the depth of the slab. These measures address the first two bullet items of this comment.The City is also considering additional changes for the 2018 construction season which includes the requirement to use groundwater cut-off walls, or similar construction methods, which would limit pumping to 30 gallons per minute.

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	piles are noisy and involves either large shocks and/or vibrations. “Silent” hydraulic sheet pile installation equipment, available since 1975 from Giken and others is a viable alternative. (https://www.giken.com/en/. A short video of the method is available at https://www.youtube.com/watch?v=66cD5xyOFqo. Construction services for press-in pilings are available in the Bay Area from Blue Iron, Inc. http://www.blueironinc.com/). When used as the foundation for the building, the costs of sheet pile – based basement construction are comparable to that of conventional construction, but with the additional advantage of significantly faster construction.	
ORG2-10	**Recommendations**In consideration of the potentially significant impacts cited in this document and ongoing citizens’ concerns regarding dewatering, we respectfully request Palo Alto’s City Council and staff consider and implement modifications to the City’s basement construction and dewatering policies in two phases following the guidelines set out in the City’s Sustainability Policy to use performance-based guidelines:“Use performance based, rather than prescriptive approaches, to building and energy conservation regulations in order to encourage innovation focused on the outcomes the community wants, not necessarily on the pathways to achieve those outcomes. Consider the same approach for planning and development, such as programmatic mitigation measures requiring outcomes and impacts, while being as flexible as possible on the best ways to achieve those outcomes."**Effective** prior to the issuance of **2017 dewatering permits.** A program that does not permit any water to be discharged into the storm drains from construction dewatering, with some limited possible exceptions for public buildings.**1. Remove restrictions on pumping duration.** Pumping can continue as long asnecessary, consistent with best-practices construction methods and contingentupon meeting the requirements for total water pumped and zero-discharge intothe storm drains. **2. R-1 Residential basement construction requiring dewatering shall be subject to Individual Review,** as is the currently the case for multi-story homes. Such Individual Review shall encompass the site-specific dewatering plan.**3. All extracted groundwater shall be metered and accurate measurements ofsuch extracted groundwater and monitoring well data kept in a City managed electronic data base.** This will provide information the City can use for monitoring, analysis and sustainability purposes.**4. Applicants issued dewatering permits shall pay all costs incurred by City dewatering policies, including, but not limited to, collection of monitoring well data and costs associated with reuse and/or recycling of the extracted groundwater.5. Groundwater pumped and not recharged on-site shall be limited to no more than 5 cubic feet (37.5 gallons) per square foot of lot, i.e., 50,000 cubic feet or 375,000 gallons for a 10,000 square foot R-1 residential lot.** This amount is derived from	In response to concerns from residents and Save Palo Alto's Groundwater, the City revised its construction dewatering policy in 2016 and updates its guidelines and regulations in 2017. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council’s March 2017 adopted updates to the City’s dewater guidelines and regulations.

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	criteria which take into account sustainability and the amount of groundwater extracted from surrounding properties and is possible with appropriate design and construction methods, such as the use of sheet piles orslurry clays..**6. All groundwater removed during construction shall be used in a manner that substitutes for potable water use,** such as irrigation, and/or used to recharge the aquifers and such uses and method of replacement into the aquifer shall be described in the submitted Site Specific Plan. Directing extracted groundwater into any storm drain shall be prohibited. **7. Require designs for basements that do not impede the flow of water through the surrounding soils during periods of exceptional rainfall.** **8. Strictly require and enforce provisions to ensure that basement leakage does not result in groundwater depletion,** for example by strict inspection of construction to ensure that basements are actually leakproof and requiring any basement drainage pumps to discharge to highly pervious soils. **9. Data in soil studies and associated hydrology reports prepared for basement construction will be public domain and not subject to copyright restrictions for non-commercial use.**	
ORG2-11	**Conclusion**Many Palo Alto residents are deeply concerned about dewatering during the construction of residential basements in their community. Reasons for their concerns range from personal experience and observations of damage to their properties and public infrastructures that correlate with nearby dewatering to firm beliefs that shunting millions of gallons of extracted groundwater into the storm drain is simply wasteful and inconsistent with sustainability. Residents believe the City and the property developer each have the responsibility to ensure current dewatering practices are not harming neighboring properties or the environment. For many residents, their current home is truly their “dream house.”	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
ORG2-12	The 2004 EIP report upon which the City has relied upon to justify current policies for dewatering is simply inaccurate and inappropriate to support policy in the current context. To support our recommendations for policy revision, this White Paper includes statements and references from four professional geo-hydrologists, including a civil engineer familiar with the local area providing scientific and technical bases that support resident’s concerns.	Based on input from Save Palo Alto's Groundwater and the referenced White Paper as well as concerned residents, the City's construction dewatering policy was revised in 2016. This occurred after publication of the February 2016 Draft EIR and this comment letter. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council’s March 2017 adopted updates to the City’s dewater guidelines and regulations.
ORG2-13	Appreciation of the value of groundwater as a resource, and as an (emergency) water	The comment does not address the adequacy of the February

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	supply has greatly increased as a result of the recent drought, and this White Paper includes a discussion of the relationship between water pumped for dewatering and water supplies. Summaries and references to multiple studies performed to analyze the potential of groundwater as a municipal supply source for Palo Alto, East Palo Alto and in San Mateo County show that rainfall percolation, irrigation and leaking pipes within Palo Alto (separate from Stanford) are the main sources of aquifer recharge, including recharge to the deeper aquifer levels. Specifically, the recent groundwater model prepared by Bay Area Water Supply and Conservation Agency clearly shows Palo Alto's shallow groundwater as a major source of deep aquifer recharge, and contradicts the assertion that (all) water pumped for dewatering would "flow into the Bay anyway." Simply put, dewatering removes water from the sources that recharge the aquifers which we and nearby cities are designating as our emergency water supply as well as a possible supplemental water source during droughts.	2016 Draft EIR or Supplement to the Draft EIR.
ORG2-14	Mature, proven, economically practical technologies that greatly reduce the need for dewatering, such as the use of sheet piles with "silent" driving technology are available, and contractors working in this area can provide the required construction services.	The City is considering changes to the construction dewatering policy for the 2018 construction year and is investigating a requirement to use groundwater cut-off walls or other construction methods to limit the pumping of extracted groundwater.
ORG2-15	Finally, we have provided recommendations for modification to City policies in two phases: Phase 1 to be implemented prior to the issuance of dewatering permits for 2016, and Phase 2 to be implemented prior to issuance of dewatering permits for 2017. These policies simply require the adoption of best practices for basement construction that treat groundwater as a valuable resource, and not as construction waste.	The recommendations provided by Save Palo Alto's Groundwater in this letter as well as input from City engineers and planners were used to revise the City's construction dewatering guidelines and regulations. The hydrology section in the Supplement to the Draft EIR incorporates revisions to address policy changes that were adopted in 2016. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations.
ORG2-16	Future groundwater sustainability includes the need to consider predicted severe droughts, severe rainfall events and flood risks expected because of global climate change in planning. To quote the California Water Foundation: "When it comes to water, one could say that right now California [and Palo Alto] has 19th century laws and 20th century infrastructure to deal with 21st century challenges." *(Italicized text added.)*We look forward to working with the City Council and Staff on this vital issue and may be contacted at info@savepaloaltogroundwater.org.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. The commenter's specific comments are addressed in the responses above.

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ORG2-17	*Attachment "Supplementary Materials A, Summary of Groundwater Studies and Geology Reports*	Attachment A provides a summary of groundwater studies and hydrogeology of the Palo Alto area.
ORG3	Ronald Malouf, Director of Facilities, Jazz Pharmaceuticals, May 27, 2016	
ORG3-01	Jazz Pharmaceuticals, a global biopharmaceutical company, has been a business resident of Palo Alto's Stanford Research Park for 11 years. Our core values - integrity, collaboration, passion, pursuit of excellence and innovation - define our corporate practices and demonstrate our commitment to our mission of improving patients' lives. We have remained committed to Palo Alto for many reasons, including that the City, its residents and its attraction to businesses focus on innovation, technology and meaningful impact. Palo Alto has been an ideal location for our current employee base, many of whom have lived in the Bay Area for years. Many started their careers with local biotechnology companies. We also have close ties with Stanford University and their School of Medicine. As a result, we find Palo Alto to be central to where our employees live and the development of our product line. Jazz Pharmaceuticals is committed to Palo Alto, and importantly to collaborating with the City and the Stanford Research Park to find solutions to an important issue of increasing traffic congestion. We recognize that the City and its residents, many of whom are our employees, are concerned with the impact of traffic congestion they attribute to local business activity. As the Stanford Traffic Demand Management group has introduced programs to help alleviate congestion, Jazz Pharmaceuticals has eagerly introduced them to our employees. In tum, many of our employees have taken advantage of these programs and we expect the trend to continue.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. The City commends Jazz Pharmaceuticals' efforts to reduce vehicle trips.
ORG3-02	While we understand that the City Council has a mandate to preserve/enhance the quality of life in Palo Alto, several measures being discussed could have a detrimental effect on our ability to develop our products. For example, quotas on headcount allowed within our facility could restrict our ability to hire the professionals required to guide a new drug through clinical trials and FDA approval. On March 30, 2016, the FDA approved our drug, Defitelio. Defitelio is used for the treatment of adult and pediatric patients with hepatic veno-occlusive disease (VOD). VOD is a life-threatening organ dysfunction following stem-cell transplantation. Defitelio is currently the only treatment for patients with VOD. Jazz Pharmaceuticals hired dozens of specialists in Palo Alto to design, administer and manage the clinical trials and approval to ensure Defitelio would be available for patients in dire need of this life-saving drug. Having the ability to ramp up our headcount for special projects is very important to us.Jazz Pharmaceuticals would like the opportunity to repeat this type of success with other products to address unmet medical needs. We plan to continue our involvement with the Stanford TDM and work toward reducing traffic	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. The commenter should note that the preferred scenario and the June 30, 2017 draft Comp Plan do not include restrictions on new employment or require a use permit for new office/research and development (R&D) uses.

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	congestion for not only the residents of Palo Alto, but for our employees who come to our facility in the SRP as well.	
ORG4	LindaMarie Santiago, Director, Real Estate & Workplace, Vmware, Inc., June 2, 2016	
ORG4-01	VMware respectfully submits this letter to communicate our concerns regarding the City of Palo Alto's Draft Environmental Impact Report for the Comprehensive Plan Update (Draft EIR). We appreciate the City's desire to ease traffic congestion; however, measures to regulate employee headcount and traffic mitigations contained in the Draft EIR, coupled with the recent proposal to implement a head count tax on local businesses, are unsettling. Prior to taking action that will inadvertently hinder economic stability and impede our current efforts to reduce traffic congestion, we encourage the City to further analyze the proposed mechanisms and mitigations, utilize the additional data to make informed decisions and engage in further outreach with the business community. VMware is confident a concerted effort from interested stakeholders will produce a thoughtful plan to mitigate traffic congestion while simultaneously allowing the City, its residents and businesses to continue to thrive.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. The commenter should note that Mitigation Measure TRANS-1a in the EIR and related policies in the draft Comp Plan have been somewhat revised to reflect input received on the earlier drafts.
ORG4-02	As a multinational company, VMware is proud to be one of the largest tenants in the Stanford Research Park (SRP) and headquartered in Palo Alto. We have historically enjoyed a mutually beneficial relationship with both the City and SRP. VMware cares deeply about this community, our people and our campus. We share the City's concerns regarding traffic congestion as it impacts directly our people (many who live in Palo Alto) and our ability to recruit and retain top talent.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
ORG4-03	VMware has long been motivated to offer our employees various commuting alternatives. We voluntarily and privately fund several transportation demand management programs aimed at reducing single occupant vehicle (SOV) commutes during peak hours. Additionally, because we see the value in working collaboratively with the local community, we are actively involved in the SRP TDM Working Group. In that organization, we are capturing the benefits of leveraging the efficiencies and opportunities of having several SRP employers pool our resources to provide additional shared transportation options. As you are likely aware, collectively, we SRP employers have implemented a robust EcoPass purchase program, a carpool ridesharing program (SCOOP), a guaranteed ride home program, bicycling events and clinics, and an SRP Transportation website, to name a few. And, we expect to launch a point-to-point shuttle bus program to/fromSan Francisco this summer. Individually, VMware's commitment to transportation is also evidenced by the fact that we have a full-time Transportation Manager on our staff to represent VMware within the SRP TDM Working Group and to implement new programs run exclusively by VMware. We care deeply about and respect the fact that what we do is a	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. The City commends VMware's efforts to reduce vehicle trips.

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	model for others in SRP, that our programs meet the needs of our people and the community, and that what we dois sustainable (environmentally and financially). We have invested significant funding in such programs given VMware's commitment to solving these issues that impact the entire City.	
ORG4-04	Our concern is that we will be forced to divert a substantial share of those financial resources to pay for a head count tax that is contemplated to solve the same issues we are solving. Furthermore, we understand the head tax would provide general funds to the City, which means the City would not be obligated to spend the head tax revenues on local infrastructure or TDM programs that would benefit residents and businesses alike. Additionally, while the City officials are stating such general funds would be targeted towards mitigating traffic, such City initiatives are currently undefined in scope, timing and cost. VMware remains concerned regarding the lack of clarity and substantiated analysis of the proposed tax-funded solutions, and therefore VMware urges the City to approach these highly impactful policy decisions with great care. For VMware, a head count tax of $100 per person per year drastically undermines our ability to fund our own transportation management programs and the SRPTDM programs, all of which are proving to be effective in reducing traffic impacts in SRP and beyond.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR. No “head tax” is proposed by the EIR or the draft Comp Plan.
ORG4-05	VMware has also made substantial investments in our Palo Alto headquarters and in partnership with the City and Stanford University, we have developed a master building plan that covers our 1.6 million square feet of R&D and office space (existing and future space). The master plan provides for measured and reasonable growth, which we rely on to maintain a flexible workforce that is able to respond to the cyclical employment demands of product innovation.Therefore, we have particular concerns regarding the consideration of a Zoning Code Amendment to regulate employment densities or control the proportion of office and R&D uses in new or existing buildings through a discretionary Conditional Use Permit process, which would subject VMware to lost productivity and unreasonable risk. We believe such a measure would impede on our ability to quickly adapt to a changing workforce, as product innovation moves quickly, and being agile is paramount to success.	The comment is noted. Please note that the Zoning Code amendment referred to by the commenter is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG4-06	There are additional measures contemplated in the Draft EIR, such as requiring companies with over 50 employees to charge for parking, which also appear to have a punitive nature on businesses without evidence that such a program will produce the desired result of reduced vehicle trips to SRP.	The opinion of the commenter is noted. Please note that the preferred scenario, which is described in Chapter 2 of this Final EIR, does not include the parking charge referred to by the commenter; however, consideration of this concept is included in recent drafts of the City’s Sustainability/Climate Action Plan documents and is one that the City continues to explore. This is because charging for parking can encourage the use of

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		alternatives to single-occupancy vehicles (SOV) for commute trips.
ORG4-07	The proposed density restrictions and traffic mitigation regulations contained in the Draft EIR have potentially adverse consequences for VMware and create uncertainties for the business community, which must remain agile in order to succeed. As the second largest employer and a long standing member of the City's business community, VMware has a vested interest in ensuring the continued culture of innovation and success that Palo Alto is known for. We believe our significant investments in time, personnel and funding to date evidence our strong commitment to working to reduce traffic congestion in the City. In our commitment to working with the City and Stanford to reduce traffic congestion, it is essential to VMware that all traffic congestion management methods we fund are effective, measurable, and substantiated by robust data analysis, and most importantly, such methods must not impede our ability to successfully conduct business operations within Palo Alto or undermine our robust TDM efforts to date.	The comment is noted. Please note that the Zoning Code amendment referred to by the commenter is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR). The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR.
ORG5	Victoria Valenzuela, General Counsel, MZ, June 2, 2016	
ORG5-01	Mayor Burt, Vice Mayor Scharff, and Fellow Council Members:We are writing to express our concern with the Draft Environmental Impact Report ("Draft EIR") for the Comprehensive Plan Update. In particular, we are concerned about the proposed mechanisms in the Draft EIR that are supposed to address traffic congestion.First and foremost, as a Palo Alto born and raised company, we have and will continue to be proactive, responsible neighbors and community members. Having operated in downtown Palo Alto at 555 Hamilton for six years, we understand the community's concerns with traffic congestion. Even at 555 Hamilton, we encouraged our employees to use alternative modes of transportation in an effort to neutralize our Company's presence downtown. When we moved to our new location at 1050 Page Mill Road, we made a commitment to doing what we, as a company, could to help alleviate the traffic problem. Below is a list of some of the traffic mitigation measures that we currently offer:1. CalTrain GoPass: MZ is an active participant in this program, offering all employees working more than 20 hours per week a Go Pass at no charge. This program is advertised during new hire onboarding and reminders are sent to current employees. To further encourage participation in this program, we, along with our Landlord Sand Hill Property Company, offer a shuttle to and from the California Avenue CalTrain station to our campus.2. Core Hours: MZ's core business hours are intentionally set from 10am to 7pm daily so our employees can avoid peak traffic hours during their daily commute. This also then takes our employees off the road and lessens traffic for fellow commuters.3. HQ Relocation Bonus Program: MZ offers	The comment is noted. The City commends MZ's efforts to reduce vehicle trips. The comment does not address the adequacy of the analysis in the February 2016 Draft EIR.

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	eligible employees financial assistance to relocate closer to the Company's headquarters in Palo Alto. Any active, full-time employee in good standing with the Company who relocates their primary residence to within 8 miles of the Company's headquarters shall be eligible for relocation assistance.	
--	4. Alternative Transportation: MZ provides ample indoor bike racks (which are well used), which provide our employees with a secure option should they choose this method of transportation to work.5. Carpooling app: MZ recently launched the carpooling/ridesharing app called Scoop, which allows our employees to coordinate carpooling/ridesharing options on a flexible basis. Not only does this option take cars off the road, but it provides an opportunity for our employees to significantly reduce their commuting costs.In addition to these company-specific TDM programs, we are also members of Stanford Research Park's ("SRP") TDM group and are working in collaboration with other SRP companies to come up with programs to further drive tangible results. For example, MZ has adopted, along with other SRP-based employers, the carpooling/ridesharing application called Scoop. This program was brought to ourattention by the SRP TDM group and has been well-received by our employees. The SRP TDM group shares a common goal with the City to reduce traffic and can leverage the group's collective technology and expertise to innovate, adapt, and self-fund various programs.	The comment is acknowledged for the record, however, does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.The opinion of the commenter regarding proposed mechanisms for traffic congestion is noted.
ORG5-02	Some of the measures, in particular the CUP and limit on employee density, among other proposed measures to regulate business and a means to regulate traffic, would have a serious, detrimental impact to our operations, including, but not limited to, our need for flexible hiring on critical, time-bound projects. Further, since MZ works during off peak hours, such measures would unfairly impact us since we do not have same impact on peak hour traffic as others similarly situated to us. MZ, and our fellow SRP employers, are willing to commit to addressing such problems, but need to have the flexibility to come up with effective and relevant solutions.	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG5-03	Further, the recent proposal for a head tax is also of particular concern to us. As mentioned earlier, we have already committed substantial funds towards traffic-mitigating measures and are highly motivated by our own business interests to continue to do so. The proposed additional head tax appears to target the same problem(s) we are currently working on and solving with the SRP TDM group. To impose such a tax would undermine funding that we have already earmarked for TDM solutions. As we understand, this head tax would provide general funds to the City, which means that the city would not obligated to spend this tax revenue on TOM measures, within the SRP or even on local infrastructure that would benefit local residents and businesses. We are quite concerned that the proposed tax lacks clarity in its implementation and allocation of funds. We strongly urge	The comment is noted. Please note that the preferred scenario does not include a “head tax.” The comment does not address the adequacy of the February 2016 Draft EIR.

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	the City to analyze proposed solutions to make sure that decisions are well-informed and will yield real results for those being asked to carrying the financial burden. We strongly encourage you to please engage with MZ, the SRP and other members of the business community before taking any action. We believe that we can work collaboratively with the City to effectively and efficiently address these issues.	
ORG6	Tiffany Griego, Managing Director, Stanford Research Park, Stanford Real Estate, Stanford University AND Jean McCown, Associate Vice President, Government & Community Relations, Office of Public Affairs, Stanford University, June 3, 2016	
ORG6-01	Stanford University provides the following comments on the Draft Environmental Impact Report for the Comprehensive Plan Update (the "Draft EIR"). These comments focus on the Stanford Research Park ("SRP"). Our principal concerns with the Draft EIR relate to specific proposed mechanisms for addressing traffic congestion and the insufficient analysis of these mechanisms. At the outset, we want to emphasize that we share the City's desire to reduce traffic congestion. Stanford and the employers within the SRP are deeply invested in tackling the challenge of reducing employees' commute trips, and we are motivated to experiment with new programs and see our efforts produce results. This consensus has been the basis for forming, staffing, and privately funding the Stanford Research Park Transportation Demand Management ("TDM") Working Group, a Stanford-led consortium of SRP employers working together to develop and offer TDM programs tailored to the needs of employees working within the SRP. As we reported to the City Council on March 14, 2016, we have piloted programs such as EcoPass, a series of bicycle advocacy events and services, a guaranteed ride home program, a custom transportation planning service (www.SRPgo.com), Scoop carpool planning service, and a soon-to-be-launched long distance shuttle to San Francisco. We are working with all major employers in the SRP, and as we stated in March, we need time to implement our first round of programs, monitor the results and report back to the City on our progress. Both in this early phase and going forward, we will need the flexibility to innovate and adapt. We are excited about the momentum we have built.	The comment is noted. The City commends Stanford University's efforts to reduce vehicle trips.
ORG6-02	The Draft EIR proposes measures to regulate density and mitigations to reduce trips that could have detrimental and perhaps unintended consequences for the economic vitality of the Stanford Research Park. At the same time, the Draft EIR does not analyze the effectiveness of such policies in preventing future increases in traffic congestion. We have outlined below the risks we see in implementing the proposed policies, followed by some more technical Draft EIR comments that request further traffic analysis.	The comment is noted. The commenter's detailed comments are addressed in the responses below.

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ORG6-03	**I. Risks to the Stanford Research Park Business Community and Palo AltoA. Economic Contributions from the Stanford Research Park** First, we believe it is important to understand the economic benefits to the City of Palo Alto and community generated by the Stanford Research Park. From its inception, the SRP lands were annexed into the City of Palo Alto so that the property taxes and other tax revenues would benefit Palo Alto citizens. As reflected in Figure 1 below, total tax revenue generated from the SRP has more than doubled in the past 14 years. In 2015 alone, the SRP generated $45 million in total tax revenues, of which $18.2 million flowed to Palo Alto and Palo Alto Unified School District, as highlighted below. Total tax revenues are comprised of (i) property taxes, which are reassessed as long-term ground leases are sold or as investment in existing properties occurs, (ii) sales and use taxes, which generally result from certain companies' decisions to locate point of sale in Palo Alto, and (iii) transfer taxes, which are paid when ground leases are sold. This steady increase in total taxes produced from the SRP results from City policies that thus far have supported renewal and investment in the existing building stock, the buildout of additional square footage, and the liquidity of SRP leaseholds. It is noteworthy that it has taken six decades to achieve this trend of revenue growth for the City of Palo Alto and other entities, working within the legislative framework of Palo Alto's zoning code. *Figure 1. Total Tax Revenues Produced by Stanford Research Park Since 2002 (with Total Tax Revenues to City of Palo Alto and PAUSD highlighted in orange)* Palo Alto and Stanford have made the Stanford Research Park a world-renowned epicenter for research, discovery, and innovation by globally-recognized businesses, including Varian Medical, VMware, HP, Hewlett Packard Enterprise, SAP, Merck, Tesla, Jazz Pharmaceuticals, Skype, Nest, and Ford, to name a few. These employers have given us feedback about their election to locate or remain in the SRP. They tell us they elect to come to the SRP because they believe they will be able to grow within a clear and consistent set of parameters, and they believe they will benefit from a flexible zoning code that allows their businesses to evolve over time. In addition, they are permitted by the City to improve their aging facilities to remain competitive in their respective industries. We hear that another important benefit of locating in the SRP is the competitive advantage that comes from adjacency of traditional research and development businesses to best-in-class support services. R&D tenants say the well-rounded business ecosystem, which includes professional service providers (e.g., investors and attorneys) expedites the time to market for R&D intellectual property. Finally, employers tell us they desire flexibility to adapt their business models to an increasingly competitive global economy, including hiring employees as needed. For example, SRP employers may need to hire specialists to	This comment does not address the adequacy of the February 2016 Draft EIR. Please note that the preferred scenario and the draft Comp Plan do not contain limits on employment densities.

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	run a new clinical trial for an extended period of time, to bring in contractors to support peak development cycles that are commonplace for many companies, to recruit summer interns, or to rebuild a team after experiencing a cycle of downsizing.Thus far, the City's long-standing balanced, predictable, and objective set of rules and codes has supported the economic vitality of this unique Palo Alto asset.'	
ORG6-04	B. Concerns with the Traffic Congestion Measures Identified in the Draft EIR We believe that the success of the SRP can be easily diminished if legislative and policy choices are not made with care and are not based on robust data analysis. We and the employers of the SRP have the following significant concerns with the traffic mitigation approaches proposed in the Draft EIR: • *Limitation on Employment Densities through Conditional Use Permitting.* Three of the four scenarios studied in the Draft EIR (pp. 3-15, 3-31, 3-36, 3-41) consider a Zoning Code amendment to regulate employment densities in office and R&D uses by requiring a conditional use permit for new office and R&D uses, including new uses in existing buildings. Although the Draft EIR does not clearly explain this concept, such a limitation could have several negative consequences in the SRP:	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG6-05	• First, employee density regulations and CUPs would discourage new companies from locating in the SRP. If business leaders believe they may be hindered from hiring new employees as their business needs change, or hindered from sub-leasing space if their business contracts, they will certainly consider locating elsewhere. For a company to decide to locate in Palo Alto, their leaders need predictability and flexibility to grow and/or contract within existing space, repurpose existing space to meet evolving business needs, or "exit" space by sub-leasing excess space to another entity, whose employee headcounts would be outside of their control.	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG6-06	• Second, employee density regulations and CUPs would impair the SRP's continued ability to support the most vibrant and broad mix of R&D businesses as the economy evolves decade after decade. During the SRP's 65-year history, we have seen the local and national economy transition from a focus on the production of advanced goods (hardware, pharmaceuticals, medical devices and aerospace components) to advanced services (enterprise software, data processing, and consumer software) to today's tech and "innovation industries," which reflect the convergence between technology and content. Palo Alto has been able to participate in – and often lead – all of these changes because of the R&D and office uses currently permitted in the SRP. Changing this system to require a CUP based on a change of labels between "R&D" and "office", or any other use categories, would expose Palo Alto-based businesses to the uncertainties of discretionary review, delay and approval risk. Imagine a company like Tesla being required to first secure a CUP	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).

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	for increased headcount or a change in use within its existing building before it could adapt to the evolving competitive landscape around electric vehicle production. Such a process would put Palo Alto-based companies at a disadvantage relative to their non-Palo Alto-based competitors.	
ORG6-07	• Third, a limitation on employment densities could inadvertently lead to construction of more building square footage, in Palo Alto or elsewhere, to accommodate the same amount of employment growth, as opposed to increasing employment densities in existing, smaller building footprints. Such a policy cuts against current thinking about sustainable land use, and could result in an inefficient increase in energy consumption and unnecessary consumption of building materials associated with new buildings elsewhere. Equally important, concentration of employee density is a necessary factor in achieving successful trip reduction programs.	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG6-08	We also note that the Staff Report for the May 16, 2016 City Council meeting indicated that when new Comprehensive Plan scenarios are analyzed, those scenarios may not include a CUP requirement per se, but are likely to include an "alternate mechanism…for moderating employment densities, either through regulation or revenue collection." Such an alternative mechanism would likely raise most of the same practical concerns as a CUP requirement and would send the same message – businesses are hindered in their ability to remain nimble, evolve or grow within Palo Alto.	The comment is noted. Please note that mechanisms to limit employee density are not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG6-09	• *Parking Charges for Employees on Private Land.* Scenario 4 in the Draft EIR (pp. 3-16, 3-43) considers adoption of a parking charge program for existing businesses with more than 50 employees; the charge would be imposed on employees as a disincentive to drive. Because numerous SRP sites include a mix of businesses with fewer than 50 employees, often in multi-tenant buildings, implementation of such a policy would be infeasible and could create spill-over parking and other enforcement issues. We also have questions about how this mechanism relates to the measures set forth in the City's 2016 Sustainability and Climate Action Plan Strategy T-INC-2.1 through T-INC-2.4.	The comment is noted. Please note that parking charges for employees are not includes in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR). Consideration of this concept is included in recent drafts of the City's Sustainability/Climate Action Plan documents and is one that the City continues to explore. This is because charging for parking can encourage the use of alternatives to SOV for commute trips.
ORG6-10	• *Annual Cap on New Commercial Square Footage.* Scenario 2 in the Draft EIR (p. 3-25) considers imposition of an annual limit on new office and R&D development citywide, distinct from both the current interim cap that applies only in certain areas of Palo Alto and from the larger commercial square footage cap from the 1998 Comprehensive Plan. An annual development limit could eliminate the flexibility SRP employers have to expand up to the square footage allowed under existing zoning if and when their businesses need additional space. The types of businesses that occupy the SRP want to know that they can at least seek a discretionary permit from the City to add square footage in any year, given that their business needs can evolve quickly. For instance, in February 2015, both Hewlett-	The comment does not address the adequacy of the February 2016 Draft EIR. The preferred scenario and the draft Comp Plan do not include an annual limit on office/R&D, although the City Council has expressed its intent to modify and continue the current interim program in some form. The City Council is aware of Stanford's concerns regarding inclusion of the Stanford Research Park in the areas of the City subject to an annual limit.

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	Packard and Varian Medical stated in letters to City Council that a then-proposed annual growth limit effectively would eliminate their ability to plan for an efficient, timely build out of their remaining square footage available under zoning because in both cases the unbuilt square footage would exceed the amount allowed under the annual growth limit. It is unreasonable to expect an SRP company to win the beauty contest two or three years in a row before being able to expand and modernize its campus.	
ORG6-11	• *Traffic Mitigation for Individual New Projects.* Draft EIR Mitigation Measure TRANS-1a (p. 4.13-51) would apply to all four scenarios. The measure would require individual new development projects to implement a TDM plan to achieve a specified reduction in peak period motor vehicle trips (30 percent in the case of the SRP) from the relevant rates identified in the Institute of Transportation Engineers' Trip Generation Manual, with the project's TDM program to be approved by the City, and enforcement mechanisms or penalties accruing if targets are not met. Mitigation Measure TRANS-1a (p. 4.13-52) also would require individual new development projects to offset remaining peak period motor vehicle trips by directly contracting with a third party to reduce trips generated from another site or by paying an annual fee to the City.	The comment is descriptive and does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR.
ORG6-12	• Our approach to reducing trips is based on leveraging all SRP employers' efforts and resources to offer all SRP employees a comprehensive set of alternate commute options. We are concerned that achieving a 30 percent reduction in peak period trips compared to ITE rates would be difficult on an individual business-by-business basis, and would undermine the comprehensive TDM Program underway in the SRP. For example, if an individual business or project were required to meet TRANS-1a through the provision of private shuttles for its own employees, this would undermine the impact of a long-distance shuttle program currently planned as part of Stanford's SRP-wide TDM program, which is based on providing scaled services to employees from multiple SRP companies.	The City of Palo Alto agrees that it is preferable for employers to work together to implement some TDM measures, such as shuttle services, since combining the efforts and resources of multiple employers can lead to better results than an individual business acting on their own. The City acknowledges that the cooperation of employers in the Stanford Research Park allows them to leverage their efforts in a more comprehensive program. As stated on page 56 of the Supplemental TIA, "the intention of these mitigation measures is to encourage such cooperation." A TDM Plan could indicate which measures an applicant would provide on its own and which measures it would provide through a TMA or other group of nearby employers.
ORG6-13	• We are also concerned that achieving the additional 70 percent reduction could only be accomplished with a fee, as currently written, and we are furthermore concerned with how the fee would be determined and allocated. Given the SRP TDM program already involves cost-sharing among SRP employers, we are concerned that paying a fee to the City would undermine our effort to sustain SRP employers' private investment in our SRP-wide program. If this mitigation measure were nevertheless adopted after greater coordination with Stanford University and the SRP companies, it would be appropriate for the 70 percent fee generated by SRP projects to be invested in the SRP TDM program.	The portion of Mitigation Measure TRANS-1a that is the subject of this comment was revised as part of the Supplement to the Draft EIR. Mitigation Measure TRANS-1a no longer includes a requirement to offset remaining vehicle trips by directly contracting with another property owner or organization or by paying an annual fee to the City. Mitigation Measure TRANS-1b requires development projects to pay a Transportation Impact Fee for peak hour trips that cannot be eliminated. The amount of

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		the Transportation Impact Fee and the projects on which it would be spent will be determined through the Nexus Study that is currently underway.
ORG6-14	In short, we are concerned that adoption of these policies described above would cause companies to look outside the SRP when they need to choose a location or expand, which would in turn undermine the SRP's ability to keep pace with the emergence of new technology industries, evolving scientific discovery, and increased competition	Please see above for responses to the issues raised.
ORG6-15	**II. Insufficient Analysis on the Effectiveness of Traffic-Mitigating Measures Identified in the Draft EIR** Despite the various proposed mechanisms to limit traffic congestion, the Draft EIR does not analyze the effectiveness of these approaches. Specific examples of insufficient analysis include the following measures that apply to future changes in land uses or new development: • Scenarios 2, 3, and 4 include a new conditional use permit ("CUP") requirement that would be designed to regulate employee densities if there were a change in use on a site. *However, the Draft EIR does not attempt to identify any vehicle trip reduction attributed to this new conditional use permit requirement.*	The comment is noted. The components of the scenarios, as described in Chapter 3, Project Description, of the February 2016 Draft EIR and Supplement to the Draft EIR, are analyzed collectively and comprehensively in the EIR. Please note that the conditional use permit requirement is not included in the preferred scenario, which is described in Chapter 2 of this Final EIR.
ORG6-16	• Scenario 4 includes a requirement that there be no new net new car trips as a result of new office development. *However, the Draft EIR does not show any beneficial effect at all from the "No Net New Trips" component of Scenario 4. The underlying Traffic Impact Analysis does not list "No Net New Trips" as one of the factors taken into account in analyzing Scenario 4 and the resulting analysis does not assume any reduction in future trips associated with increased office growth.*	The comment is noted. The components of the scenarios, as described in Chapter 3, Project Description, of the February 2016 Draft EIR and Supplement to the Draft EIR, are analyzed collectively and comprehensively in the EIR. Please note that the "no net new trips" requirement is not included in the preferred scenario, which is described in Chapter 2 of this Final EIR.
ORG6-17	• Mitigation Measure TRANS-1a requires that, as a condition of new office and R&D development, vehicle trips must be reduced by 30 percent below Institute of Traffic Engineers ("ITE") rates, and applicants must pay a fee to fund measures designed to offset the remaining 70 percent of new trips. *However, the Draft EIR does not quantify the effect of Mitigation Measure TRANS-1a. It only provides a qualitative analysis and assumes the resulting trip reductions will be modest.*	The Supplement to the Draft EIR analyzes post-mitigation conditions for Scenarios 5 and 6, as suggested in this comment. Post-mitigation conditions incorporate the TDM trip reductions required in Mitigation Measure TRANS-1a for different areas of the city. The original language in Mitigation Measure TRANS-1a requiring an annual fee to offset the remaining trips (70 percent in the case of Stanford Research Park) has been eliminated.
ORG6-18	The additional measure that appears to apply to existing businesses in existing buildings includes: • A program to require businesses with more than 50 employees to charge for parking. *However, there is no information about how this measure would be implemented. Nor is it clear in the Draft EIR how much automobile trip reduction if any, has been assumed for a program to impose parking charges.*	Parking charges at workplaces with more than 50 employees were included as a scenario assumption in Scenarios 4, 5, and 6. This assumption was incorporated into the travel demand forecast model for those scenarios. The mode share, VMT, level of service, and other results reflect each scenario's underlying assumptions, including the measure regarding parking charges at workplaces.

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		However, the preferred scenario that has been identified by the City Council does not include this measure.
ORG6-19	The Draft EIR results in more questions than clarity. The lack of data and careful analysis behind these proposed policies is disconcerting to the SRP business community, given how detrimental many of the policies would be to their ability to conduct business. It is necessary to fully analyze the environmental impacts of these measures – positive and negative – in the EIR. We also request that you conduct outreach with the SRP business community on all of these matters before taking action.Thank you for considering Stanford University's comments on the Comprehensive Plan Update Draft EIR. Please do not hesitate to contact us with any questions.	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR. The commenter's detailed comments are addressed in the responses above.
ORG7	Whitney McNair, Director, Land Use Planning, Land Use & Environmental Planning, Stanford University, June 3, 2016	
ORG7-01	Stanford University provides the following comments on the Draft Environmental Impact Report for the Comprehensive Plan Update (the "Draft EIR"). We are pleased to continue playing an active role in the Comprehensive Plan Update process and appreciate the City's consideration of these comments. We also are submitting comments on behalf of Stanford Research Park under separate cover. Those comments are provided separately to highlight issues with the Draft EIR that are specific to that unique employment district. This letter is divided into two sections. First, we provide clarification regarding land use regulation of Stanford lands and potential cumulative impacts from campus growth in unincorporated Santa Clara County. Second, we provide comments on individual sections of the Draft EIR addressing various environmental resources.	This comment serves as an opening remark and does not address the adequacy of the February 2016 Draft EIR. The commenter's specific comments are addressed in the responses below.
ORG7-02	**I. The Draft EIR's Analysis of Stanford Lands Within the City's Sphere of InfluenceA. Unique Regulatory System Applicable to Stanford's Lands in the Palo AltoSphere of Influence**The Draft EIR discusses Stanford lands that are outside Palo Alto's city limits but within Palo Alto's sphere of influence. Normally, a city's general plan must address areas within the city's sphere of influence due to an expectation the area may be annexed to the city within the general plan's time horizon. Here, in contrast, an existing three-party agreement between the City, Stanford, and Santa Clara County largely precludes annexation of Stanford lands by the City.The three-party agreement provides for the County to retain regulatory control over these lands. The agreement states:Unincorporated Stanford lands in Santa Clara County are subject to the Santa Clara County General Plan and zoning ordinance, the general use permit for Stanford University lands adopted by Santa Clara County, and pertinent review and Approval procedures employed by Santa Clara County.As this provision indicates, when the County acts on land use approvals for unincorporated	The comment is noted. The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR.

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	Stanford lands, it considers only the County General Plan and zoning ordinance, the general use permit issued by the County, and County review and approval procedures. The County does not consider Palo Alto Comprehensive Plan land use designations or policies, or the City's zoning ordinance. The Palo Alto Comprehensive Plan and zoning ordinance affect only Stanford property that lies within City limits:Stanford lands annexed to the City of Palo Alto are subject to the Palo AltoComprehensive Plan and Zoning Ordinance, any area plans adopted by the City of Palo Alto, and pertinent review and approval procedures employed by Palo Alto.The Comprehensive Plan Update and mitigation measures in its EIR, therefore, will not govern or affect Stanford lands in unincorporated Santa Clara County during the applicable planning period.	
ORG7-03	The Draft EIR's discussion of the City's sphere of influence on pages 3-5, 4.9-1, and 4.9-2 should be revised to acknowledge the unique regulatory structure governing unincorporated Stanford lands due to the agreement between the County, the City and Stanford that such lands will not be annexed by Palo Alto.	The text on page 3-4 of the Supplement to the Draft EIR has been revised, as shown in Chapter 3 of this Final EIR, to incorporate the commenter's input. Chapter 4.9 of the February 2016 Draft EIR was revised as part of the Supplement to the Draft EIR.
ORG7-04	Additionally, to reduce the potential for public confusion regarding which general plan land use designations govern Stanford's lands in unincorporated Santa Clara County, we request that the City remove Comprehensive Plan land use designations from such lands as part of the Comprehensive Plan Update process. If the City retains land use designations for any Stanford lands in unincorporated Santa Clara County, the Comprehensive Plan should be amended to make such designations consistent with the land use designations provided for Stanford lands in the Stanford University Community Plan, part of the Santa Clara County General Plan, as shown on Figure 4.9-3. If any City land use designations for these areas continue to be shown on Figure 4.9-2, a note should be added beneath the figure to advise readers that such designations have no present legal effect and are provided for reference only.	The revised Comprehensive Plan land use map for the proposed Plan is included in Chapter 2 of this Final EIR. This map shows Stanford lands outside of the city limit and SOI as blank, consistent with lands within neighboring cities are mapped. Stanford lands within the SOI but outside the city limit are shown with designations that are consistent with those contained in the *Stanford University Community Plan*. Stanford lands within the city limit are mapped with their City land use designations and have not changed as part of the proposed project.
ORG7-05	**B. Effect of the Stanford University Community Plan and General Use Permit** Included within the Santa Clara County General Plan is the Stanford University Community Plan. The Community Plan is "an integral part" of the County's General Plan and, as such, is not subordinate to the General Plan. See Stanford University Community Plan at ii. Rather, the Community Plan "refines the policies of the General Plan as they apply to Stanford lands within the County" and, for each General Plan element, "tailor[s] the treatment of each subject to those aspects of an element most applicable and pertinent to Stanford." [4] See Community Plan at i, ii.Stanford's academic campus lands are zoned by Santa Clara County as A1. Under the A1 district, university uses are allowed with a use permit. See Santa Clara County Zoning Ord. § 2.20.020. The Stanford University General Use Permit, approved by the County in December 2000, fulfills the zoning code's use permit requirement and is the	The existing (i.e., 2014) housing unit data for the SOI for use in the EIR was developed by City staff using data published in the 2010 Decennial Census and Stanford's annual General Use Permit reports. The City used 2010 block data from the 2010 Decennial Census data as a starting point and added to it the units constructed between 2010 and 2014 according to the Stanford University General Use Permit (GUP) Annual Reports. The 2010 GUP Annual Report reports 1,358 units had been approved under the GUP by 2010 and the 2014 GUP Annual Report reports that 1,884 units had been approved by 2014, which is an increase of 526 units from 2010 to 2014. However, in *Projections 2013* ABAG

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	"principal means" of implementing the Community Plan. The General Use Permit requires all development that occurs under it to be consistent with the Community Plan, as well as with General Plan and zoning designations. See Community Plan at iii; General Use Permit at 2, 4.The General Use Permit authorizes incremental net new academic and supporting square footage and net new housing units above the levels existing when it was adopted in 2000, subject to specific conditions to address areas of environmental and community concerns. The table below shows housing existing in 2000, additional housing allowed under the General Use Permit, additional housing that has been completed and/or approved to date, housing capacity remaining under the General Use Permit, and total current housing, including approved projects.*Table 1: Stanford University Housing Within Unincorporated Santa Clara County*We provide the information in Table 1, above, to inform the EIR's identification of the number of existing housing units at Stanford. Statistics reported in the Draft EIR's project description (pp. 3-24, 3-33, 3-38, 3-44) indicate that in 2014 there were 4,525 housing units in the City's sphere of influence, outside of City limits (Stanford lands), and a figure in the Population and Housing section (p. 4.11-2) reports 4,230 housing units in 2014 in the same area. As shown in Table 1, there currently are 13,240 beds/units at Stanford.	only forecasted a growth of 54 households within the SOI between 2010 and 2015. Rather than use ABAG's numbers, the City used Stanford's reported 526 net new units and allocated these units to Traffic Analysis Zones (TAZs) containing Stanford housing sites within the SOI.There is no single way to calculate housing estimates for a given time period. The City used 2010 Decennial Census data as a starting point, believing the Decennial Census block data to be a reliable data source as a reporting of existing conditions in 2010. As described above, the City used Stanford's annual reporting to quantify the net change in housing on Stanford lands from 2010 to 2014. One reason for a discrepancy with Stanford's housing estimates may be that the City was using 2010 Census data as a starting point, whereas Stanford's annual reports use 2000 (before the GUP was approved) as a starting point. Another reason may be that the City is concerned with the SOI as a whole, and not just Stanford lands.
ORG7-06	For purposes of analyzing cumulative traffic impacts, it is important to recognize that employment and housing growth under the General Use Permit has not contributed to significant traffic impacts. Stanford has had tremendous success in operating a TDM program on the academic campus that has resulted in no net new commute trips over the life of the General Use Permit.To gauge Stanford's success against this metric, third-party monitoring is used. Independent consultants hired by the County completed a baseline traffic count in 2001. Each year since 2001, the independent consultants have measured commute trips twice per year and reported the results. Measurements of University vehicular traffic are taken with trip counters (rubber hoses extended across the roads) located at sixteen entry/exit points that define a cordon line around the campus. Under the General Use Permit (p. 14), Stanford also receives credit toward its attainment of the no net new commute trips standard by actively reducing off-campus vehicular trips.Results from Stanford's TDM program, one of the most comprehensive in the country, have been striking. Between 2002 and 2015, the percentage of employees commuting in single-occupant vehicles dropped from 72 percent to 50 percent.[6] As shown in the figures below, despite growth, Stanford has not added any net new commute trips to the academic campus. *Figure 2. Stanford University Annual Morning Peak Inbound Commute Trips* *Figure 3. Stanford University Annual Afternoon Peak Outbound Commute Trips*	The comment is noted. The comment does not address the adequacy of the February 2016 Draft EIR. The City appreciates Stanford University's continued efforts to reduce vehicle trips and commends Stanford for the success of these efforts.

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ORG7-07	Similarly, since the General Use Permit was approved in 2000, Stanford has transformed its university energy supply from a 100 percent fossil-fuel-based combined heat and power plant to grid-sourced electricity and a first-of-its-kind campus heat recovery system at the new Central Energy Facility. This new system, along with Stanford's solar power procurement, is anticipated to reduce campus greenhouse gas emissions approximately 68 percent and save 15 percent of campus potable water.	The comment does not address the adequacy of the February 2016 Draft EIR. The City commends Stanford's success in reducing its reliance on fossil fuels.
ORG7-08	In several places, the Draft EIR states that its cumulative impact analysis may need to be revised to address new graduate student housing to be constructed under the General Use Permit at Escondido Village on the Stanford campus. In fact, no revisions to the Draft EIR's cumulative impact analysis are required. The County has determined that the Escondido Village project will have no new or substantially more severe environmental impacts compared to those previouslyanalyzed. In particular, with regard to traffic, the County relied on an analysis for potentially affected intersections to determine that traffic generated by the project would be consistent with the environmental analysis and conclusions in the 2000 Community Plan/General Use Permit Program Environmental Impact Report. The traffic analysis for the Escondido Village housing project explained that trip generation rates for graduate student residents are lower than for graduate student commuters, as resident students do not need to commute to campus. Based on the project's location and forecasted trip generation, the traffic study showed that analyzed intersections would operate at acceptable levels of service according to their designated level-of service standard. No significant impacts would result.	The comment is noted and no change to the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR has been made. Please see Master Response 3.
ORG7-09	Stanford has begun work on an application for an updated General Use Permit to address the next phase of campus land use consistent with the Community Plan. We anticipate that the updated General Use Permit will reflect future needs of the University, including a modest increase in undergraduate enrollment, on-campus housing for students and faculty, facilities for emerging fields of study, and interdisciplinary institutes formed to address global problems. The Community Plan will continue to serve as the legislative policy framework for campus land use, as both the Community Plan and General Use Permit have proven successful in providing predictability and flexibility for Stanford and accountability to the County and the community. We do not anticipate that development under an updated General Use Permit will result in new or substantially more severe cumulative impacts because we intend to continue to implement a robust TDM program designed to achieve no net new commute trips goal, and we do not plan to seek to move the existing Academic Growth Boundary.	The comment is noted and no change to the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR has been made. Please see Master Response 3.
ORG7-10	**II. Specific Comments on the Draft EIR A. Project Description** *Page 3-24:* Footnote 9 states that "Stanford has recently proposed an increase in housing	Chapter 3, Project Description, in the Supplement to the Draft EIR reflects the revisions requested by the commenter.

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	beyond what is allowed in their General Use Permit. If approved by the County, this increase would need to be assessed as part of the cumulative context of the Comprehensive Plan Update." The first sentence of this footnote is inaccurate, as the General Use Permit specifically supports the development of housing units beyond the 3,018 units it initially authorized, subject to Santa Clara County Planning Commission approval. Additionally, in March 2016, the County granted Stanford's request for the housing allocation based on an Addendum to the 2000 Stanford Community Plan and General Use Permit Program Environmental Impact Report that showed the addition of this housing would not result in any new or substantially more severe impacts beyond those identified in the Program Environmental Impact Report. As such, no revisions to the Draft EIR's cumulative impact analysis are required. We request, therefore, that the statement quoted above be revised as follows: "Stanford has recently ~~proposed~~ received authorization for an increase in housing beyond what ~~is allowed in their~~ initially was authorized under its General Use Permit. ~~If approved by the~~ The County, has determined that this increase would ~~need to be assessed as part of the cumulative context of the Comprehensive Plan Update~~ not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit."	
ORG7-11	*Page 3-38:* Under Scenario 4, the proposed policy of "foregoing new natural gas hookups" would not be feasible for several reasons. Natural gas is the most efficient energy source for certain industrial and medical processes, and is the preferred source for space heating under the California Building Code.	The comment is noted. Please note that the preferred scenario and the June 30, 2017 draft Comp Plan do not include the sustainability measure referred to by the commenter.
ORG7-12	The City's Draft Sustainability and Climate Action Plan (S/CAP), released in April 2016, is consistent with our request and inconsistent with a Comprehensive Plan policy of simply foregoing new natural gas hookups. The Draft S/CAP takes a pragmatic and gradualist approach to electrifying the City. For example, the plan states: "Palo Alto will first seek to reduce natural gas usage through energy efficiency and conservation, followed by electrification of water heating, space heating and cooking where cost effective." Draft S/CAP page 18 (4/18/2016). The Draft S/CAP also recognizes the state law barriers to a city simply mandating electric equipment; it suggests "advocating at the state level to address CEC requirements for cost effectiveness." The S/CAP represents a commitment to sustainability that Stanford shares, but it also reflects a measured, deliberate approach to electrification rather than a sudden mandate.	The comment is noted. The comment does not address the adequacy of the February 2016 Draft EIR. As stated in Response ORG7-11, the preferred scenario and the June 30, 2017 draft Comp Plan do not include the sustainability measure referred to by the commenter.
ORG7-13	*Page 3-40:* Under Scenario 4, the proposed PTOD shown on Figure 3-9 appears to be a "bubble" that does not coincide with parcel or leasehold lines. We understand that, at least with respect to the Stanford Research Park, this bubble does not reflect the City's	Figure 3-9 was revised as part of the Supplement to the Draft EIR. Please note that boundaries mapped in the EIR scenario concept figures are illustrative and do not indicate precise regulatory

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	intentions for Scenario 4. We request that Figure 3-9 be revised to show the proposed boundaries of the Expanded PTOD Zones within the Stanford Research Park.	districts.
ORG7-14	**B. Aesthetics and Visual Resources** *Page 4.1-24:* Mitigation Measure AES-4 provides for the City to develop an ordinance that will require certain projects to prepare an analysis of potential shade/shadow impacts. The mitigation measure further states: "Projects that are shown to shadow open spaces during [specified] times shall mitigate these impacts through building and site design features." In appropriate situations, removing all shadows from public open spaces through "building and site design features" may not be desirable or feasible. After careful consideration, the City may wish to approve a development project that casts shadows on open space in recognition of competing policy goals advanced by the project. To ensure City decision-makers retain this discretion, the final sentence of Mitigation Measure AES-4, quoted above, should be revised to add "to the extent feasible and deemed desirable by the City."	Mitigation Measure AES-4 was revised in the Supplement to the Draft EIR to specify that a potential shade/shadow impact analysis shall explain how a proposed project meets City design requirements and other City policy, goals, and describe ways to mitigate substantial shade and shadow impacts through feasible building and site design features.
ORG7-15	**C. Air Quality** *Pages 4.2-44 and 4.2-45:* Please revise the text and Figure 4.2-2 to delete California Avenue south of El Camino Real from the "High Volume Roadways" designation and to delete the "500ft High Volume Roadway Screening Buffer" around that roadway. We have been unable to find a source for the "High Volume Roadway" designation on California Avenue. The Transportation Impact Analysis for the Comprehensive Plan Update does not include California Avenue, so it cannot be the source. In fact, City records show that California Avenue south of El Camino Real does not meet BAAQMD's definition of a high volume roadway, which is a roadway that averages 10,000 or more daily vehicle trips. City-generated maps (copies enclosed as Appendix B) show that in 1999, at the height of the dot-com boom, average daily trips (ADT) on California Avenue south of El Camino Real reached 6,700; in 2010, when Facebook occupied 1601 California Avenue, the highest ADT recorded was 6,300; and in 2013, the Comprehensive Plan EIR's baseline date, ADT was 4,900. Accordingly, property owners near California Avenue should not be subject to Mitigation Measure AIR-1b, which imposes requirements on applicants for residential and other sensitive land use projects that are within 1,000 feet of high volume roadways.	Figure 4.2-2 was revised as part of the Supplement to the Draft EIR to remove the designation of California Avenue south of El Camino Real as a High Volume Roadway. However, the 500-foot buffer was inadvertently left. Figure 4.2-2 has been revised and is included in Chapter 3 of this Final EIR.
ORG7-16	**D. Biological Resources** *Page 4.3-1:* The first sentence under the heading Federal Endangered Species Act should be revised to reflect that USFWS has jurisdiction over non-anadromous and non-marine fishes.	Page 4.3-1 of the Supplement to the Draft EIR includes revisions to reflect that the USFWS has jurisdiction over all species except marine species and anadromous fish.
ORG7-17	*Page 4.3-9:* The discussion of the Stanford University Habitat Conservation Plan (HCP) should be revised to reflect only the approved, March 2013 revised HCP, which addresses	Page 4.3-2 of the Supplement to the Draft EIR includes revisions to reflect only the approved, March 2013 *Stanford University*

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	three covered species. The prior version of the HCP, covering five species, is not in effect.	*Habitat Conservation Plan*.
ORG7-18	*Pages 4.3-9, 4.3-23, and throughout the chapter:* Statements and suggestions that the federally listed San Francisco garter snake occurs at Stanford University should be corrected. The San Francisco garter snake is not found on Stanford lands. The garter snakes found at Stanford are an intergrade form between two subspecies of the common garter snake found on the San Francisco Peninsula, the San Francisco garter snake and the red-sided garter snake. SanFrancisco garter snakes are located to the north and west, and red-sided garter snakes are located to the south, with the intergrade zone extending from Boronda Lake in Foothills Park to Lower Crystal Springs Reservoir, and from the Bay to the crest of the Santa Cruz Mountains. Even though the San Francisco garter snake is not present at Stanford, the HCP covers this species. Please see HCP Section 2.4.3.	Page 4.3-2 of the Supplement to the Draft EIR includes revisions to clarify that the snakes that may occur on Stanford lands have not been proved to be the San Francisco garter snake subspecies nor the San Francisco garter snake subspecies, although the HCP still covers them. Pages 4.3-4 and 4.3-5 of the Supplement to the Draft EIR include revisions to delete the reference to the possible presence of the San Francisco garter snake in Woodside.
ORG7-19	*Page 4.3-11, last two sentences:* These sentences incorrectly state that Lagunita Reservoir and the Dish are in Palo Alto. The Stanford lands in Palo Alto that are not in HCP Zone 4 are certain lands south of Foothill Expressway near Deer Creek (Zones 1, 2 and 3). Please see HCP Figures 1-2, Governmental Jurisdictions, and 4-2, Management Zones.	Page 4.3-4 of the Supplement to the Draft EIR includes revisions to delete the statement that Lagunita Reservoir and Dish are in Palo Alto.
ORG7-20	*Pages 4.3-23 and 4.3-25:* It should be noted that although it was historically present, the California red-legged frog has not been found in San Francisquito Creek since 2007.	The comment is noted. The discussion of Impact BIO-1 in the Supplement to the Draft EIR acknowledges that there is no suitable habitat for the California red-legged frog in the Project Area. No revisions to the February 2016 Draft EIR or Supplement to the Draft EIR are required.
ORG7-21	*Page 4.3-29:* The San Francisco garter snake should be described as a subspecies rather than a species, and the text should distinguish between the San Francisco garter snake subspecies (not present) and the non-protected intergrade garter snakes (present). Intergrade snakes have been found in very small numbers at Stanford and in Palo Alto; Boronda Lake provides habitat for the intergrades and not for the San Francisco garter snake.	Page 4.3-2 of the Supplement to the Draft EIR includes a footnote that reflects that the San Francisco garter snake is a subspecies and that science indicates the snakes that occur on Stanford lands are not the San Francisco garter snake subspecies.
ORG7-22	*Page 4.3-30:* Please add the following to the paragraph regarding Western pond turtle: "Western pond turtle has been found in San Francisquito Creek, Felt Reservoir, and Searsville Reservoir."	Page 4.3-5 of the Supplement to the Draft EIR includes revisions to reflect that the Western pond turtle has been found in San Francisquito Creek, Felt Reservoir, and Searsville Reservoir.
ORG7-23	*Page 4.3-31:* Please correct the last sentence of the American badger discussion along the following lines: "Suitable habitat for American badger occurs in Palo Alto foothills. Outside the City, an American badger was observed near Searsville Reservoir in 1997 and another was photographed at Jasper Ridge in 2014."	Page 4.3-5 of the Supplement to the Draft EIR has been revised in response to this comment.
ORG7-24	**E. Cultural Resources**Demolition of Historic Resources. The Draft EIR appears to indicate that the City might prohibit demolition of historic resources. We do not believe this is the	Pages 4.4-2 and 4.4-3 of the Supplement to the Draft EIR include revisions to clarify the mitigation approach to protect historic

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	City's intent, and the mitigation measures identified in the Draft EIR do not expressly include such a prohibition, but we request that the EIR be clarified on this point.Our concern arises from the following text in the Draft EIR. The document states that implementation of the proposed Plan could: a) adversely affect historic resources listed or eligible for listing on the National and/or California Register, or listed on the city's Historic Inventory (Impact CULT-1); b) eliminate important examples of major periods of California history or prehistory (Impact CULT-2); (c) directly or indirectly destroy a local cultural resource that is recognized by City Council resolution (Impact CULT-6); and (d) contribute to significant cumulative impacts with respect to cultural resources (Impact CULT-7). The Draft EIR further concludes that these impacts would be significant, in part because the City "does not have an ordinance that prohibits demolition or alterations to historic structures" (pages 4.4-21 - 4.4-23), "does not have an ordinance that prohibits demolition or alterations to local cultural resources" (page 4.4-30), and "does not have an ordinance in place that would prevent demolition or alteration of historic or cultural resources (page 4.4-32) (emphasis added). The Draft EIR then concludes that with such mitigation, impacts to historic resources would be mitigated to less than significant. The mitigation measures identified in the Draft EIR, however, do not – and should not – state that demolition is prohibited.A wholesale prohibition on demolition of historic structures would represent a reversal of longstanding City policy. Currently, when demolition of a historic resource is sought as part of a discretionary development application and a significant unavoidable impact is found, the City's Comprehensive Plan and ordinances allow the City Council to decide whether to: 1) deny the development application; or 2) issue a statement of overriding considerations and allow demolition to proceed due to identified benefits of the development project. A Comprehensive Plan policy or an ordinance prohibiting demolition of historic structures would strip this discretion from the City Council. The SUMC Facilities Renewal and Replacement Project is a recent example of a project the City Council could not have approved if a prohibition on demolition of historic resources had been in place. In 2011, the City Council concluded, following full CEQA review, that the 1959 Hospital Building complex that the SUMC Project sponsors proposed to replace was a historic resource, and that its demolition would constitute a significant unavoidable impact of the SUMC Project. The project EIR analyzed preservation of the complex, but determined that the existing buildings could not be retrofitted into state-of-the art clinic, medical office and research facilities. Faced with the decision whether to reject the SUMC Project or override the loss of the historic 1959 Hospital Building complex, the City Council made a statement of overriding considerations. The statement included the following:	resources listed on the national and/or California Register or the City's Historic Resource Inventory. Mitigation Measures CULT-1a, CULT-1b, and CULT-1c were deleted and replaced with Mitigation Measure CULT-1. The revised mitigation measure does not prohibit the demolition of historic structures, but strengthens the process for evaluating potential historic resources for eligibility to be included in the State or federal registers prior to issuance of a demolition or alterations permit. This mitigation measure is supported by Policy L-7.2 in the June 30, 2017 draft Comp Plan.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	"The Project will enable the SUMC Project sponsors to continue their important work to provide advancements in medicine, and health care services to their patients." Because the City Council had the discretion to approve a development project that necessitated demolition of a historic resource, these benefits of the SUMC Project will be realized.Not every development project that the City might wish to approve has the life-saving benefits of a hospital and medical research project. But in a city that is, as the Draft EIR notes, largely built out, the City Council should retain its discretion to consider replacement of historic resources to achieve other benefits of redevelopment. As an example, in June 2015, the City Council unanimously approved the replacement of a historic office building at 2555 Park Boulevard. The Council's statement of overriding considerations cited project benefits that included support for the Pedestrian Transit-Oriented Development Overlay and the Bicycle and Pedestrian Transportation Plan; development of a modern building that meets current standards for structural design; and creation of a pedestrian and bicycle friendly street frontage with wide sidewalks and amenities. The City should not preclude its Council from weighing such benefits against the benefits of historic preservation of individual resources in the future. Finally, although it is possible that development under the proposed Plan would affect historic resources, it is not certain that this would occur, and the Draft EIR does not anticipate impacts to any particular historic resource. This is an additional reason that the EIR should make clear that the City Council will retain its current discretion with respect to impacts on historic resources.	
ORG7-25	*Impact CULT-4.* The impact statement for Impact CULT-4 is inconsistent with the analysis that follows and should be revised. The Draft EIR (pp. 4.4-27 – 4.4-28) explains that human remains, including those interred outside formal cemeteries, could be unearthed during ground disturbing activities for development that is consistent with the Comprehensive Plan Update (all four scenarios). The Draft EIR further explains that compliance with regulations and procedures established by existing law to address such disturbances (providing for work stoppage, notices, and potential re-interment, among other provisions) "would ensure that impacts are less than significant under all four scenarios." However, the impact statement at page 4.4-27, which is repeated elsewhere in the Draft EIR, provides: "Implementation of the proposed Plan would not disturb any human remains, including those interred outside of formal cemeteries." (Emphasis added.) This statement is not accurate; to avoid misunderstanding, we recommend substituting "…would not cause a significant impact due to disturbance of human remains…."	The impact statement for Impact CULT-4 was revised accordingly in the Supplement to the Draft EIR.

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Comment #	Comment	Response
ORG7-26	F. Hydrology and Water Quality *Page 4.8-23:* For accuracy, Figure 4.8-1 should be revised to reclassify most "engineered channels" identified on the Stanford campus as "pipes." Additionally, the "creeks" depicted as tributaries to Lagunita Reservoir on the Stanford campus should be reclassified as "ditches." Appendix C to this letter shows the necessary revisions to Figure 4.8-1.	Figure 4.8-1 of the Supplement to the Draft EIR incorporates revisions to reclassify "engineered channels" as "pipes" on the Stanford campus. Additionally, the "creeks" depicted as tributaries to Lake Lagunita have been reclassified as "ditches."
ORG7-27	*Page 4.8-24, third paragraph:* This paragraph should be revised for accuracy as follows: In addition to the creeks and engineered channels, there are several surface water bodies in and around Palo Alto. Three ~~reservoirs~~ dams built for water conservation and storage purposes are located on Stanford University property, outside city limits. Searsville ~~Lake~~ Dam impounds Corte Madera Creek, Sausal Creek, Dennis Martin Creek, and Alambique Creek and at one time was a major reservoir in the San Francisquito Creek watershed; however, the reservoir is slowly filling up with sediment so it currently has less than 10 percent of its original capacity.[32] Felt Lake ~~and Lagunita Reservoir are~~ is an off-stream reservoirs fed by ~~diversions from~~Los Trancos Creek, Searsville Lake, and San Francisquito Creek~~, respectively~~. Lagunita Reservoir is ~~filled every year with surface water and~~ fed by surface runoff from its tributary area in the foothills, which is sometimes supplemented with water diverted from San Francisquito Creek ~~or~~ wells, or other sources to support California tiger salamander reproduction.[33] Additional lakes, each located within city limits, include Boronda Lake in Foothills Park and Arastradero Lake in the Arastradero Preserve.[34]	Page 4.8-8 of the Supplement to the Draft EIR includes revisions made in response to the comment.
ORG7-28	*Page 4.8-38, first paragraph:* Please provide further information regarding the source, date, and basis of development of Figure 4.8-5. The final sentence in this paragraph also should be revised as follows: "In addition, the actual dam inundation zones for Searsville and Lagunita Reservoirs would be much smaller than shown on Figure 4.8-5, as discussed in the following paragraphs."These revisions are necessary to recognize that Stanford has no intention of removing Lagunita Dam, and Lagunita Reservoir occasionally fills to its capacity with storm water.	Page 4.8-10 of the Supplement to the Draft EIR incorporates revisions reflect that the California Office of Emergency Services is the data source for Figure 4.8-5.
ORG7-29	*Page 4.8-38, third paragraph:* This paragraph should be revised for accuracy as follows: Stanford University also owns and operates Lagunita Reservoir, which used to be filled with diversion from San Francisquito Creek to allow recreational use by students. However, the ~~lake~~ reservoir has not been filled to facilitate recreation since the late 1990s and today serves as a storm water drainage basin ~~with vernal pools~~ and seasonal wetland. ~~Stanford University is also considering removing the dam in the future. Because of the lack of water behind the dam, the actual dam inundation zone is minimal to non-existent as compared to that shown in Figure 4.8-5.~~ Flooding impacts in Palo Alto from a failure of the dam at Felt Lake would be minimal, because the dam inundation zone is primarily outside of the	Page 4.8-10 of the Supplement to the Draft EIR incorporates revisions made in response to the comment.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	city limit ~~or SOI~~. As stated above, Stanford has no intention of removing Lagunita Dam. However, note that the University is proceeding with a project to remove the Lagunita Diversion Dam, which is located on San Francisquito Creek and has not been used for water diversion for several decades. Also, as indicated above, Lagunita Reservoir occasionally fills to its capacity with storm water.	
ORG7-30	*Pages 4.8-45, last paragraph and 4.8-47, Mitigation Measure HYD-2:* Stanford is concerned about the vagueness and potential infeasibility of two elements of Mitigation Measure HYD-2, which is intended to address localized lowering of the shallow aquifer during construction dewatering activities. These elements are a potential requirement to provide "one day / week water truck hauling service for neighbors" and fill stations that provide for "multiple concurrent users." We do not know what these measures would require and request that they either be clarified or deleted from the mitigation measure. We note that at page 4.8-45, the Draft EIR states that the City is "currently in the process of evaluating additional requirements for the Basement Construction Dewatering Program" and request that no new requirements be imposed without a full opportunity for public and stakeholder input.	Mitigation Measure HYD-2 was revised accordingly as part of the Supplement to the Draft EIR.
ORG7-31	*Page 4.8-59, second paragraph, first sentence:* This sentence should be revised as follows: "As described above, the dam inundation zones for two one of the dams overestimate the potential flooding impacts."	Page 4.8-24 of the Supplement to the Draft EIR includes revisions to reflect this information.
ORG7-32	*Page 4.8-59, third full paragraph:* This paragraph should be deleted entirely or revised for accuracy as follows:Lagunita Reservoir is located on the western side of the Stanford Universitycampus and used to be filled with diversion from San Francisquito Creek to allow recreational use by students. However, the reservoir has not been artificially filled to facilitate recreation since the late 1990s and today serves as a storm water drainage basin ~~with vernal pools~~ and seasonal wetland during the winter and spring months. ~~In addition, Stanford University, which owns and operates this reservoir, is conducting periodic assessments for removal of the dam as the result of multiple lawsuits filed by environmental groups.75 With the lack of water behind the dam, the mapped inundation zone should be minimal to nonexistent.~~Lagunita Dam has not been the subject of any lawsuits against Stanford, nor is Stanford considering the dam's removal. As stated above, note that the University is proceeding with a project to remove the Lagunita Diversion Dam, which is located on San Francisquito Creek and has not been used for water diversion for several decades.	Page 4.8-24 of the Supplement to the Draft EIR includes revisions to reflect the requested edits.

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Comment #	Comment	Response
ORG7-33	G. Land Use and Planning *Page 4.9-12:* Consistent with our comment on page 3-24 of the Project Description, above, please revise the last two sentences in the final paragraph on page 4.9-12 as follows: "In October 2015, Stanford announced a proposal to build a net increase of 1,450 graduate student beds beyond what ~~is allowed~~ initially was authorized under the approved GUP.[10] ~~This proposal~~ The authorization of additional units for this proposal, in the Escondido Village area, was approved by the County following ~~would be subject to~~ environmental review showing that the project would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit ~~and County approval~~."	Page 4.9-2 of the Supplement to the Draft EIR includes revisions based on the comment.
ORG7-34	*Page 4.9-34:* Consistent with our comment on page 3-24 of the Project Description, above, please revise the penultimate sentence and add a sentence in the second paragraph on page 4.9-34 as follows: "As noted in Section 4.9.1, above, Stanford University ~~is seeking~~ received County ~~approval of~~ authorization for a net increase of 1,450 graduate student beds beyond what ~~is allowed~~ initially was authorized under the GUP. The County found that these additional beds would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit."	Page 4.9-17 of the Supplement to the Draft EIR includes revisions based on the comment.
ORG7-35	H. NoisePage 4.10-6: The Draft EIR gives as an example of specific noise-sensitive land uses outside city limits "essentially all of Stanford University." While Stanford agrees that specific sites on its campus could be considered noise-sensitive uses, much of the campus is composed of uses that plainly are not noise-sensitive, such as administrative facilities, athletic venues, and open space / recreation areas where quiet environments are not necessary for enjoyment, public health, and safety. As such, the second sentence of the last paragraph on this page should be revised to replace "essentially all of Stanford University" with "certain sites within Stanford University."	The majority of the Stanford University campus is considered to be sensitive to excessive levels of community noise, to one degree or another. Student housing and the educational venues are probably the most noise-sensitive, but faculty offices, administrative facilities, auditoria, health centers, audio and visual studios, practice and performing arts venues, and similar uses/venues would also benefit from appropriately-controlled noise intrusions. While not as sensitive as housing facilities, these education-support facilities are also sensitive to environmental noise. The combination of these residential-, education-, and support-focused uses make up the majority of the Stanford University campus. Campus facilities that would not be considered to be noise sensitive include mechanical equipment buildings, athletic facilities, open-space/recreational venues.

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Comment #	Comment	Response
ORG7-36	*Page 4.10-18:* Please revise Figure 4.10-2 to show residential uses at the former 1451, 1501, and 1601 California Avenue, where Stanford is constructing 180 residences in compliance with the 2005 Palo Alto / Stanford Development Agreement. Additionally, consistent with our comment on page 4.10-6, please revise the legend on Figure 4.10-2 to read "Land Uses Potentially Associated with Sensitive Receptors."	Figure 4.10-2 has been revised accordingly, as shown in Chapter 3 of this Final EIR.
ORG7-37	*Page 4.10-36:* Mitigation Measure NOISE-1c addresses rail noise and vibration. Like most of the Draft EIR's noise mitigation measures, it is designed to reduce impacts of the surrounding noise environment on development under the proposed Plan, rather than to address any significant noise impact of new development. But under the California Supreme Court decision in California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (2015), "agencies subject to CEQA generally are not required to analyze the impacts of existing environmental conditions on a project's future users or residents." Except where a specific CEQA provision requires analysis of existing environmental conditions on a project, or where the project itself will exacerbate the existing environmental condition, requiring such analysis "would impermissibly expand the scope of CEQA." Here, no CEQA provision requires analysis of impacts of rail noise or vibration on future project users, and the proposed Plan will not exacerbate that noise or vibration. Accordingly, although consideration of the effects of rail noise and vibration on future development is entirely within the City's planning authority, it is not a CEQA issue, and Mitigation Measure NOISE-1c should not be treated as a CEQA mitigation measure.	The Supreme Court's decision in CBIA v. BAAQMD does not preclude or prohibit a lead agency from voluntarily analyzing and mitigating impacts that may exceed CEQA requirements for its own projects, such as the Comprehensive Plan. See California Building Industry Association v. Bay Area Air Quality Management District (2016) 2 Cal.App.5th 1067, 1083. Rail service along the corridor is expected to increase in the future, as noted on page 4.10-8 of the Supplement to the Draft EIR, which states, "As discussed in the February 2016 Draft EIR, future increases in the number and frequency of railway operations, as a result of the Caltrain Modernization Program, would result in higher noise level contributions near the rail lines…" As such, for a complete, thorough, and informative presentation, the City of Palo Alto has voluntarily elected to include a discussion of potential impacts from non-project sources onto sensitive receptors. Mitigation Measure NOISE-1c has been revised, as shown in Chapters 1 and 3 of this Final EIR, to focus on actions within the City's control to reduce the impacts associated with rail noise and vibration.
ORG7-38	Regardless of whether it is retained as a mitigation measure or simply adopted as a City policy, Mitigation Measure NOISE-1c should be revised. The requirement that habitable buildings be "sited at least 100 feet from the centerline of the tracks whenever feasible" is not needed. Inhabitants of new buildings are protected by the two subsequent elements of the measure, requiring compliance with specified noise and vibration standards for habitable buildings. A general rule excluding habitable buildings within this area "whenever feasible" would discourage rail-oriented development without providing a benefit to building users. In addition, as the Draft EIR states, Caltrain electrification will reduce rail noise, and high-speed rail will reduce both noise and vibration, compared to existing conditions. As those projects are implemented, development near the rail line may more easily be able to demonstrate consistency with noise and vibration standards intended to protect the occupants of such developments. We request that the City not place unnecessary restrictions on development adjacent to rail.	Changes have been made to Mitigation Measure NOISE-1c in the Supplement to the EIR, which include removing the specific 100-foot siting distance, as well as simplifying the policy language.

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Comment #	Comment	Response
ORG7-39	I. Population and Housing *Page 4.11-2.* For accuracy, please revise the first sentence under #2 as follows: "The 2014 Stanford General Use Permit (GUP) Annual Report states that there were 1,358 housing units in the SOI ~~in~~ added from 2000 to 2010 and 1,884 housing units in the SOI ~~in~~ added from 2000 to 2014, for a gain of 526 housing units in those four years (2010 to 2014)."	Page 4.11-1 of the Supplement to the Draft EIR includes revisions based on the comment.
ORG7-40	*Pages 4.11-3 and 4.11-7.* Consistent with our comment on page 3-24 of the Project Description, above, please revise both the second sentence in the first paragraph on page 4.11-3 and the third paragraph on page 4.11-7, and add a sentence to each, as follows: "In addition, in late 2015, Stanford announced that it would seek Santa Clara County approval to build an additional 1,450 graduate student beds beyond what ~~is allowed~~ initially was authorized under the approved GUP.[fn] The County authorized the additional units following environmental review showing that the project would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the approved Community Plan and GUP."	Page 4.11-2 of the Supplement to the Draft EIR includes revisions based on the comment.
ORG7-41	J. Transportation and Traffic *Effect of Requirement for No Net New Vehicle Trips Under Scenario 4.*The Draft EIR does not truly analyze Comprehensive Plan Scenario 4 and should be revised to do so. The idea behind Scenario 4 is that it would allow the most growth of the four scenarios studied – as the only scenario that would accommodate growth consistent with ABAG projections – but would also impose the most stringent performance standards to minimize the impacts of such growth: This scenario would test strategies to concentrate growth in transit-rich areas of the city where there are ample neighborhood services, and would seek to address the impacts of employment growth rather than slowing or controlling the rate of growth. As a result, this scenario would include the most growth of the four scenarios; however, growth would be allowed only on the condition that it (individually or collectively) incorporates stringent performance standards intended to achieve significant sustainability improvements. *One of these would include "no net new car trips" as a result of any new office development.* Draft EIR, p. 3-38 (emphasis added). But rather than account for the effect of the "no net new car trips" requirement, the Draft EIR and the Transportation Impact Analysis simply ignore it in their analysis of impacts from Scenario 4. See Draft EIR, App. G, page iii, Table ES-3, Summary of Scenario Assumptions ("no net new office trips" requirement for Scenario 4 not included); page v (no mention of no net new trips requirement in discussion of Scenario 4). Nothing in either the TIA or the Draft EIR attempts to analyze this vital aspect of Scenario 4. The result of analyzing only the growth projections of Scenario 4, and not its key traffic-reducing feature, is that the TIA and Draft EIR identify greater drive-alone trip generation for Scenario 4 than for Scenarios 2 and 3, and greater roadway segment impacts than for any other scenario. Draft EIR, App.	As requested in Comment ORG7-41, the Supplement to the Draft EIR analyzes post-mitigation conditions for Scenarios 5 and 6. These post-mitigation scenarios include the same assumptions as Scenarios 5 and 6, respectively, plus the implementation of the proposed mitigation measures. Thus, by comparing the post-mitigation results for Scenarios 5 and 6 with the result for pre-mitigation Scenarios 5 and 6, respectively, the effectiveness of the mitigation measures can be evaluated. The Supplement to the Draft EIR presents mode share, ADT, VMT, level of service at intersections, and all other metrics for the post-mitigation scenarios.

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	G, pages 13, 25. This means that neither the public nor decision makers have had any opportunity to judge the environmental benefits and costs of Scenario 4. Scenario 4 is deemed to cause the greatest impacts of any of the three action scenarios because the element that was supposed to address the effects of an ABAG-consistent scenario were never studied. We request that the Final EIR analyze the effect of this vital element of Scenario 4.	
ORG7-42	*Mitigation Measure TRANS-1a.* The Transportation Impact Analysis and Draft EIR do not quantitatively analyze the effectiveness of Mitigation Measure TRANS-1a, which would require substantial reductions in new peak period vehicle trips as well as offsets or fees to address remaining new trips, with TDM plans to be approved by the City and penalties to accrue for noncompliance. This mitigation measure is the centerpiece of the Draft EIR's vehicle traffic mitigation measures and would apply to all four Scenarios. However, rather than attempt to model the effectiveness of this measure, the Transportation Impact Analysis and Draft EIR assume that actual trip reductions achieved will be modest. Draft EIR App. G, p. 37-38; Draft EIR, p. 4.13-52. As a result, the Transportation Impact Analysis and Draft EIR conclude that even with this mitigation, significant impacts will be avoided at only one of six intersections, and that intersection is one where just a nine percent reduction in trips is needed to reduce the impact to less-than-significant. Draft EIR, p. 4.13-53; Draft EIR App. G, p. 36.	As noted in Response ORG7-41, the Supplement to the Draft EIR analyzes post-mitigation conditions. For the purpose of evaluating the effects of Mitigation Measure TRANS-1a, it was assumed that the TDM trip reduction targets required for each area of the city would be achieved by all new development projects. However, the post-mitigation conditions scenarios for Scenarios 5 and 6 did not assume "no net new trips" from new development projects, since the mitigation measure for Impact TRANS-1 has been revised. Mitigation Measure TRANS-1b requires payment of a Transportation Impact Fee.
ORG7-43	*Vehicle Miles Traveled Per Capita.* We believe that the errors described in Section II above regarding the population of the Stanford campus outside the City limits may have resulted in an error in the Transportation chapter of the Draft EIR. Tables 4.13-13 and 4.13-14, at page 4.13-49 of the Draft EIR, state that vehicle miles traveled per capita is higher in the City's sphere of influence (i.e., the Stanford central campus) than in the City itself. Given that the vast majority of Stanford students do not drive, and in light of Stanford's success in diverting employees to alternative transportation modes, this conclusion seems incorrect. We request that this conclusion be explained or corrected in the Final EIR, or that the City, for the reasons described in Section II above, remove the sphere of influence from the EIR's analysis.	The comment notes, with reason, that one would expect the VMT per capita in the city plus SOI to be lower than for the city only, given that so many people on campus do not drive and given Stanford's very successful TDM program. Even though the traffic model used for the EIR analysis does include the number of students living in congregate living quarters, the additional population that lives on campus is not included in the "total population" figure used to calculate VMT per capita (Tables 7 and 8 in the EIR TIA). The Stanford University website reports that 12,509 students currently live on campus.[20] Adding 12,509 to the total population reported in the EIR, the VMT per capita is slightly lower within the city plus SOI (32.9) than for the city only (33.0) for Existing Conditions.

[20] Stanford University website, http://facts.stanford.edu/campuslife/, accessed on May 25, 2017.

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		Chapter 2 of this Final EIR presents the VMT per capita data for the preferred scenario. As shown in Chapter 2, VMT per capita in the city plus SOI would be 33.8 (slightly higher than the VMT per capita of 31.9 to 32.0 within the city only). Please note that the VMT per capita figures for the city plus SOI are not the basis for any impact findings or mitigation measures. Please also see Response ORG7-05.
ORG7-44	**K. Utilities and Service Systems** *Page 4.14-88.* Please revise the third paragraph as follows to reflect updated information about energy sources, infrastructure, and distribution at Stanford:Stanford University (within the SOI) purchases electricity from the electric powermarket for ~~some~~ all of its electric power needs. Power is delivered to the campus through a connection to the local public utility, PG&E.[100] Stanford University's ~~Power Systems group within Utilities Services~~ Energy Operations group within the Department of Sustainability & Energy Management is responsible for the design, operation, maintenance and repair of all Stanford's electrical energy infrastructure, as well as ~~overseeing the management of~~ the Central Energy Facility ~~currently operated by Cardinal COGEN, a subsidiary of General Electric.~~ Stanford's Central Energy Facility produces electrical and thermal energy for the main Stanford campus. ~~Steam~~ Hot water is generated for heating buildings, and chilled water is generated for cooling buildings. Electrical and thermal utilities are delivered through distribution systems operated by the Stanford ~~Utilities Services Department~~ Energy Operations group within the Department of Sustainability & Energy Management.Thank you, once again, for considering Stanford University's comments on the Comprehensive Plan Update Draft EIR. Please do not hesitate to contact me with any questions.	Page 4.14-32 of the Supplement to the Draft EIR includes revisions to reflect the requested edits.
ORG7-45	*Attachment: Appendix A*	This attachment is a news article that summarizes Stanford's process to apply for an updated General Use Permit. The attachment does not address the adequacy of the February 2016 Draft EIR.
ORG7-46	*Attachment: Appendix B*	This attachment is a series of maps that shows the City of Palo Alto's 1999 major street traffic flow, volume, and average daily traffic. The attachment does not address the adequacy of the February 2016 Draft EIR.

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Comment #	Comment	Response
ORG7-47	*Attachment: Appendix C*	This attachment is a mark-up of Figure 4.8-1 with suggested edits to correct illustration of pipes and ditches in Palo Alto. Page 4.8-7 of the Supplement to the Draft EIR incorporates these suggested edits into Figure 4.8-1.
ORG8	Marshall Case, Vice President, Infrastructure Services, Lockheed Martin Space Systems Company, June 6, 2016	
ORG8-01	Lockheed Martin is proud to be one of the founding tenants in the Stanford Research Park. We contributed to establishing the Park, which helped launch the City of Palo Alto as a research and technology hub.We are writing today to express our concern regarding the Draft Environmental Impact Report (DEIR) for the City's Comprehensive Plan. We understand and appreciate the City's concern regarding traffic congestion. Since the 1970s, Lockheed Martin has sponsored a robust Commute program to assist our employees in choosing options to work other than the single occupant vehicle, and in Palo Alto, we continue to collaborate with our fellow Stanford Research Park neighbors on programs and services to help reduce traffic congestion.We have been operating successfully under the City zoning that has been in place since Lockheed Martin established operations in the City of Palo Alto. Consistency and clarity of land use regulations have been essential to us as we have continued to evolve over the past five decades. Now, however, we are concerned about measures contained within the DEIR designed to regulate business growth.	The comment does not address the adequacy of the February 2016 Draft EIR.
ORG8-02	Specifically, we are concerned about the potential Conditional Use Permit requirement for new office or R&D uses. It is unclear to us what level of activity would trigger this requirement. We are continually investing in our facilities to perform renovations or updates to respond to changes in our business operations. Not being able to depend upon a consistent process or timeline has the potential to negatively impact our ability to perform our operations within our current facility.	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
ORG8-03	We are also concerned about a potential annual cap on new commercial square footage. Recently, Lockheed Martin worked with the City to redevelop an outdated, single-story 55,375-square-foot office/R&D building on our campus. In its place, we built a new two-story 85,959-square-foot office/R&D facility that much better serves our current and growing needs. Working within the zoning and FAR standards that have been in place for years, we added an additional 30,000 square feet on the site. Further, the new building followed California Green Building Code and LEED requirements, resulting in a much more sustainable building. If a growth limit had been in place at the time of this work, it may have been impossible to build this new, state-of-the-art facility. We have other buildings on our Palo Alto campus that we may want to repurpose should the need arise in the future. An office/R&D cap may make these plans impractical and	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.

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	serve as a disincentive to our investment in Palo Alto for the long-term. We look forward to further engagement on the DEIR and specifically, how to achieve responsible redevelopment and growth in way that supports local businesses, the community and the continued economic vitality of the area. We believe that through collaboration, we can continue to work in partnership with the City to carry on our shared history of success in Palo Alto.	
C. Members of the Public		
PUB1	Geri McGilvray, January 15, 2016	
PUB1-01	YOU ARE SO NICE ! I am so wiped out after painting on Tuesdays, but, I will try to come. Is there any way to know the latest I could sign up for my 3 minutes ahead of time? I SO think total safety from traffic speeding should become important again. It always was. We had a great weekend. We sang at BUCKS and recently saw "Concussion", since I have a grandchild in college on a football scholarship.	The comment is noted. Enforcement of speed limits is not within the purview of this EIR. However, the EIR addresses safety issues associated with traffic under Impact TRANS-9. This impact would be less than significant after mitigation.
PUB2	Stephanie Enos, January 19, 2016	
PUB2-01	Please make noise from overhead jets and light aircraft flying almost constantly overhead in Palo Alto an urgent priority. This has affected many people's quality of life.	While existing aircraft fly-over noise may be readily audible or discernible at times, there are no noise-sensitive land uses anywhere within the city limit that are currently or projected to be with any aircraft noise impact zones (either with respect to the federal standard of 65 dBA CNEL or the more conservative 60 dBA CNEL level). As such, current aircraft noise does not constitute a significant impact under CEQA. However, unknown future operations patterns, while not part of the proposed Plan, could potentially result in unacceptable aircraft-related noise environments.. To address this concern, Mitigation Measure NOISE-1b requires that the proposed Plan address compatibility between land uses and the Palo Alto airport. This reduces future impacts arising from flight operations at the Palo Alto Airport from "potentially significant" to "less than significant." The larger issue

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		of noise exposure associated with flight operations at the San Francisco and San Jose airports, while not directly relevant in the CEQA context, has been addressed in the draft Comp Plan through Policies N-6.12 and L-10.3 in the June 30, 2017 draft Comp Plan.
PUB3	William Leong, February 22, 2016	
PUB3-01	Based on the draft report, I understand that the four proposed scenarios all result in significant unavoidable adverse impacts on traffic, congestion and air quality. As a Palo Alto resident, traffic has been the most important factor affecting quality of life in this city. Please do not adopt any scenario that does not begin by addressing existing traffic. Thank you.	The comment is noted. The comment does not address the adequacy of the February 2016 Draft EIR.
PUB4	Shannon McEntee, February 22, 2016	
PUB4-01	All of the four scenarios for growth in Palo Alto will result in significant environmental pollution and traffic. We need a fifth scenario that protects our quality of life and provides for a sustainable future. Perhaps it's time to halt the growth of both housing and businesses if the sacrifice is too great.	The comment is noted. The Supplement to the Draft EIR analyzes two additional scenarios: Scenario 5 and Scenario 6. Scenario 5 lowers job growth below current projections and allows a modest increase in housing. Scenario 6 also lowers job growth below current projections and would allow a robust increase in housing. These scenarios included ambitious sustainability measures. The preferred scenario that has been chosen by the City is described in Chapter 2 of this Final EIR.
PUB5	Gretchen Hillard, March 25, 2016	
PUB5-01	I live in Midtown. I love my home and neighborhood. I have lived here for over 30 years. I am writing to address the need to reduce noise in my neighborhood, including the cumulative impact of noise from a variety of sources, especially at existing single family homes. The Draft Comprehensive Plan Update DEIR shows an unacceptable level of noise from US 101 in the Greer Rd. Area in Midtown. No possible mitigations are identified, except during new construction, to reduce the noise to a level more acceptable for residents. This is a built residential area. Already built. The noise level, with increasing freeway traffic, is likely to increase and become more destructive here, and to grow in areas farther from the Bay, affecting more homes in Midtown and elsewhere in Palo Alto. Serious mitigation is needed just to reduceor even maintain the noise level in this area.	The February 2016 Draft EIR and Supplement to the Draft EIR conclude that there would be no significant impacts due to traffic noise increases within the extent and depth of the project's traffic study. The analysis does show that several areas within the city, including portions of Greer Street, have existing highway noise levels that are near or above 65 dBA CNEL. CEQA does not require agencies to mitigate existing problems, and focuses instead on changes that may be significant in the future. Because the existing conditions noise contour map and future (2030) conditions noise contour map are very similar, increases in highway traffic noise are projected to be imperceptible over the years. As noted by the commenter, any increases that do occur would be due to traffic flows on Highway 101, which is under the control and jurisdiction

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		of the State, not the City. The City does not have the ability to impose mitigation that would affect highway traffic volumes.
PUB5-02	What can be done to reduce the level of noise? Surely the City can work with the State to develop noise mitigating walls and develop and enforce more effective standards for private airplane, helicopter, car, motorcycle and truck noise generation. And perhaps subsidize noise mitigation measures at affected homes to make greater insulation and installation of double pane windows economically feasible.	The draft Comp Plan provides policies regarding the noise environment that are consistent with State requirements, and includes Policy N-6.12 to ensure compliance with airport-related land use compatibility standards for community noise environments by prohibiting incompatible land use development within the 60 dBA CNEL noise contours of the Palo Alto airport. Further, Policies N-6.5 and N-6.6 refer to protecting residential properties from excessive noise sources, and apply site planning and architectural design standards that reduce noise impacts on both proposed new and existing buildings. The EIR is required to assess the impacts of the proposed Comprehensive Plan and to evaluate the significance of those impacts. Mitigation is only required for future impacts that are found to be significant. Roadway noise level increases were determined not to present a future impact, and therefore no mitigation is required for those sources. Mitigation Measure NOISE-1b addresses future impacts associated with to Palo Alto Airport and Mitigation Measure Mitigation Measure NOISE-1c addresses future impacts associated with to rail operations within the city.
PUB5-03	Midtown is not just affected by noise from US 101. We also experience serious noise from above. Jets, private planes, small commercial planes and helicopters, all impact our neighborhood with high levels of noise. This noise is constant at certain times of the day and week, and intermittent at other times. All these forms of flight should be required to mitigate the noise they generate to the ground to acceptable levels. They should be restricted to paths and airways that are not over residential areas. They should fly high enough so the noise does not helicopters, private planes and small commercial aircraft are not measured or addressed in the Comprehensive Plan update or the DEIR. (There is a study committee addressing commercial aircraft impacts.) Not only should their noise be measured, it must be monitored, regulated and noise levels enforced to maintain a reasonable quality of life on the ground.	Please see Response PUB5-01 and Response PUB5-02. Aircraft noise within the city limit was analyzed in the February 2016 Draft and Supplement to the Draft EIR as was found to be less than significant with the implementation of Mitigation Measure NOISE-1b (and per the accepted standards under the CEQA process). This reduces future aircraft-related noise impacts associated with flight operations at the Palo Alto airport from "potentially significant" to "less than significant." Noise from flight operations at the San Francisco and San Jose airports are not considered in the EIR, but are addressed in draft Comp Plan Program N6.12.2.
PUB5-04	Finally leafblowers continue to emit very loud noise at many properties weekly in Midtown. The police can't find a way to enforce this law. Gardeners operating leafblowers wear large ear protection devices. Should we, the neighbors have to live wearing these devices as well?	Residents are encouraged to use the Palo Alto 311 mobile app to report the use of gasoline-powered leaf blowers in residential areas. City code enforcement staff investigates all complaints they receive and can cite the gardener and the property owner

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		involved. The comment does not raise a specific concern with the February 2016 Draft EIR or Supplement to the Draft EIR.
PUB5-05	Our 2030 Palo Alto Comprehensive Plan Update has an over ten year horizon. The Vision Statement does not mention noise. Noise is as important as the other subjects. It should have equal emphasis. Goal N-8 and the following Programs address noise, but the omissions mentioned above in this letter should be addressed. More actions are needed to restore quiet in affected neighborhoods like Midtown. One goal of the plan should be to measure and find effective ways to reduce noise levels in residential areas from all sources to liveable standards. • Noise-with policies to decrease exposure to undesirable levels of noisein the community. • OUR PALO ALTO 2030 Addressing State regulations requirements fortransportation noise generated from roadways, airways, and railways, and limiting construction noise around sensitive receptors. GOAL N-8 An Environment That Minimizes the Adverse Impacts of Noise.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB6	Frank Ingle, April 11, 2016	
PUB6-01	I regret that I have not been able to participate in the hearings on this project, due to medical limitations. I offer my concern about an interaction between the proposed Caltrans electrification, High Speed Rail, and the transportation plan that I have not found addressed in the documents. The Caltrans electrification project would seem to be a very reasonable and desirable change for many reasons. However, I found drawings in the rail plan that indicate that the height of the poles which are the hangers for the electrical cables are 40 feet high. This means that the installation of the poles would not be possible wherever there is an overpass with less clearance than this, which would be most of the overpasses. Thus, the electrification of Caltrans would require removal and reconstruction of the overpasses with inadequate clearance, which would take a period of several years each, and would require a far longer runup on each side of the overpass to maintain the present slope. And, it would not be possible to construct multiple overpasses simultaneously because the already congested auto cross traffic would be greatly increased as auto traffic bypasses the overpass under construction. And it would also seem not possible to route the trains through tunnels or below grade trenches because the height of the rail electrification cable hangers would still be 40 feet, requiring trenches of a considerable depth. The elevation of the ground is very low in much of the peninsula and hence such a deep trench would be far below the water table, risking flooding of the system. In addition, there are creeks and streams crossing the path of the tracks periodically. It is not feasible to block the streams, and tunneling below the streams would require considerable cost and extra delay. Further, the path of the tracks would cross	The comment pertains to the design of the Caltrain electrification project, which is currently being pursued by the Joint Powers Agency via a design-build contract. The City has commented at length on the proposed project, seeking to minimize visual impacts. The comment also addresses the need for grade separations at Caltrain crossings and the impact of those grade separations. The preferred scenario and the draft Comp Plan call for grade separating Caltrain crossings and the resulting changes in traffic flow are illustrated in the analysis of Scenarios 5 and 6 as well as the preferred scenario. The impact of the grade separations themselves (on property taking, local street closures, and traffic detours during construction) cannot be assessed until specific design proposals are developed. Please see http://www.cityofpaloalto.org/gov/depts/pln/transit/railways.asp for more information.

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	multiple jurisdictions, creating problems and very long delays with project approval, as seen at San Francisco creek between Palo Alto and Menlo Park. I ask that these key issues be addressed, and I am available for discussions on these issues.	
PUB7	Frank Ingle, April 12, 2016	
PUB7-01	In my earlier email, I pointed out possible technical problems with Caltrain electrification. Consider as an alternative, a commuter train drawn by a battery powered locomotive. This is particularly feasible if the engine or perhaps just a separate battery car is changed out as needed. Ideal for commuter rail traffic which has limited range, little change of grade, and lightweight loads to pull. The advantages include: • No overhead wiring or need for poles to hang them, or the long traffic interruption caused by the need to install them. • No pollution during operation. • No electrical power facilities needed along the rail line. One at each end or at a convenient location is all that would be needed. • A purely electrical locomotive would be much more reliable than the present diesel engines. • Separable rechargeable battery carrying cars would be charged as needed, available in quantity, and easy to swap out if a module has problems. • Battery technology is rapidly improving, so we could expect the cost to continually decrease and the reliability to continually increase. • Regenerative energy recovery braking systems are already demonstrated. The UK Rail system already has a demonstration battery powered train carrying passengers: http://www.theguardian.com/environment/2015/jan/13/low-carbon-battery-powered-train-carries-first-passengers In the US, Norfolk Southern has a working demonstration device powered by lead acid batteries. A future change to lithium ion batteries would be expected to reduce mass and increase capacity. http://www.axionpower.com/profiles/investor/ResLibraryView.asp?ResLibraryID=67649&GoTopage=1&Category=1562&BzID=1933 And Norfolk Southern has an issued US patent for such as system: http://www.google.com/patents/US8342103 However, this patent is very weak and would be easy for ANYONE to work around. Perhaps Tesla would interested in providing the battery modules for the battery cars, since they are busily building battery factories.	The comment pertains to the design of the Caltrain electrification project, which is assumed as a background condition in this EIR but is not part of the proposed project.
PUB8	Geri McGilvray, April 13, 2016	
PUB8-01	Thank you. Please include traffic safety in our COMP PLAN. The the *[sic]*airplanes some folks hear have not maimed and hurt us like the hundreds of REAR ENDERS by speeding	The City understands that traffic safety is a serious concern. While the EIR assesses this issue qualitatively and concludes that there

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	cars have in Palo Alto along our residential arterials. We can NOT turn left or get out of our driveways safely. Please forward this to helpful leaders. OUR CITY kept us safe until 2011. We still need road safety and true traffic calming. Geri MCGILVRAY EVERYDAY SAFETY AND WALKABILITY, MIDTOWN and, all of Middlefield Road Our group includes many citizens for 25mph speed limit within our city borders. Midtown is right I the heart and soul of Palo Alto.	would be no significant impact in 2030, the draft Comp Plan includes policies to address traffic safety such as Goal T-6, which seeks to provide a safe environment for motorists, pedestrians and bicyclists on Palo Alto streets. Policies under Goal T-6 prioritize safety in transportation planning, pursue the goal of zero severe injuries and roadway fatalities, seek to increase safety at train crossings, and continue the Safe Routes to School partnership with PAUSD. Enforcement of safety includes through policies that monitor safety via technology and traffic laws.
PUB9	Steve Levy, Center for Continuing Study of the California Economy, April 16, 2016	
PUB9-01	Please forward to Joanna's team and I am happy to discuss. also attached are materials related to state legislation pending on secondary units. Steve CENTER FOR CONTINUING STUDY OF THE CALIFORNIA ECONOMY 385 HOMER AVENUE • PALO ALTO • CALIFORNIA • 94301 TELEPHONE: (650) 321-8550 FAX: (650) 321-5451 www.ccsce.com DATE: April 16, 2016 TO: PTC Members and Staff FROM: Stephen Levy SUBJECT: Regional Housing Projections This is a written and expanded version of the comments I made at the PTC in oral communications on Wednesday. There are three official sets of regional housing projections. Two of them are familiar to you and a third is being developed currently. All of the evidence below suggests that the current adopted regional housing projections are low and will be or are being revised upward.	Thank you for the background information. The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB9-02	**Regional Housing Needs Allocation (RHNA)**Under state law the Department of Housing and Community Development (HCD)gives each regional/metro area planning organization a	Thank you for the background information. The comment does not address the adequacy of the analysis contained in the

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	regional housing needsallocation covering an 8 year period. The regional planning agency (ABAG in ourarea) then allocates the regional total among local jurisdictions.This memo covers only the regional allocation.HCD gave ABAG a regional allocation for the 2014-2022 years in mid-2012 and itwas accepted by ABAG.The regional allocation was based on expected population growth as determinedby the state Department of Finance (DOF) and assumptions about vacancyrates, demolitions and second homes. The key factor in translating populationgrowth into housing needs is the projection of household formation rates, whichare the tendency of residents in specific age and ethnic groups to formhouseholds.The regional allocations are negotiable with HCD if contradictory technicalevidence is presented.	February 2016 Draft EIR.
PUB9-03	**Plan Bay Area (PBA)** Regional planning agencies are required to prepare long-term job, population and housing projections under federal law (to receive federal transportation $) and state law, SB 375, to provide for adequate housing and to meet emission reduction targets. The current PBA projections cover the period to 2040 and were adopted by ABAG in July 2013. These projections are accurately reflected in the EIR and other Comp Plan documents. CCSCE prepared the initial regional projections under contract to ABAG. Both the RHNA and PBA technical processes are a little more complex than can be easily summarized but I am available to answer questions and clarify as needed. Some of the key methodology points are explained below.	The commenter is correct that the EIR utilizes regional projections to assess future conditions in 2030.
PUB9-04	**How do the Existing Regional RHNA and PBA Compare?** The regional RHNA was not based on the adopted PBA. The regional RHNA was based on regional population projections that were substantially lower than the PBA projections and as a result the regional RHNA housing growth projections, which were translated into local allocations, were lower than if they had been based on the adopted PBA. In addition both the RHNA and PBA used household formation rate projections that substantially locked in the doubling up that occurred as a result of the recession and low housing production.	The comment observes that the RHNA and PBA have some differences. It does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB9-05	**There are New PBA Regional Update Projections**A PBA update will be adopted in April 2017 on the existing schedule. New regional projections were released in January 2016.They are higher than the adopted PBA growth levels and the largest change was in the housing projections as in addition to higher job and population growth, ABAG was required under a	The Environmental Setting section of Chapter 4.11, Population and Housing, of the Supplement to the Draft EIR includes revisions to include mention of *Plan Bay Area 2040*. As noted on page 4.11-3 of the Supplement to the Draft EIR, the forecast for Palo Alto

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	legal settlement with the Building Industry Association to add housing for existing commuters from outside the region. These upward projections are modest compared to the 2040 levels but **are an additional upward factor in determining regional housing need into the future.**CCSCE was not involved except in an advisory role with these updated PBA projections and I do not know the household formation rates that were used though from the results, it appears they still "lock in" most of the existing doubling up.	projects a lower level of household and employment growth than projected in *ABAG Projections 2013* and are generally consistent with the development projections evaluated in this EIR in Scenarios 1 through 6.
PUB9-06	In addition after the existing regional RHNA was adopted DOF published a new set of regional population projections, which correspond closely to the adopted PBA projections. This occurred as a result of a now followed DOF methodology that requires DOF to consult with and incorporate the job projections of regional planning agencies. So a major discrepancy between DOF and ABAG population projections as briefly occurred in 2013 was corrected and will not happen again.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB9-07	**The New State Housing Plan** HCD is developing an update to the last state housing plan adopted in 2000. The program is being led by Glen Campora who is and has been the technical lead on the RHNA process for the state.I serve on the technical advisory committee for the state plan update, have seen the preliminary state housing projections and talked to Glen after the PTC meeting on Wednesday. As input to the new state housing projections will be new DOF population projections, both of which will also be at county level so can be added to get a Bay Area total. While I have not seen the preliminary new DOF projections, a reasonable assumption is that they will be higher than the existing ones. **The major difference in the new county housing projections is that they do not assume that all the current doubling up will continue.** That means that these projections will not only take account of future population growth but will also provide for catch up—and for that reason have more housing for a given population level than the existing RHNA or PBA. Since the new household formation rate projections are being developed by HCD, it seems reasonable to assume that they will be used in the next RHNA and to make assumptions on this basis as to what a higher regional RHNA target for 2030 might look like when considering in scenario 5 as to how best to represent a fair range of household growth to 2030.I am available to meet on any questions and will certainly inform the PTC andcouncil as new state and regional projections are developed. The state plan will also have policy suggestions.Finally, I am attaching material about current state legislation to ease restrictions on secondary units.	The commenter suggests that the next RHNA process will result in higher housing numbers than currently projected for 2030. Scenario 6, which was analyzed in the Supplement to the Draft EIR, shows the impacts with higher housing numbers in Palo Alto than were included in ABAG Projections 2013. The updated RHNA projections, when they are available, will be the subject of a separate update to the Housing Element of the Comprehensive Plan for the period of 2023 to 2030.

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PUB9-08	*Attachment (pages 5 thru 31): Copy of Amended Senate Bill 1069*	The attachment contains California State Senate Bill 1069, which replaces the term "Second unit" with "accessory dwelling unit" in the Planning and Zoning Law. The attachment does not address the adequacy of the February 2016 Draft EIR.
PUB10	Herb Borock, April 18, 2016	
PUB10-01	Tonight's agenda item is yet another process that affects the Draft Environmental Impact Report (EIR) for the Comprehensive Plan that was made available for comment on February 5, 2016, and is still open for review until May 5, 2016. After the Draft EIR was released the Council had agenda items on the following dates that are related to the Draft EIR, but were not publicly noticed as hearings on that EIR: February 8, 2016, Item #8: Review of Citizens Advisory Commission (sic) recommendation for Community Services and Facilities Element of the Comprehensive Plan; February 22, 2016, Item #4: Discussion regarding Fifth Scenario for inclusion in the EIR. March 21, 2016, Item #12: Comprehensive Plan housing sites and programs. Tonight, you will be discussing the Sustainability and Climate Action Plan that you intend to refer to in the Comprehensive Plan. Courts have ruled that an EIR requires an accurate, stable, and finite project description. Your discussions and actions referred to above prevent the Comprehensive Plan Draft EIR from having a stable and finite project description. The remedy is to prepare a Revised Draft EIR after you stop changing that document. State and local law define the legislative process, including the bodies required to review an EIR and the order in which those bodies review the EIR. Your discussions and actions referred to above do not follow the required EIR review process.	The commenter states that the EIR has not provided an accurate, stable, and finite project description. The February 2016 Draft EIR and Supplement to the Draft EIR evaluate the potential environmental impacts of six scenarios for the proposed Comp Plan update. The six scenarios represent not one, but six stable and finite project descriptions for analysis in the EIR. The scenarios share many commonalities and share an overall vision, but test different strategies to achieve that vision. The scenarios were specifically crafted to enable analysis of those characteristics of the Comprehensive Plan that would be most likely to generate physical impacts, including the type of development that would be likely to occur and where it would be located. Page 6-7 of the Supplement to the Draft EIR states, “The Final EIR will describe the preferred scenario and how it aligns with the information and analysis presented in the February 2016 Draft EIR and Supplement to the Draft EIR. Supplemental environmental analysis would only be required if the preferred scenario deviates substantially from the scenarios included in the February 2016 Draft EIR and Supplement to the Draft EIR, or results in unanticipated impacts.” Chapter 2 of this Final EIR describes the preferred scenario and explains that it falls within the range of impacts evaluated in the February 2016 Draft EIR and Supplement to the Draft EIR. In addition, this Final EIR links the EIR mitigation measures to the Comprehensive Plan policies and programs with parenthetical references to the June 30, 2017 draft of the proposed Plan. Incorporating public and decision-maker input into a planning document is the explicit purpose of the public review process for an important planning document such as the Comprehensive Plan. Discussing, refining, and revising policies and programs in the planning document is a typical and expected part

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		of the review and approval process. Chapter 2 of this Final EIR explains that the refinements and revisions made through the public review process to date do not generate the need for additional analysis beyond that the City has already completed in the February 2016 Draft EIR and Supplement to the Draft EIR. If future changes to the Comprehensive Plan would have the potential to create new impacts outside of the envelope already extensive analyzed, then the City would conduct any additional analysis required under CEQA.
PUB11	Hamilton Hitchings, May 15, 2016	
PUB11-01	This is the first time in the Land Use Subcommittee we've seen the changes we discussed, reflected in a draft of the Land Use Element. Overall, I'd say you've done a great job. I did have one area where I think the changes can be streamlined to make it easier for city council and that's on L-8 since I feel the options are repetitive and can be reduced without materially changing the choices. Here are my suggestions and please include this in the full CAC meeting in-place handouts:Replace Options 2, 3A, 4A and 5A with: NEW PROGRAM: monitor new residential and non-residential development to proactively address its adverse effects, including traffic, parking, air quality and noise. (I don't see how this would be considered controversial and I would assume almost everyone would support it) OPTION 1: Maintain the 3,257,900 limit on non-residential development. OPTION 2: Expand the 3,257,900 limit on non-residential development to city-wide. Combine NetZero options 4B and 5B since they look identical*[sic]* Thank you.	The comment offers suggestions regarding specific plan policies and does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB12	Bob Wenzlau, May 16, 2016	
PUB12-01	This is a short note regarding my views toward the EIR and the development of a 5th scenario. I ask that Scenario 5 be put on hold. As context, I am a member of the CAC and worked diligently to form a sustainability subcommittee that would strive to integrate the SCAP into the comprehensive plan. **My comments are as an individual and not as part of the CAC.** The relevance of the EIR, and its use, have been underdeveloped in the CAC and are ambiguous in their application. All the discourse on policy and program occurs without any consideration of the EIR. My view is that Council is debating a view of our comprehensive plan within the EIR that	The comment is noted. A supplement to the February 2016 Draft EIR was prepared to evaluated to evaluated two additional scenarios, Scenarios 5 and 6, and was published on February 10, 2017.

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	would be better framed by giving constraints and direction to the CAC. If the Council would aspire to a Palo Alto that is consistent with Scenario 5, then offer that constraint to the CAC and we would necessarily apply that direction. My recommendation would be to hold on implementing a new Scenario 5 until the CAC returns with an*[sic]* for of the Comp Plan for Council to work with. If more attention were placed by Council on how to apply the CAC as well as establishing a better CAC deliberative process, my opinion is that a better outcome from the CAC could be generated. With a better outcome generated, then a future Scenario 5 could reflect a Comp Plan that would be chosen. In essence the EIR continues to be the "cart before the horse" ... and we need the Council to lead more and allow the EIR to be formed around an comp plan is built by the Council. **Instead, we may end up with a Scenario 5 that has ambiguous value, and would be a waste of nearly $400,000.** This is a staggering amount of money to spend for ambiguous value. In summary, **my view is the development of Scenario 5 should be put on hold. The Council should slow down, if at all possible, the EIR process so that the EIR does not precede the development of a comprehensive plan document.** Staff should also spend more time with the CAC explaining how to apply the EIR to the Comp Plan process. Good luck in your deliberations.	
PUB13	Jennifer Chang Hetterly, June 7, 2016	
PUB13-01	So it looks to me like the problem is an inconsistency in the Student Generation Rates used. Please let me know if my reasoning or data is unsound. DEIR Student Generation Rates per Unit (for multi-family units) Elementary .10 Middle .04 High .04 PAUSD Student Generation Rates per Unit (for multi-family units) - (PAUSD Residential Research Summary for 2016 Projections, Appendix B, p. B-2 under Board Packet Item 12 in the link below.) Elementary .23 Middle .12 High .15 Even taking the DEIR's multi-family-units-only approach, (which is inaccurate based on the known pipeline), the PAUSD generation rates applied to 3880 units (Scenarios 1&2) would yield 1940 new students, almost three times as many kids as projected in the DEIR. At PAUSD's current cost per student ($14,766), the DEIR's undercount represents an $18M error (1940-698=1242. 1242*14,766=$18.3M) Taking it a step further, using PAUSD generation rates for Scenario 4, we're looking at 2790 new students by 2030 -- 2,126 more than the 664 new kids PAUSD projects by 2025, at an additional cost of $31,392,516. It's hard to imagine that could be a "less than significant" impact. Thanks again for looking into it, I look forward to your response. Jennifer	The Supplement to the Draft EIR includes a revised analysis of impacts to schools that is based on the updated student generation rates provided in the comment.Please see Master Response 2, which explains that the EIR uses multi-family generation rates based on the City's expectation that the *net new* increase in housing by 2030 will be in the form of multi-family housing. The commenter's concerns regarding school costs are noted and the City appreciates the information. However, for CEQA purposes this EIR focuses on the potential physical impacts associated with the provision of school services, rather than the potential fiscal impacts.

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	On Jun 6, 2016, at 5:30 PM, Jennifer Chang Hetterly <jchetterly@gmail.com> wrote: Hi Elena, Here's the link. It is item #12. You have to scroll down fairly far to see the various attachments (including generation rates by housing type (different from DEIR) and students generated by project and study block). They are below the summary report and powerpoint. http://www.pausd.org/sites/default/files/pdm-meeting/materials/pkt_151208.pdf Thank you for looking into it. JenniferHi Elena and Andrew, I've been combing through the DEIR and I'm confused by the school enrollment estimates for the various scenarios. P. 4.12-11 of the DEIR uses School Generation Rates of .10, .04, and .04 students per housing unit for elementary, middle and high schools respectively. For example, as applied to Scenarios 1 and 2, it calculates 388 elementary students generated from 3880 new multi-family housing units, for a total projection of 698 new students. When I look at the PAUSD Enrollment Report for 2015-2016, the narrative under "New Housing" on p. 4 describes a projected 314 new students in the first three years, coming from 485 units of approved new housing projects. Yet applying the DEIR's .10, .04 and .04 generation rates to 485 units yields only 87.3 total new students (48.5+19.4+19.4=87.3). Obviously, there is a very big difference between 314 new students and 87.3 new students. Furthermore, in the out years PAUSD uses a placeholder of 70 new units, yielding 50 new students each year. Applying the DEIR generation rates results in only 12.6 new students. Surely those disparities are not due exclusively to a different projected mix of housing types? And even if they are, why does the PAUSD anticipate a different mix than the City does? I understand that it is easier to make projections assuming a single housing type. However, to the extent multi-family units have a lower student generation rate than other types, the DEIR methodology seems to SEVERELY underestimate school impacts, especially in light of the fact that multi-family units comprise only 38% of our current housing stock. Even counting approved pipeline projects for 2016-2018, PAUSD tallies 174 single-family (attached and detached) units, yet the DEIR counts all as multi-family. Please explain the disparity. And if it is indeed due to the uniform multi-family overlay used in the DEIR, please add my concern about the resulting under projection of new students (especially in light of approved pipeline projects to the contrary) as a formal comment.	

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PUB14	Greg Schmid, June 7, 2016	
PUB14-01	**Introduction** Towards the end of the PTC Meeting of April 13, 2016, the Placeworks representative (Joanna Jansen) made several very important comments about key elements in the DEIR process: • "I definitely have heard from some of you or maybe all of you…that the scenarios don't really seem to represent a range…. the goal of the scenarios was to present a low and a high." (Staff Report to Council, June 6, 2016, Packet page 477) • "EIR mitigation measures really have a responsibility to be specific, feasible and enforceable" (page 480) • "Every community we look at is different." (page 481) • Do the preferred scenario and mitigation measures effectively reduce impacts or do we need to have additional measures?" (page 483) The DEIR (February 2016) Section 6, Alternatives, cites CEQA guidelines (Section 15126.6) that state that the EIR should "consider a range of potential feasible alternatives that will foster informed decision making and public participation" (DEIR, page 6-1). Yet that is immediately followed Section 6.1 "Alternatives Considered But Rejected". There, an assertion is made that if the City put a moratorium on non-residential growth, the growth would only continue in neighboring cities and "some impacts could potentially be worsened…." On this flimsy basis, a "no growth" alternative or even a low-growth scenario was rejected from further consideration. Only scenarios that foster annual non-residential growth to be almost double our long-term average (94 thousand square feet of residential per year) are presented as the "low growth" alternatives. This basic assumption from Section 6 results in a set of scenario impacts that do not represent "a high and a low" alternate that make for informed decision-making. (Jansen, April PTC meeting, page 477). Let me give six concrete examples from the DEIR:	As discussed in Chapter 6, Alternatives, of the Draft EIR on page 6-1, the alternatives evaluation was prepared consistent with Section 15000 of the CEQA Guidelines, which states that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Additionally, as explained in Chapter 3, Project Description, the EIR considers a "range of reasonable alternatives" throughout the document, in the form of the six scenarios. The six scenarios test different possible approaches to achieving the City's objectives for the Comprehensive Plan Update and meeting the City's housing obligations as well as different approaches to avoid or lessen the significant effects of various land use changes, transportation investments, and growth management strategies that the Comprehensive Plan Update may allow. These scenarios are analyzed at an equal level of detail.
PUB14-02	**1 . Jobs/Housing Balance (Pop 4)** The EIR process is based on the premise that "every community is different". (Jansen, Placeworks, PTC meeting, April 16, page 481). Palo Alto is especially unique in having one of the highest jobs to employed resident ratio of any city over 50,000 in the country. The Palo Alto ratio of 3 jobs to every 1 employed resident exceeds virtually every city in the country over 50,000. Palo Alto's jobs/employed resident imbalance is much worse than all of its neighbors. The ratio for San Francisco 1.4; for Santa Clara 1.8; for Mt View 1.6; for Sunnyvale 1.2; for San Jose 0.9; for Cupertino 1.3; and for Berkeley 1.4 (data from 2010 ACS) . The extraordinarily high number—a jobs/employed resident ratio of 3:1-- puts Palo Alto well above its Silicon Valley neighbors (and double the ratio in San Francisco). Palo Alto is unique and needs to discuss its uniquely unbalanced	Please see Response PUB9-05, which explains the standard of significance used to evaluate impacts associated with the local jobs/housing balance. The City is aware of the existing imbalance in the city and seeks to improve the imbalance with a draft Comp Plan that reflects the preferred scenario described in Chapter 3. Specifically, the Draft Plan would seek to achieve a ratio of jobs to employed residents of 2.88 to 3.01 jobs per employed resident, which would be less than the existing ratio of 3.06 and the anticipated ratio of 3.20 under Scenario 1 (the "Business as Usual" scenario). The preferred scenario assumes development of 1.7

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	jobs/housing ratio and whether dealing with it directly will help both us and our neighbors. The argument that reducing job growth in Palo Alto merely puts it in a place where it would cause more trouble has no merit. **The DEIR fails to analyze whether limiting non-residential growth to near its longer term historical average (1989-2015) of 94 thousand square feet per year would offer an effective alternative mitigation and thus avoids an obvious part of a high/low discussion.** Non-residential growth leads directly to the exacerbation of a second issue--traffic.	million new square feet of office/R&D space over a 15-year period, between 2015 and 2030 (an average of about 113,000 square feet per year) and by focusing on office/R&D only would – for the first time – account for existing retail, warehouse, and other non-residential space that is converted from those uses to office/R&D.
PUB14-03	**2 . Traffic (Trans 1)** The impacts discussed in Trans 1 show that all scenarios will have significant negative traffic impacts even after mitigations. All of the scenarios analyzed show at least three key intersections will be operating at F level by 2030 (Table 4.13-10). And this analysis leaves out six of the intersections that had been included in the 1998 Comp Plan, including important intersections on Middlefield, Sand Hill and Arboretum. Further, recent intersection analysis from specific projects discussed at Council showed other important intersections on El Camino and Page Mill will also be operating at level F. And at least four freeway entry ramps and key freeway segments will be at F levels. Mitigation suggestions propose solutions that are difficult to implement: Transportation Demand Management (TDM), grade separation, and regional solutions. TDM, for example, "would not eliminate the projected impacts at five of the six impacted intersections and the impact is considered significant and unavoidable" (page 4.13-52). **The DEIR needs to analyze all the intersections utilized in the 1998 Comprehensive Plan and those on main thoroughfares that have been identified in traffic studies of recent projects.** Let's look more directly at the key mitigation tool mentioned in Trans 1--TDM.	In response to this comment, four additional intersections were added to the Supplement to the Draft EIR. All four intersections that were added to the analysis were included in the 1996 Comprehensive Plan Draft EIR. They are: Middlefield Road and University Avenue, Middlefield Road and Embarcadero Road, Middlefield Road and Oregon Expressway, and Embarcadero Road and East Bayshore Road. All intersections included in the 1996 Comprehensive Plan Draft EIR were considered for inclusion, although a few were not added. For example, the intersection of University Avenue and Woodland Avenue in East Palo Alto was not added because the City of East Palo Alto included it in their own recent General Plan analysis. As another example, the intersection of Arboretum Road and Quarry Road was included in the 1996 Comprehensive Plan Draft EIR because the connection of Sand Hill Road to El Camino Real had not yet been constructed. The Comprehensive Plan Update includes the intersection of El Camino Real and Sand Hill Road-Alma Street instead, because the intersection of Arboretum and Quarry no longer serves the same function that it did prior to the Sand Hill Road connection.
PUB14-04	**3 Transportation Demand Management (Trans 1)** Transportation Demand Management (TDM) has been an identified policy priority for decades in Palo Alto. It was a key recommendation of the "Citywide Land Use and Transportation Study", (September 1988) and in the 1998 Comprehensive Plan included under Transportation Policy T-3 (Palo Alto Comprehensive Plan 1998-2010). The Placeworks representative during the April PTC meeting said that "EIR mitigation measures really have a responsibility to be specific, feasible and enforceable" (PTC, April 2016, packet page 480).The only TDM program currently in force in Palo Alto that is "specific, feasible and enforceable" is with the Stanford University Medical Center (SUMC). SUMC is the single employer for the 11,000 workers involved. They have a ready record of each employee and their place of residence.	Mitigation Measure TRANS-1a has been written to be "specific, feasible, and enforceable." It would require all new development projects to prepare a TDM Plan to meet specific trip reduction goals that have been established for different areas of the city. These goals are considered aggressive, but feasible. The City will require all TDM plans to include a section that addresses the monitoring process. In addition, there will be penalties for non-compliance, based on the monitoring results. The success of the Stanford University Medical Center agreement and the City of Mountain View's TDM requirement for the North Bayshore area

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	SUMC owns every available parking space in the area. SUMC has agreed to a specific target (35.1% of workers arriving to work in non-Single Occupancy Vehicles by 2025. To make the accord work, Stanford provides a rich range of alternative transport modes: Caltrain and regional transit passes, regular shuttle service, cash incentives for bicyclists, significant investments in bike and pedestrian infrastructure, guaranteed rides in emergency situation, and widespread zip car availability. They have guaranteed to spend well over $125m over 51 years (about $2.5m/year in 2011 $). They have also agreed to a fine of $177K per year if they fall short of the agreed upon 35% SOV. Finally, Stanford has agreed to provide the City of Palo Alto with annual reports that reflect a survey of SUMC workers. Demonstrating the difficulty of establishing an effective annual tracking mechanism, Stanford recently acknowledged that after a few years of tracking data they had to reduce their estimates of annual achievements by 15%-20% because they had used the wrong weighting in assessing their survey results. A neighboring community, Mountain View, is establishing a TDM for the area east of 101. This area, too, has some unique characteristics: two main employees account for the bulk of the workers and there are only three road entry points to the area. They are establishing a cap on vehicle entry and are monitoring vehicular traffic on a regular basis. To achieve "specific, feasible and enforceable" compliance, the Stanford agreement and the Mountain View agreements should be used as a model.	are acknowledged. Because this mitigation measure would apply to all new development projects, including residential projects and projects that are much smaller than the Stanford University Medical Center, it was determined that the measure should be written to allow all types of projects to develop TDM plans that are appropriate for their size, land use, and other site-specific factors.
PUB14-05	**The DEIR mitigation measures for TDM should have clear quantitative targets that are quantitative defined, objectively measureable, and strictly enforced with outside oversight.**	As noted in Response PUB14-06, Mitigation Measure TRANS-1a has been crafted to include quantitative targets, to be objectively measurable, and to be enforced with outside oversight. The language that indicates the TDM plans are to be monitored by the property owner on an annual basis is intended to mean that the property owner will be financially responsible for the monitoring. In some instances, the City may require that independent third parties be engaged to conduct the monitoring.
PUB14-06	Mitigations cost money. The fiscal impacts of growth are an important element in assessing the benefits and costs of growth. Let's look at the fiscal impacts of growth.	The standards of significance under CEQA do not address fiscal impacts. However, the City has prepared a fiscal analysis of the proposed Plan, which has been published separately from this EIR. Please also see Response PUB14-09.
PUB14-07	**4. Fiscal Impacts** Each of the scenarios maintains a growth rate for non-commercial space well above our current long-term average. Palo Alto's long-term average non-residential square footage growth between 1989 and 2015 was about 94K square feet/year. That includes all commercial areas covered by the 1998 Comp Plan (both monitored and non-monitored).	Please see Response PUB14-06 and PUB14-09.

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	The minimum in the Four Scenarios is 188K (twice as much), the maximum is 250K (2.6 times as much). Even the new scenarios 5 & 6 are 80% above our long term average. The fiscal impact of a rapid build-up in non-residential buildings is to undermine the financing of local government. Property tax (and the associated Documentary Transfer Tax) accounts for about 43% of Palo Alto's tax revenue (and is the fastest growing source of such tax revenue). The same property tax also pays for over 90% of the tax revenue of the Palo Alto school district, close to 90% of the tax revenue of the County and local Community Colleges and over 90% of the tax revenue of local Special Districts (such as water districts, fire districts, open space districts). Yet despite the rapid growth of non-residential building in Palo Alto (jobs have been growing three times as fast as employed residents for the last decade), the share of property tax paid by non-residents has been falling each year by about one percentage point. It now stands at 25% of the total. **The Fiscal Impact Study should examine the fiscal impact of a scenario that has lower job growth and a higher residential ownership. Growing non-residential space faster than our long-term average seems to be harmful to the financial future of local governments in and around Palo Alto.**	
PUB14-08	**5. Demographics and Schools (PS 2)** The impact on schools is less than significant. But the way the scenarios accomplish this is the *[sic]* assume that the population influx will not include many children. Each of the Four scenarios presented by the DEIR identify "smaller housing units geared towards empty nest senior and young singles with jobs in Palo Alto". (DEIR page 4.11-24). This has profound implications for our community. The school assumption made by the DEIR is that the number of new elementary and high school students added to PAUSD from the new smaller housing units will be dramatically reduced from the current housing stock. Traditionally, each housing unit in Palo Alto on average has generated about .34 public school students. This is in line with the rates in our neighboring communities and the whole of Santa Clara County and San Mateo County. It reflects the share of children in the community and the presence of mature householders as parents. But the yield forecast for the years 2015-2030 with smaller housing units is only .18-- about half the traditional rate. This is a dramatic shift for Palo Alto. The only City in the Bay Area that has a number that low for their entire housing stock is San Francisco, currently at .15 (Census Bureau, American Community Survey). Traditionally, Palo Alto has been a family-oriented community, and schools have been a magnet that has attracted talented and	Please see Master Response 2, which explains that the EIR uses multi-family generation rates based on the City's expectation that the net new increase in housing by 2030 will be in the form of multi-family housing. The EIR analysis considers these new students from new housing in the context of the overall student enrollment at PAUSD schools, which includes the existing housing stock.

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	experienced workers to locate here and stay during their most productive years. The scenarios paint a picture of either a dramatic switch in the family composition of the City or they are seriously underestimating the impact of the number of new school age children.	
PUB14-09	The DEIR does not examine the profound shift of moving Palo Alto in the direction of becoming an employment-centric city (like San Francisco), with a falling share of its population under 18 or having the schools overwhelmed. This is directly contrary to Palo Alto's unique role in Silicon Valley of providing a seed bed at the heart of the Valley that has provided a core of talented, experienced workers who live and work in the same community. These community characteristics establish an environment where individuals are more likely to draw on a rich set of contacts, collaborate, partner, establish new firms. They are twice as likely to take risks and change jobs as workers in other communities ('Job-Hopping in Silicon Valley', FRB 2005-11). It will also dramatically change the family-centered character of our city, replacing families with transient young workers and aging seniors. **The DEIR mitigation provides for a plethora of small housing units but fails to examine the consequence for the social and economic life in the city.** There is also an issue with the longer term availability of water for a sustainable future.	The concerns of the commenter are noted. The social and economic implications associated with a proposed project are outside the purview of CEQA, which is intended to examine the physical environmental effects of a proposed action. Section 15064(e) of the State CEQA Guidelines states, "Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant." This EIR evaluates the physical effects associated with anticipated population and employment buildout, such as impacts associated with traffic patterns, air quality, GHG emissions, and public services.
PUB14-10	**6. Water (Util 1, Util 4)** Palo Alto has been conserving water over the last several years under state drought mandates. These long term drought conditions reflect a new weather trend: lower precipitation and gradual rise in temperatures. The SFPUC has experienced a long term decline in water supply from the central Sierra. The actual deliveries of water from the SFPUC to its customers have declined from an average of around 250 million gallons a day in the mid-2000s to 196 mgd in 2015 (UWMP, Table 20). While the current water shortage may be temporary, it is reasonable to assume that with the gradual reduction in precipitation and the gradual rise in temperatures, this trend toward decreasing water supplies may continue. The City's Urban Water Management Plan forecasts an increase in water usage of only 4.5% between 2015 and 2030 (Table 4.14-1).	The decrease in deliveries from the SFPUC cited by the commenter is due to a decrease in demand, rather than supply shortages. After a partial post-drought rebound, continued gains in water use efficiency are predicted resulting in falling demand for water even as population and employment increase. History has also borne out this phenomenon, and the per capita use has more room to shrink. Declining water supplies and drought conditions are acknowledged on pages 4.14-24 to 4.14-25 of the February 2016

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	The updated UWMP projects a growth rate of 2.3% over the same time period ((UWMP May 2016 draft, Table 11). In contrast the Scenarios project an increase in population of between 10% and 20% and an increase in jobs ranging from 9% to 16% over the same time period. The daily per capita use of water in Palo Alto in 2015 was already at a very low 142 gallons per capita per day (UWMP SB x7-7 Table 9). Where is the water to be found for this huge increase in demand? Clearly these contrary trends deserve some critical discussion in the DEIR. Yet in looking at cumulative impacts, the DEIR uses only the experience of how effective conservation has been during the current drought, not how effective it will be with a substantial increase in workers and residents (Trans 1, page 4.14-25). The DEIR's conclusion that "all four scenarios would result in a less-than-significant impact" does not seem to address the underlying problem of water scarcity in combination with increased demand for water. It fails to examine the potential impact of a sizeable growth of jobs and housing during an extended period of limited supply of water.	Draft EIR and on pages 4.14-3 to 4.14-4 of the Supplement to the Draft EIR. SFPUC supplies are expected to be sufficient during non-drought years. The EIR analysis includes an examination of the potential impacts on water use from job and housing growth. The February 2016 Draft EIR and Supplement to the Draft EIR calculate and disclose increased water demand from increased residential and non-residential development, as shown in Table 4.14-2. The analysis demonstrates that water demand would increase over existing levels and compares future demand from increased development with the City's ISG. The City's Individual Supply Guarantee (ISG) is 19,118 AFY; the projected demand under the preferred scenario is 13,766 to 13,767 AFY. Based on the surplus of approximately 5,350 AFY, the Supplement to the Draft EIR concludes that all six scenarios would result in a less-than-significant impact. This conclusion includes consideration of the "underlying problem of water scarcity in combination with increased demand for water" and considers the potential impact of growth of jobs and housing during an extended period of limited supply of water. With the proposed Plan, demands will remain below the City's ISG through 2035. Likewise, the projected demand for all wholesale customers of the SFPUC is forecast to be well below SFPUC's perpetual contract obligation to provide 184 MGD.
PUB15	Hamilton Hitchings, June 8, 2016	
PUB15-01	My name is Hamilton Hitchings, I've been a resident of Palo Alto since for about 25 years. I am a member of the Citizen Advisory Committee for the Comprehensive Plan Update but my comments are my own. The Comprehensive Plan Update should drive the DEIR and not the other way around. The City Council has stated this as well.	The comment is noted. The City has identified a preferred scenario, which is described in Chapter 2 of this Final EIR.

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PUB15-02	The DEIR is also too long for residents to review so saying it's been available for public review is a misnomer. A 20 - 50 page document outlining the scenarios and their impacts could have been quite informative but an 834 page document is unmanageable. This level of detail should be reserved for after the revised comp plan is in draft form.	CEQA requires that EIRs contain an executive summary that lists all of the impacts and mitigation measures identified in the report. This would be the best section to review if you do not have time to review the entire environmental document. The City circulated the Supplement to the Draft EIR, including a 36-page executive summary, for a 45-day review period, pursuant to CEQA requirements.
PUB15-03	GEO-2: Implementation of the proposed Plan would not expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques HH> There are still many seismically unsafe buildings in Palo Alto that need to be upgraded and there should be a mitigation to ensure those are upgraded.	The February 2016 Draft EIR and Supplement to the Draft EIR evaluate the environmental impacts of future development that would be allowed under the proposed Comp Plan. Requiring existing buildings to be seismically upgraded is outside the scope of this project. However, as noted in the Draft EIR, Chapter 18.18.060 of the Municipal Code provides bonuses in the Floor Area Ratio (FAR) requirements for buildings that have undergone such seismic upgrades. In addition, the draft Comp Plan that is being considered for adoption includes Policies S-2.5 and S-2.6 seek to minimize exposure of people and structures to geologic hazards, including by providing incentives for seismic retrofits, rehabilitation, and renovation of existing buildings.
PUB15-04	GEO-3: Future development allowed by the proposed Plan would not be located on a geologic unit or on soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. HH> Building East of 101 is on a liquifaction zone and construction is potentially subject to significantly increased damage during an earthquake. Mexico City's devastating earthquake was because that city was on soil that liquified. The mitigation should be no housing or increased development on the East side of 101.	As noted in the Draft EIR and Supplement to the Draft EIR, liquefaction hazards can be reduced to a less than significant level by adhering to Municipal Code requirements.
PUB15-05	GHG-3: The proposed Plan would expose people or structures to the physical effects of climate change, including but not limited to flooding, extreme temperatures, public health, wildfire risk, or other impacts resulting from climate change, requiring mitigation. HYD-7: The proposed Plan would not substantially impede or redirect flood flows through placement of structures within the 100-year flood hazard area. HH> Need to have a program to complete Newell and Chaucer Street Bridge replacements	The City is currently evaluating replacement options for the Newell Road Bridge over San Francisquito Creek. An EIR is being prepared that will consider five alternatives for the replacement project. The San Francisquito Creek Joint Powers Authority (SFCJPA) has identified the Pope/Chaucer Street bridge as a necessary bridge replacement project. The Santa Clara Valley Water District is currently working with the SFCJPA and the cities of Menlo Park and Palo Alto on the plan and design for the bridge

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	to mitigate flood risk from San Francisquito Creek. Limit new development on the East side of 101 including no upzoning nor expanded footprints.	replacement project. An EIR is being prepared with four potential alternatives. The proposed project does not propose any changes to zoning or new development on the east side of Highway 101.
PUB15-06	HAZ-4: The proposed Plan would not create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination either in excess of soil and groundwater cleanup goals developed for the site or from location on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5. HH> I believe College Terrace is at risk due to existing hazardous materials in the soil that need further mitigation so that should be included.	The comment is noted. The proposed Plan does not include any policies or actions that would exacerbate existing hazards. As noted in Chapter 4.7, Hazards and Hazardous Materials, compliance with applicable existing laws and regulations regarding cleanup and reuse of a listed hazardous material sites would ensure that no impacts would occur as new development is allowed under the proposed Plan. The draft Comp Plan Safety Element includes Goal S-3, which envisions an environment free of the damaging effects of human-cause threats and hazardous materials. Under Goal S-3, Policy S-3.3 requires property owners and private entities to disclose the presence of hazards, including soil contamination, as part of development review.
PUB15-07	NOISE-9: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would not expose people residing or working in the project area to excessive noise levels.HH> Numerous residents have complained about excessive noise from the Palo Alto Airport due to the fact it operates 24 hours a day 365 days of the year and includes frequent low flying planes & helicopters.	Please see Response PUB5-01, Response PUB5-02, and Response PUB5-03 regarding aircraft noise.
PUB15-08	POP-4: Implementation of the proposed Plan would not create a substantial imbalance between employed residents and jobs. HH> The plans keep the current jobs to housing ratio all around 3:1, the country's highest for a city the size of Palo Alto. This is why the City Council voted to add a 5th and 6th scenarios.	Please see Response PUB9-05, which explains the standard of significance used to evaluate impacts associated with the local jobs/housing balance. The City is aware of the existing imbalance in the city and seeks to improve this imbalance through the proposed Plan. (Please also see Response PUB14-02.)
PUB15-09	PS-2: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to school service. HH> The impacts on schools have not been adequately accounted for in the increased housing growth scenarios. This will be even bigger in the additional scenarios. The LTS and No Mitigation Necessary are not accurate.	Please see Master Response 2, which provides a detailed description of the schools analysis in the February 2016 Draft EIR and Supplement to the Draft EIR and the rationale for the impact finding. Also, please note that the draft Comp Plan contains Policy L-2.11, which addresses this issue.

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PUB15-10	PS-7: Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards. Mitigation: Pursue reliable and sustainable mechanisms to address a growing gap in maintenance funding as park and community services facilities uses increase. HH> “reliable and sustainable mechanisms” - sounds very nebulous. Put some definition actionable steps in. In general, what is missing is the ability to keep parks within the city boundaries at the same ratio as population grows.	Mitigation Measure PS-7 was revised as part of the Supplement to the Draft EIR and no longer includes the text referenced by the commenter.
PUB15-11	TRANS-1: Implementation of the project would cause an intersection to drop below its motor vehicle level of service standard, or deteriorate operations at representative intersections that already operate at a substandard level of service.HH> There are numerous key intersections that are already below the vehicle of service standard as documented by the City of Palo Alto. This DEIR should have effective mitigations to bring those intersections back up to a good service standard. Examples include all intersections around Stanford Research Park during morning and afternoon rush hour. An example of an effective mitigation is require every new redevelopement project in the Stanford Research Park to reduce single vehicle occupancy trips until the service standard and be reached and maintained. Another one is not to allow large downtown projects to be built that increase the number of single occupancy vehicle trips to downtown and actually help reduce it. Reductions listed in the DEIR under mitigation are good numbers if they can be achieved for the entire traffic for downtown, Stanford Research Park, etc… not just for individual buildings being redeveloped. One of my biggest concerns is many of the traffic mitigations may end up being temporary but need to be structured so they will be permanent with need for constant monitoring and enforcement by the city, which is weak in enforcement.HH> VTA Bus 88 is likely to be canceled.HH> We need bullet trains to stop at California Ave Train stop since that most heavily serves Stanford Research Park and would likely be one of the busier CalTrain stops.	Mitigation Measure TRANS-1a would require all new development projects above a specific size threshold, including those in the Stanford Research Park and in the Downtown area, to write a TDM plan in order to meet the vehicle trip reduction goals specified for the area where it is located and size of the project. All TDM plans would be required to include a section that addresses monitoring, which would be the financial responsibility of the property owner. Monitoring would be conducted by an independent third party and would be required for the life of the project. It is not feasible for new development projects to reduce "the entire traffic for downtown, Stanford Research Park, etc., not just for individual buildings being redeveloped." A new project would be responsible to reduce the trips that it would generate, but cannot be held responsible to reduce trips generated by other development. However, the City has recently created a Transportation Management Association which is intended to address vehicle trips generated by existing development in the downtown area. Potential future changes to VTA bus services are noted, but are outside the authority of the City of Palo Alto. The request for "baby bullet" train service to the Caltrain station at California Avenue is noted, but is also outside the authority of the City of Palo Alto and the scope of this EIR. However, the June 30, 2017 draft Comp Plan includes Goal T-8 to influence the shape and implementation of regional transportation policies. Under Goal T-8, Policy T-8.2 states that

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		Palo Alto would participate in regional planning initiatives for the rail corridor and provide a strong guiding voice.
PUB15-12	UTIL-1: Sufficient water supplies would be available to serve the proposed Plan from existing entitlements and resources and new or expanded entitlements would not be required. UTIL-2: The proposed Plan would not result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. HH> Given the likelihood of continued droughts the fact there is no mitigation for increased demand for water seems very problematic and overly optimistic.	As discussed in Response PUB14-10, the City has an Individual Supply Guarantee (ISG) of 19,118 AFY from SFPUC. The 2015 UWMP (adopted in May 2016) for the City projects the water supply of SFPUC (i.e., the ISG) to be in excess of the City demand for SFPUC water through 2035 (see Table 4-14.3 of the Supplement to the Draft EIR). The 2015 UWMP notes that, "During a severe drought the City could utilize groundwater to supplement SFPUC supplies, but the City anticipates that even in dire circumstances only a small amount of groundwater would be served (e.g., < 10% of overall demand). In response to a severe drought the City would work with residents and businesses to significantly reduce water use, and groundwater from City wells would be considered a supplemental resource."
PUB15-13	Proposed Zoning Changes• Neighborhood Commercial should not allow housing as that reduces the critical mass necessary for retail and redevelopment will push out many of the existing businesses.• While I personally oppose increasing the height limit, any exceptions should increase the minimum below market housing percentage of units significantly above 15%.• Strongly opposed By Right streamlined process for Downtown and California Ave. based on past experience where important per project concerns have been raised.• While I oppose conditional use, I feel limiting parking for day employers is a better parking. I do support not allowing large businesses downtown to expand and we should find ways to encourage them to leave in favor of smaller businesses.	The comment is noted. The comment does not raise a specific concern regarding the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR. The zoning amendments included in the preferred scenario are described in Chapter 2 of this Final EIR.
PUB15-14	I strongly support the Infrastructure projects approved.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB15-15	I oppose paid 2 and 3 hour parking for University and Cal Ave and would like to see those remain free but have only one parking zone for the entire area.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
PUB15-16	I think paid transit passes should only be paid for retail workers and commercial enterprise corporations should be required to provide them to their employers.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR.
D. Oral Comments		
PH1	Planning & Transportation Commission Minutes, April 13, 2016	
PH1-01	Stephen Levy: No, I mean you know. A document like the one that Joanna prepared can be completely accurate, professionally done and not respond fully to the information needs that this community deserves, and I believe that's the case. I think there is one striking	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR. Please note, however, that Scenario 6 was designed to

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	omission and basically I'm urging you to urge everyone in the new alternative to correct the omission. I think there are two thorny problems that may be a result of the way the EIR is structured. Not anyone's fault, but omissions. As Joanna said, they crafted the alternatives based on a series of community meetings. I went to all of them; you went to some of them in 2004. The housing alternatives, even the high one in 4, do not reflect my oral communication to you at the beginning that there are no regional population numbers, new regional job numbers, new regional household numbers. They are all higher for two or three reasons, but more than that the EIR alternatives do not reflect the May Summit that most of you went to, and the enormous public comments before this body, before the CAC on which I serve, and before the Council about housing. So I encourage you to encourage Joanne and the staff to go big on housing in alternative 5. The Council will ultimately decide. We are not talking about decisions now; we are talking about a community getting the information to understand what it is to really contribute to the regional housing shortage. We've had 280,000 new jobs, 170,000 new people since this alternative was crafted, so go big.	"go big" on housing and its analysis in the Supplement to the Draft EIR describes the resulting impacts.
PH1-02	Stephen Levy: The two technical points are, and you know more about this than we do, that the community in the EIR is transfixed with identifying and mitigating what Joanne has correctly said are differences, but small differences among growth alternatives. But we all know that if you want to reduce the impacts on the air, on the environment, on traffic and parking, we need to be talking about mitigation measures that change the behavior not of the new residents or whether it is 5 or 10 percent, but of the 100 percent of existing residents who are here. If the EIR and the Comp Plan and my committee and your Commission are going to move the needle we need to be talking about not mitigating primarily new growth, but mitigating and changing the behavior of the parking and traffic and environment of existing people.	The commenter's point is well taken. Although some tables in the February 2016 Draft EIR and Supplement to the Draft EIR present net new project data, the analysis in the EIR evaluates the effects of the proposed Plan in the context of total development and not only net new growth, unless noted otherwise. For example, the evaluation of public services uses net new population to calculate potential new school and park facilities in order to assess whether new facilities may need to be constructed.
PH1-03	Stephen Levy: And the last point, and it's just a fixation of how CEQA is done or city councils and planning commissions work, the EIR and Joanna correct me if I'm wrong, because I think you did a completely wonderful job, but the EIR when it looks at the impacts on a city pretends that if it doesn't happen here, it doesn't happen nearby, and that's demonstrably false. And so if you are a regional thinker and Joanne mentioned that we are doing this in the regional context, then this community deserves to know so at least they can make the decision about whether a little bit of growth here has fewer impacts than that same growth in Sunnyvale or Menlo Park or Redwood City because we are the most mitigating, environmental sensitive community and I can't believe that growth anywhere else is better for the regional environment, for the global climate than here. I know that the EIR and the CEQA process forces us to think of us as an island, but we're not.	The comment is noted. The EIR evaluates impacts within the EIR Study Area, which includes the city and SOI. The EIR also evaluates cumulative impacts by considering the project's potential contribution to impacts that may occur as a result of development in the EIR Study Area when combined with growth in other areas of the region. In some areas, impacts are considered globally, such as impacts associated with GHG emissions. In addition, the EIR in some areas considers the impacts of growth elsewhere in the region on the city, such as traffic impacts, which include trips that originate and end outside of the EIR Study Area.

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	So encourage the Staff and the consultant and you all to think about whether it's better to limit growth here and push it elsewhere if we really are regional environmentalists or whether we should just be an island. And thank you for five minutes. That's refreshing.	
PH1-04	Acting Chair Gardias: So if you just let's go to the Page 1.8 that is the first from the impacts series and just talks about the aesthetics. And this refers to the, refers to the discussion that was at the Council level about how should Palo Alto look like. And I think that there will be probably a specific Council direction about how truly architecture and aesthetics of Palo Alto should be derived and I'm sure that they will provide some sort of pointers and guidance in that perspective, but there should be some policy or mitigations because of the changes. And some of the mitigation measures that address the first aesthetic points talk about variety of the different of promotion of quality design and some other items. It is always a question what is a quality design. And then there will be many parties just arguing about this.There is from perspective of the aesthetics and architecture and visual resources there is a concept of vernacular design that pretty much addresses pretty much everything that's rated to the environment because that's the design that just takes the resources that are in, the local resources and builds locally. So there is no transportation, no environmental impact and so forth. And then pretty much there is a certain aesthetic look that is derived from the local environment. So this is how adobe buildings were built at a certain point of time because they were natural. They built out of natural resources; clay and straw and whatever was available. That pretty much gave the old missions their look and then that is a possibility or opportunity for Palo Alto. So I would if I, I would suggest to insert vernacular definition into this document that would maybe be more appropriate. So that's comment number one.	The Supplement to the Draft EIR identifies potentially significant Impact AES-1 associated with the potential for development allowed by the proposed Plan to degrade visual character and includes Mitigation Measure AES-1, under which the proposed Plan will include policies to ensure high-quality design and visual compatibility. The opinion of the commenter that vernacular architecture should be encouraged is noted.
PH1-05	Acting Chair Gardias: Then if you turn to Page 1.17 and before I just go to the specific item I would like to just also know . that this that was kind of obvious during this discussion, but when you look at that significance of different scenarios as my colleague observes, observed, all of them are pretty much the same for all the, for all impacts which is truly to believe. There are some differences, like for example for Culture-3 item, but throughout all of them those scenarios they pretty much they have the same impact. And I would recommend that you just go and review them again because when I was just looking myself and I can give you maybe couple of comment after the meeting I find that some of them were truly to be, were not really... they should vary among themselves. That was my perception. So on Page (interrupted)	The comment is noted. The commenter is correct that many of the impacts are the same for the scenarios. The primary reason for this is that all scenarios would include the same land use map (with the exception of the land use designation for the Fry's Electronics site) and therefore would have the same spatial impacts (such as impacts to public viewsheds, historic resources, or land use patterns). While the net growth assumptions vary among the scenarios, they are roughly similar in magnitude, relative to existing conditions, particularly considered in the context of regional development. Therefore, the outcomes of the quantitative analyses (such as impacts to air pollution, GHG emissions, or intersection operations) are also similar.

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PH1-06	Acting Chair Gardias: And I just don't want to just use too much time on this. So there is like for example when I go to Page 117 and that's a good, I'm going to give you an example on that relates to a Culture-lC item, a mitigation measure, and this talks about archeological resources, but pretty much take this comments throughout. There is number of the state level policy requirements which I believe that are not necessary to be in this document. They just put a haze and lots of verbiage in this documentation that may not be necessary. If there is already a policy, state policy measure that we need to comply with this doesn't have to be in this document. This is just an obvious reference.Ms. Jansen: I agree.Acting Chair Gardias: So if there is a possibility and then pretty much this was a bullet point within this mitigation about protection of Palo Alto's archeological resources; this is governed with state level documentation so I don't believe that we need to pretty much repeat what's governed with the state measures. And I may find more examples like this. So now I'm going to just go back to my colleagues and I know that Commissioner Rosenblum has a comment.	The comment is noted. The February 2016 Draft EIR describes applicable regulations at the federal, State, regional, and local level that could reduce the potential impacts of the proposed project. The Supplement to the Draft EIR only reproduces this information where revisions have been made.
PH1-07	Commissioner Rosenblum: [...] So do we try to advocate for specific mode shares through more aggressive TDM programming? So the thing I'm thinking of specifically we just launched our Transportation Management Association (TMA). They're beginning to acquire funding. They are, they have their own goals for trying to work on mode shift. And so under Scenario 4, under all the scenarios actually, probably the biggest lever in managing impacts is changing people's behaviors in mode shift. Should this EIR anticipate the level of funding or the kind of TDM's that may be required? Because right now it just says "require TDM," but is that something that's going to be anticipated by the Comp Plan or as part of the EIR? So that's the question. The comment would be I want this probably to be the biggest lever that we could use particularly under Scenario 4.	The comment is noted. Transportation management programs will be carried out through the implementation of both Comprehensive Plan policies and EIR mitigation measures. Mitigation Measure TRANS-1a will be implemented on a project-by-project basis and Mitigation Measure TRANS-1b was revised as part of the Supplement to the Draft EIR to reference the City's Transportation Impact Fee.
PH1-08	Acting Chair Gardias: Ok, very good. Thank you. So let me just take a couple of minutes myself. So I would like to just refer you to Page 123. That is about, that is about greenhouse gas emissions and climate change and because of the draught that's hopefully just ending I have couple of thoughts that I would like to add to this and specifically on the Page 123 there is verbiage about flooding. So in some countries, for example, Germany, planning focuses on 1,000 flooding zone. We still just take into the consideration 100 years flood zone. And also this is the flooding. The same may be flopped and we can say there should be also impact from the draught perspective. So my question to you is like this: what would be the impact if we changed the language from 100 to more restrictive 1,000?	All federal and State regulations regarding flood plains are based on the 100-year flood event. Most floodplain maps also include the 500-year flood event but there are no requirements to purchase flood insurance for properties outside of the 100-year floodplain. Changing to a 1,000-year floodplain mapping system would be a massive federal and State effort and it would be less restrictive than the 100-year floodplain. The term 100-year floodplain means that there is a 1 percent chance you would see a flood of this magnitude every year. A 1,000-year floodplain would mean that there is a 0.1 percent annual chance of a flood of this magnitude.

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PH1-09	Acting Chair Gardias: Ok, very good. Thank you. So if I may just give another example. So on Page 125 there is a hydrology and water quality and then it just there is couple of risks that talks about the watering of the basement construction, which of course was the subject of various articles. And then just I found that and then this in addition to the severe draught that we had this year and some tree loss that we had in the, in Palo Alto which maybe we can somehow connect those three items together. Of course I know that would be hard to argue that the watering of the basement would impact it, but it would just could add to the conditions, to the impact on the lack of trees if you do water certain construction site for basement.I think that what we should do we should make sure that we have a specific mitigation measure that spells out that pumped water belongs to the local, belongs locally. Otherwise what is happening is just pretty much it flushes back to the bay and I know that under pressure it comes back later on a couple of months later, but still this water, right, it's not the bay, the water from the bay, but the water from that vicinity where the construction is occurring. So I believe that there should be a specific mitigation measure that would require somehow to distribute this water locally as opposed to just doing analysis. Of course analysis would be one of the parts, right, but then specific requirement to distribute this water locally as opposed to flush it to the bay, which of course is easy.	Subsequent to issuance of the February 2016 Draft EIR, the City revised its construction dewatering policy. These revisions are reflected in the Supplement to the Draft EIR. Chapter 3 of this Final EIR includes revisions to the Supplement to the Draft EIR to reflect the City Council's March 2017 adopted updates to the City's dewater guidelines and regulations. One of the requirements is to water trees and plants on adjacent properties, with the property owner's consent. Also, it is required that a fill station be constructed at the dewatering site so that the extracted groundwater can be reused by City residents.
PH1-10	Acting Chair Gardias: So Page 129 there is a program to maintain and periodically review height and density limits to discourage single uses. I'm not really sure if we need such a program. It's just pretty much it's just a part of ongoing operations, right? It just goes back to my comment that we should not just making certain, we should not be just reinventing this what already is in place.	Mitigation Measure LAND-2 was been revised as part of the Supplement to the Draft EIR, as shown on pages 4.9-7 to 4.9-8 of the Supplement to the Draft EIR. Mitigation Measure LAND-2 no longer includes the policy referred to by the commenter and instead focuses on use of City procedures, plans, and requirements to ensure high-quality building design and architectural compatibility.
PH1-11	Acting Chair Gardias: Then there is another comment as to the noise level, Page 131. It just talks about and this is Noise-lA. It just talks about exterior noise level. And one second... and I'm sorry I think that it's just, I would just take you to Page 132 as opposed to 131. That when it talks about interior noise level, but pretty much it's within the same logic, right? So we have a noise ordinance which is 9.10 that already just specifies a certain standard. I would like to ask you just to review this, this certain numbers because I think that we have stricter. I think that our 9.10 just talks about 30 decibels for the, for residential rooms and then 40 decibels for others. So pretty much making reference to the standards that are not as strict as ours, it's not necessary here. Please double check on this.	The commenter appears to be referring to the Municipal Code section that deals with definitions. The definitions portion of the Code prescribes the establishment of the "local ambient" (background) noise environment (in the absence of the potentially-offending noise source). That section [9.10.020 (d)] establishes that if one does not have actual measured data, then one is supposed to *assume* background noise levels of no less than 30 dBA within [residential] interior spaces and no less than 40 dBA for other exterior environments. Thus, the 30 and 40 dBA numbers are not noise restriction limits ¬ as is implied in the comment – but, rather, noise "floors" to use for the allowable increment approach that is used in the rest of the Municipal Code

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		(i.e., +6, +8, +15 dB limits above "local ambient").
PH1-12	Acting Chair Gardias: So and then there was a discussion within the community about the airplane passing over Palo Alto. I couldn't find anything in the document. Maybe there is something, I don't know, but please take a look at this as well.	Please see Response PUB5-01, Response PUB5-02, and Response PUB5-03. Only new future impacts that would occur as a result of the proposed project can be mitigated in this EIR. Aircraft noise within the city limits was analyzed in the February 2016 Draft and Supplement to the EIR as was found to be less than significant with the implementation of Mitigation Measure NOISE-1b (and per the accepted standards under the CEQA process). Nonetheless, Policies N-6.12 and L-10.3 in the draft Comp Plan address this issue.
PH1-13	Acting Chair Gardias: Understand. Thank you very much for responding. So that's we can take it off the table right then? So then just going to the population and housing 141 and we it also relates to the scenario discussion in a certain way, right? Because it just it talks here about balance between if you look at the impact Pop-4 on Page 141 it just talks about that there will be possible imbalance or not imbalance between residents and jobs. I think that this specific issue that needs to be studied farther and there needs to be a specific as opposed to comment that no mitigation necessary that's what this, well, I'm sorry, no. This says Pop-3 has no mitigation necessary. There needs to be you're just referring to the study that needs to be 1 done and I think the study should be, would be good if that study would be accomplished within the perimeter of the Comprehensive Plan. It may be too late.Because we talk about different, we have different sides about one argues for more housing, the other side argues about the bonds, but to be honest I'm not really sure if we truly know mathematically what this balance is, right? And we can just if you think about the jobs, you can say that there is, there are different, there is a different structure of jobs. So like for example there are County related jobs, there are original jobs, right, there are different haps there are local jobs as well. So it would be nice if somebody just looked at this, truly conducted the study as quickly as possible and just provide us with some perspective which jobs we can just support with the housing in Palo Alto, which jobs we will not be able to support in Palo Alto because regardless what we do those jobs would be pretty much or just the employees would be coming from the outside. So I think this is important distinction so that is maybe not the correction, but some action item that could be accomplished. And also (interrupted)	Please see Response PUB9-05, which explains the standard of significance used to evaluate impacts associated with the local jobs/housing balance. The City is aware of the existing imbalance in the city and seeks to improve the environmental effects associated with this imbalance through the proposed Plan.
PH1-14	Acting Chair Gardias: Very good, thank you; I will look at this. And then finally this will be my last comment, on Page 145 you talk about TOM what my colleague Rosenblum talk about. And this has specific reduction percentages and I would like to and those are coming from the transportation engineer's manual.	The trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual will be used as the starting benchmark of how many peak hour vehicle trips a development project would be estimated to generate. The

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		percentages specified in TRANS-1a will be applied to the project's peak hour trip estimate to determine the number of vehicle trips it needs to eliminate through TDM measures.
PH2	Joint Architectural Review Board and Historic Resources Board Meeting Minutes, April 21, 2016	
PH2-01	Board Member Baltay wanted the EIR to address the potential impact of reducing parking requirements for some higher-density residential developments. Allowing only one parking unit per development was worth study and could have the impact of making it easier for builders and architects to develop units, which could encourage or force people to use alternate means of transportation. The EIR should study in detail the impact of changing parking requirements in a non-obvious way to promote greater densities of housing.	The February 2016 Draft EIR and Supplement to the Draft EIR evaluate a range of sustainability measures and mitigation measures intended to encourage the use of transit, walking, and bicycling. While reduce parking requirements for high-density residential uses are not specifically included, the EIR does evaluate unbundled parking costs for multi-family units under Scenarios 3 through 6. Parking itself and parking demand are not considered impacts under CEQA and are not discussed in depth in the EIR. However, there are numerous policies in the draft Comp Plan about this issue.
PH2-02	The DEIR discussed potential shade and shadow impacts as it impacted open public spaces. That should be broadened to surrounding structures.	As described in the February 2016 Draft EIR, in determining which standards of significance to use for evaluating the aesthetic impacts of the proposed Plan, Appendix G of the CEQA Guidelines and the City's published environmental criteria were considered. The City's environmental criteria specify public open space as the area of concern under this threshold.
PH2-03	Vice Chair Lew was struck by the similar numbers of the four scenarios, but the aesthetics of the four scenarios were potentially very different.	The analysis in the February 2016 Draft EIR and Supplement to the Draft EIR evaluate the six scenarios and identifies differences among the scenarios where relevant to the analysis.
PH2-04	He suggested the four scenarios contain illustrations of the aesthetics for each scenario.	The suggestion is acknowledged. This EIR is a program-level document and it would be difficult to illustrate potential aesthetic conditions under future scenarios given that the specific details of future development projects are not yet known.
PH2-05	He also suggested traffic data be illustrated with graphics.	The traffic analyses in the February 2016 Draft EIR and Supplement to the Draft EIR, as well as the TIA included in Appendix G, uses maps, tables, and charts as needed to convey information.
PH2-06	He liked the shadow studies for public open space and was interested in the standards for shading impacts.	Under Mitigation Measure AES-4, the City will require future development projects of a certain size and location that are subject to CEQA analysis to evaluate shade/shadow impacts. The analysis will disclose whether projects would shadow open space

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		during specified times and identify ways to mitigate substantial impacts through feasible design measures.
PH2-07	Baseline numbers in the DEIR would be helpful to determine the percentage of change.	It is unclear in the comment whether there is a specific set of information for which the commenter would like to see baseline numbers. The February 2016 Draft EIR and Supplement to the Draft EIR do include baseline (2014) data for most tables.
PH2-08	An important point of the EIR was that it circumscribed the outer limit of possible policy changes that would not require further environmental review. However, the document did not go far enough. Small changes in vehicle miles traveled per capita meant an overall increase in vehicles mile traveled, which suggested decreased mobility.	The comment is noted. Chapter 4.13, Transportation and Traffic, of the EIR uses standards of significance from Appendix G of the CEQA Guidelines and the City's published environmental criteria in order to provide a comprehensive analysis of impacts associated with mobility. The comment does not present a specific example of how the analysis in the EIR is inadequate in evaluating impacts based on these standards of significance. The TIA for this EIR (see Appendix G of the Supplement to the Draft EIR) also evaluates additional metrics outside of the CEQA criteria for Scenarios 1 through 4, such as multi-modal level of service.
PH2-09	She suggested the document include a table of acronyms.	The suggestion is noted. Each acronym used in the EIR is defined at least once in each chapter. Also see the draft Comp Plan for a glossary of terms.
PH2-10	She suggested more discussion of the environmental effects of demolition of existing buildings.	The air quality and greenhouse gas emissions data analyzed in the EIR includes construction-related emissions based on development assumptions. The traffic analysis uses modeling that includes trips generated from heavy truck traffic. Due to the programmatic nature of this EIR, the analysis does not include project-specific construction truck traffic. Further analysis of demolition impacts are difficult to assess at the program level given that specific details of future development projects are not yet known.
PH2-11	In analyzing the "business as usual" scenario, staff should assume that all sites would be built to maximum FAR with underground parking.	Scenario 1 includes existing (2014) development, plus net new growth based on reasonably foreseeable growth under existing regulations between 2014 and 2030. It is not likely that all sites in the EIR Study Area will be built to the maximum FAR with underground parking within this 15-year horizon, so full buildout was not analyzed.
PH2-12	She expressed concern regarding the effects of that in terms of intensity of development and in terms of greenhouse gas and other pollution issues. It was now	The EIR evaluates development projections based on allowable uses and densities envisioned under each scenario, as described

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	possible to have a light-industry software factory in any space except a retail space. Actually, it could even occur in a retail space. That issue should be addressed.	in the Project Description.
PH2-13	She expressed concern that small professional offices were being replaced with larger uses and that urban greenery was being lost. They needed analytic tools to indicate whether redevelopment would increase greenery and to determine whether development would result in heat islands. She did not find an analysis of heat islands in the DEIR.	Regarding greenery, please see Response GOV6-03. Regarding heat island, this EIR uses standards of significance from Appendix G of the CEQA Guidelines and the City's published environmental criteria in order to assess the proposed Plan's potential impacts. Neither CEQA nor the City's environmental criteria requires an analysis of heat islands.
PH2-14	She hoped proposed demolition regulations for historic resources and evaluation of potential historic resources were tied together.	The proposed Plan includes policies to protect potential historic resources as new development activities (including demolition) are proposed.
PH2-15	She expressed concerns regarding loss of views of the Foothills and the skyline changing from greenery to buildings. Perhaps the definition of scenic highways should be expanded.	As described on pages 4.1-19 to 4.1-20 of the February 2016 Draft EIR, the EIR Study area does not contain any State-designated scenic highways. Therefore, the analysis of impacts to view corridors is based on the scenic routes and corridors identified in the City's Comp Plan.
PH2-16	Board Member Kim agreed that illustrations and drawings and that a study session would be helpful.	Please see Response PH2-04.
PH2-17	In addition, summaries indicating Comprehensive Plan and EIR components subject to ARB review would be helpful.	The requested information is outside of the scope of the CEQA analysis for inclusion in the EIR.
PH2-18	They needed better definitions of high quality and creative design as they could be subjective.	Mitigation Measure AES-1 was revised as part of the Supplement to the Draft EIR to refer more specifically to high-quality design; compatibility with the neighborhood and adjacent structures; and appropriate building form, massing, and setbacks; among other characteristics.
PH2-19	Chair Bernstein concurred with comments regarding a study session. The HRB was encouraging applicants to request a study session with the HRB prior to submitting an application. Perhaps the EIR could include encouragement of study sessions with the HRB.	The opinion of the commenter is noted. The request for study sessions is outside of the scope of the impact analysis in the EIR.
PH2-20	With respect to POP-4A, page 8, affordable housing should be placed on the site being considered rather than elsewhere.	As described on page 4.11-15 o the Supplement to the Draft EIR, Mitigation Measure POP-4 was removed because the City is already implementing these measures. The City has completed the Commercial and Residential Impact Fee Nexus Studies called for in Mitigation Measure POP-4a. With regard to Mitigation Measure POP-4b, the City continues to implement its Housing Element, has adopted an interim annual limit on office/research and development (R&D) development, in addition to a

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		longstanding "cap" on new non-residential square footage. This change does not affect the findings of this EIR because the impact is less than significant without mitigation.
PH2-21	A study session regarding a historic resource should be required and should include review of an area of potential effect.	The opinion of the commenter is noted. The request for study sessions is outside of the scope of the impact analysis in the EIR.
PH2-22	Perhaps the DEIR could analyze a central district where cars were prohibited.	The comment is noted. Such as a district is not included in the proposed Plan that is the subject of this EIR.
PH2-23	Scenario 3 should include analysis of lower-income households in areas of increased housing densities.	All six scenarios include implementation of the City's Housing Element, which was prepared separately from the proposed Plan and which serves as the City's primary document regarding planning for affordable housing. Scenarios 3, 4, 5, and 6 all include more housing than would be produced if the City continued to produce housing at the same rate it has over the last 40 years.
PH3	City Council Meeting Minutes, June 6, 2016	
PH3-01	Judy Kleinberg: Thank you, Mayor and Council Members. Thank you for letting us address the Draft Environmental Impact Report (DEIR). Appreciate that. We have a lot of hope for the new EIR and for solving the jobs/housing imbalance in town. We want to work collaboratively, as we've said many, many times, with the City on solving all of the problems that come with increased population and the vitality of the job market. We have a few concerns. The conditional use permit, which I think you'll hear others speak about tonight, we believe would have a negative impact on business by preventing flexibility in uses and job growth and would slow down the progress that makes Palo Alto so vital. The Conditional Use Permit (CUP) would hinder the ability for a business to thrive in Palo Alto and damage how business operates. You can't actually legislate how a business will operate to have it really innovate and grow its product and its services. We believe the City should really focus on impacts and mitigations, not limiting empty density and job reductions. The CUP and density controls really would have a chilling effect on small startups. We've heard over and over again that you really favor this City as being a hotbed for startups. In fact, the CUP would absolutely jeopardize them. The Chamber represents the ecosystem of businesses in Palo Alto from very small to global enterprises. By hampering the startup environment, the vitality and vibrancy of the business community will be dangerously jeopardized. Impeding job growth, limiting square footage and controlling employee density would drastically change the business and, we believe, is a misguided strategy for solving the jobs/housing imbalance. It also could jeopardize tax revenues, and that's part of the fiscal analysis that your consultants are doing. The smarter alternative strategy is to mitigate impacts through Transportation Demand Management	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR). Scenario 6 was analyzed in the Supplement to the Draft EIR, which was circulated for its own public review period.

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	(TDMs) and the Transportation Management Association (TMA) program plus adopting policies and zoning that encourage and allow more housing and reduce commute traffic, especially through trip reduction. The Staff analysis shows that impacts from lowest density to highest is virtually equal; that's in the first four scenarios. We note that 45 percent of the residents are tenants who want or need permanent housing. The City's own poll has shown that 76 percent of likely voters believe affordable housing is the most severe challenge and that the City must address that unmet need. We believe Scenario 6—we're looking forward to that analysis. It's too bad public comment will end before that's analyzed. We believe Scenario 6 is really worth very careful examination. We appreciate the fact that you've added that scenario. Thank you.	
PH3-02	Tiffany Griego: Thank you, Mayor and members of the City Council. My name is Tiffany Griego. I'm responsible for Stanford Research Park. Thank you for the opportunity to share with you Stanford University's concerns about Comp Plan policies in the Draft EIR that are related to mechanisms that are designed to do four things: regulate the number of employees a business can hire in Palo Alto; control the proportion of office and R&D uses through the Research Park and possibly even on a building-by-building basis; charge for parking spaces in Stanford Research Park; and regulate the build-out of square footage currently available under RP zoning. This is quite frankly a profound shift in the regulatory framework for Stanford Research Park (SRP), and it's proven deeply disconcerting to SRP employers and to our business community. The DEIR does not quantify the impacts of these regulations. From what we could tell, there's no quantitative evidence that they would do any good. We're concerned that the City's also unaware of how much detriment these policies would cause the business community in the Research Park. As we are all aware, Research Park employers represent a fountainhead of revolutionary inventions, therapies and advances in sustainability. They also serve as an important economic engine for the City of Palo Alto. In 2015, the Research Park generated $45 million in taxes of all entities and 40 percent of that flowed to Palo Alto and to the Palo Alto Unified School District. Businesses need predictability in their regulatory framework. Could you imagine a longstanding Palo Alto sales-tax-producing company in the Research Park if it were denied the right to hire new employees in scale as their business needs changed? Would its founders have located its startup here or its point of sale in Palo Alto if they didn't believe they could grow here? Could you image if a Research Park company had to wait 12 months for a discretionary permit before it could modify the proportion of R&D and automotive labs inside its existing Palo Alto headquarters? How would they innovate within the very competitive electric vehicle and automotive mobility spaces? Could you imagine if an SRP medical systems company needs to add 100,000 square feet but be subject to the 50,000	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR). The comment states that the February 2016 Draft EIR does not quantify the impacts of proposed regulations. However, the TIA quantifies the impacts of the suite of measures included in the Project Description. In addition, the Supplement to the Draft EIR evaluates post-mitigation conditions to evaluate the effects of the mitigation measures proposed for Scenarios 5 and 6.

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	per year annual cap? They would have to win the very unpredictable beauty contest two years in a row before it could actually build its facility to advance medical diagnostics imaging. Could you imagine a pharmaceuticals company telling patients that they had to wait for a very promising leukemia clinical trial, but they're waiting for Palo Alto to sign off on a conditional use permit to hire employees for that clinical trial? It's very hard to imagine this regulatory framework. Please ask yourself, after you've had a chance to read several letters that SRP employers have provided, how will these changes affect businesses here in Palo Alto and in Stanford Research Park. We encourage you to work with us to craft policies that will not limit the ability of these innovative companies to compete here in Palo Alto. We definitely encourage you to work with us to support the very solid framework we have developed for reducing traffic congestion in Stanford Research Park, which we hope will improve quality of life as well. Thank you very much.	
PH3-03	Jamie Jarvis: Thank you. Good evening. My name is Jamie Jarvis, and I'm the Transportation Demand Manager for Stanford Research Park. I lead the Stanford Research Park transportation working group, an organization dedicated to developing and implementing transportation programs tailored to the needs of employees in the Stanford Research Park. The working group was convened by Stanford in 2015 in response to Research Park employers identifying traffic congestion as the top priority issues that adversely affects their ability to recruit and retain talented employees. The group consists of 18 key employers, ranging in size from less than 150 employees to over 3,500 employees and representing a variety of business sectors including high tech, pharmaceutical, mobility and professional services. I am consistently impressed by the members' willingness to work together, share information and promote new programs. With their support and efforts, we have made VTA Eco Passes available to over 14,000 employees in the Research Park, launched an informative transportation website and a personalized trip-planning tool, enhanced and modernized our guaranteed ride home program, provided ten free safe cycling and repair clinics at worksites throughout the Research Park, celebrated and rewarded over 1,100 cyclists on Bike to Work Day, promoted and subsidized an on-demand carpool app that has attracted over 1,500 users, and will soon launch a long-distance shuttle to the west side of San Francisco to provide a much needed commute option along the 280 corridor. Employer and employee response to these programs has been tremendous, and each success generates additional enthusiasm and support for new programs. I'm truly excited about the momentum we have built, but I am concerned that some of the proposed Comp Plan measures could distract from our future efforts, de-motivate our employers and even potentially defund our programs. It is important to remember that the Research Park business community shares the same key goals as the	The comment is noted. The comment does not address the adequacy of the February 2016 Draft EIR. The City appreciates Stanford University's continued efforts to reduce vehicle trips and commends Stanford for the success of these efforts.

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	greater Palo Alto community, to effectively reduce traffic congestion and improve quality of life. For this reason, I encourage the City of Palo Alto to engage with Research Park employers and our transportation working group to ensure that the Comp Plan enables us to achieve the results we all desire. Thank you.	
PH3-04	Karen Bouvier: Thank you, Mayor Burt and Council Members. I'm Karen Bouvier, the Manager of Environment, Health and Safety of the Palo Alto Research Center (PARC). PARC's been in the Stanford Research Park since the early '70s. Our management, employees and clients highly value this location. PARC is dedicated to the objective of reducing car traffic in the Stanford Research Park. We've had an active green team for many years. This grassroots effort convinced our management team a decade ago that it would be wise to invest in employees' alternate transportation choices. We've had a reimbursement program covering public transit, carpooling, bicycling and walking since that time. I'm delighted to participate in the SRP TDM working group that Jamie just described. This effort has enabled PARC to offer our employees additional alternative commute options as a result of the economies of scale that we couldn't have done on our own. In reviewing the Draft EIR, we have concerns about some of the proposed traffic congestion mitigation measures. PARC's cutting-edge research programs rely on both attracting employee talent with specific expertise and on close collaboration with researchers from academia and industry. The changing nature of our projects result in a fluctuating headcount of employees, visiting researchers and onsite startup companies. The conditional use permit as proposed could limit our technical flexibility. We're also concerned that the mitigation measures Trans 1A, which would require a specific TDM plan for individual new development projects, could undermine the SRP-wide TDM programs that are providing a smaller company like PARC the benefits of scale and allowing us to drive down our trip counts. PARC looks forward to working with the SRP and the City toward our mutual goal of reducing the number of cars on our streets. The baseline commute mode information being collected will help us to set quantifiable objectives for that goal. Thank you for your time.	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR). Mitigation Measure TRANS-1A has been revised and will only apply to new development projects above a specific size. The revised mitigation measure also clarifies that development projects may achieve required reductions by contributing to citywide or employment district shuttles or other proven transportation programs that are not directly under the property owner's control. The mitigation measure is intended to complement, rather than undermine, any existing TDM efforts.
PH3-05	Linda Marie Santiago: Good evening, City Staff and Council Members. My name is Linda Marie Santiago. I'm a Director in the Real Estate and Workplace Group for VMware. As I think all of you know, our headquarters is in Stanford Research Park, a beautiful 105 acres of it. I want to take this opportunity to communicate VMware's concerns regarding the City of Palo Alto's Draft Environmental Impact Report for the Comprehensive Plan Update. We appreciate the City's desire to ease traffic congestion; however, measures to regulate employee headcount and traffic mitigations contained in the Draft EIR coupled with the recent proposal to implement a headcount tax on local businesses are unsettling. Prior to	The comment is noted. Please note that a "headcount tax" and a requirement for a Conditional Use Permit to limit employee density and parking charges for employees are not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).

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	taking action that will inadvertently hinder economic stability and impede our current efforts to reduce traffic congestion, we encourage the City to further analyze the proposed mechanisms and mitigations, utilize the additional data to make informed decisions, and engage in further outreach with the business community. VMware is confident a concerted effort from interested stakeholders will produce a thoughtful plan to mitigate traffic congestion while simultaneously allowing the City, its residents and businesses to continue to thrive. As a multinational company, VMware is proud to be one of the largest tenants in the Stanford Research Park and headquartered in Palo Alto. We have historically enjoyed a mutually beneficial relationship with both the City and the Stanford Research Park. VMware cares deeply about this community, our people and our campus. We share the City's concerns regarding traffic congestion, and it impacts directly our people, many of whom live in Palo Alto, and our ability to recruit and retain top talent. We respect the fact that what we do is a model for others in SRP, that our programs meet the needs of our people and the community, and that what we do is sustainable, environmentally and financially. We have invested significant funding in such programs, given VMware's commitment to solving these issues that impact the entire City. The proposed density restrictions and traffic mitigation regulations contained in the Draft EIR have potentially adverse consequences for VMware and create uncertainties for the business community, which must remain agile in order to succeed. Maintaining a flexible workforce that is able to respond to the cyclical employment demands of product innovation is key to progress and ultimately success. There are additional measures contemplated in the Draft EIR such as requiring companies with over 50 employees to charge for parking, which also appear to have a punitive effect on businesses without evidence that such a program will produce the desired result of reduced vehicle trips to SRP. In our commitment to working with the City and Stanford to reduce congestion, it is essential to VMware that all traffic congestion management methods we fund are effective, measurable and substantiated by robust data analysis. Most importantly such methods must not impede our ability to successfully conduct business operations within Palo Alto or undermine our own robust TDM efforts to date. Thank you for your consideration.	
PH3-06	Bob Moss: Thank you, Mayor Burt and Council Members. This reminds me of late Mayor Jack Sutorius' comment on how he found three things to like about the Comprehensive Plan. First, it was comprehensive. Second, it was only a plan. Third, it could be amended at any time. What we have before us leaves out a lot of important factors, and I think they should be considered. For example, Scenario 6 would add 6,000 housing units. That would increase the net cost to the City about $17 million a year, because every housing unit costs between $2,700 and $2,800 a year more for services than it pays in taxes. This is not new;	The comment does not address the adequacy of the February 2016 Draft EIR.

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	this was true 45 years ago when I helped to incorporate Rancho Palos Verde. We did a study on the validity of the property tax supporting the government, and we found it would not. We made it because we had several business districts in that area, and that made it possible to incorporate the city. One of the things that you should be thinking of, that was kind of interesting, is if we're going to put housing in the Stanford Research Park, would Stanford agree. Are you aware of the fact that part of the Stanford Research Park was zoned for housing more than 30 years ago? The area was basically along Arastradero Road and then went up toward the Foothills. Stanford said, "We will not at any time, under any circumstances, allow housing in that area." After seven years of prohibiting any development there, the City gave up and rezoned it for industrial. In exchange, Stanford helped to fund the low-income housing project on Alma. If you're going to be talking about where we're going to—one other thing that's very important. I think we know it, but it doesn't focus on it. Changing the zoning and the land use does not build anything. It makes it possible it could be built, but it doesn't do anything. I'll give you an example. When the area along El Camino was rezoned CN and CS, those zones allowed residential on the upper floor. We thought there was going to be a lot of residential development along El Camino because now it's allowed. I can think of five or six properties between Adobe Creek and Page Mill Road that have housing on the upper floors. All the rest are low-density commercial. The housing has not been built. As I say, zoning doesn't create anything.	
PH3-07	Shani Kleinhaus: Good evening again. Shani Kleinhaus. I'm a resident, and I'm on the CAC; although, I don't speak for the CAC for the Comp Plan. It's not surprising to me that there are just a few comments from residents in the package that you have and that not very many residents wish to speak. It's a difficult process to follow. We have the Comp Plan that has not finished its work. We have an EIR that has changed its scenarios. Those scenarios don't exactly compare to the previous scenarios. I would just step back and say let's create one good EIR and release it later as a revised EIR and have the public comment on that. Perhaps, during that time, the CAC will have done more work, and you will have a preferred alternative and not just throw it all out there, and we'll figure it out later. Scenarios 5 and 6 both propose adoption of the Sustainability and Climate Action Plan (S/CAP) goal of 80 percent reduction in greenhouse gas emissions by 2030. I don't know why the other alternatives and scenarios do not include that; they should. What troubles me a little bit is that it calls for an alignment of the Comprehensive Plan Update with the S/CAP principles. Now, I'm not opposed to that necessarily, but I don't want to see that the S/CAP becomes a mitigation measure, because that actually becomes much more important than a lot of other plans legally, than a lot of other plans that we have like the Urban Forest Master Plan or the Parks Master Plan or the Bicycle Plan or a lot of other	The comment requests that the EIR be released later in the process. This Final EIR includes Chapter 2, which describes the preferred scenario that has been selected for the proposed Plan. While the proposed Comp Plan is intended to be consistent the S/CAP that is under development as a parallel planning effort, and certain aspects of the S/CAP are included in the preferred scenario, the S/CAP is not included in the EIR as a mitigation measure.

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	things. I was under the impression that the S/CAP is the umbrella, and the S/CAP should fall under that, not drive it. I guess that's what I want to say. This is the most important document in our City's life, and there's not a lot of people involved. The CAC is confused, and this is premature. Thank you.	
PH3-08	Rita Vrhel: Thank you. I'd like to second the comments that were just made as a resident. It has been confusing. I just think there's a couple of factors to include or to consider. I'm sorry if they sound a little bit naïve. Again, everyone can't work or live in Palo Alto. It's simply an impossibility. I think that, again, I'd like to see some quantitative analysis or data from not only Stanford Research transportation mitigation programs but from al the businesses which have come into Palo Alto in the last five years and have been speaking of these measures. I think that Stanford—it sounded from the speakers that were from Stanford Research Park that they would like unlimited headcount and development opportunities. I don't think that is possible in Palo Alto. I really have the belief that if they had a tenant that left, they probably have a waiting list for tenants who would quickly fill those buildings. I think that compromise needs to be the point of start among all people. I would also support limited growth and a compromise in this issue of housing and jobs in Palo Alto. I remember I was living here when Burger King came into the plaza Downtown. It was really interesting, because Palo Alto put in some very strict rules. I think it was the first business that had to have employees go out and clean up the plaza every couple of hours to make sure that trash around, the trash that is usually generated by a fast food environment. I think in the years that I've been here since 1983, I've always felt that if Palo Alto had zoning requirements and asked businesses to do certain things, there would be no shortage of businesses. I think that there does need to be a limit as to how many people can work in any building within Palo Alto. Thank you.	The comment does not address the adequacy of the February 2016 Draft EIR.
Letters on the Supplement to the Draft EIR		
Governmental Agencies		
SUPP-GOV1	Glenn "Max" McGee, Superintendent, Palo Alto Unified School District, March 20, 2017	
SUPP-GOV1-01	We have received and have begun to review the updated Supplement to the Draft EIR for the Comprehensive Plan Update. It is an important document and we appreciate the extensive thought and effort that went into producing it. That said, we have a number of concerns with various scenarios in the document and would like the opportunity to share these with you and members of your staff and/or City Council. We would like to understand some of bases for your assumptions as well as share our own	Please see Master Response 2, which provides a detailed description of the schools analysis in the February 2016 Draft EIR and Supplement to the Draft EIR. Specific concerns of the PAUSD are found in response to the comments below.

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	analysis and and understanding of the effect that these proposed scenarios would have on our district. Some would be highly significant in terms of future construction and traffic generated by sizable enrollment increases and also have a profound effect on the school district's ability to continue to provide its high quality educational programs.	
SUPP-GOV1-02	We understand that the Comprehensive Plan Update will be presented to Council tonight. However, we urge that the next steps in the process not be rushed and respectfully request that the Council allocate time for school district staff to meet with City staff and respond to the document prior to the end of the formal comment period, which I understand is not until the end of the month.We greatly appreciate the collaboration and communication between City and District staff in these matters.	The City appreciates the PAUSD's input in the Comp Plan process and EIR. The City subsequently met with District representatives and will continue to collaborate with the District. Please also see Master Response 2 and responses to Letter SUPP-GOV4.
SUPP-GOV2	Eliza Berry, Coastal Planner, San Francisco Bay Conservation and Development Commission, March 30, 2017	
SUPP-GOV2-01	Thank you for the opportunity to comment on the Draft Environment Impact Report (DEIR) for the Comprehensive Plan Update Supplement to the Draft EIR for the City of Palo Alto. The DEIR covers a wide range of issues with the sections on: Environmental Analysis; Biological Resources; Greenhouse Gas Emissions and Climate Change; Hydrology and Water Quality; and Public Services and Recreation being most relevant to BCDC's authority and expertise. The Notice of Availability dated February 10, 2017 was received in our office on February 13, 2017. The Commission has not reviewed the DEIR, and the staff comments below are based on the Commission's law, the McAteer-Petris Act, the Commission's San Francisco Bay Plan (Bay Plan), and review of the DEIR as it relates to the Commission's jurisdiction. Jurisdiction. The Commission has "Bay" jurisdiction over all areas of the Bay subject to tidal action, which defines the location of the shoreline. The shoreline is located at the mean high tide line, except in marsh areas, where the shoreline is located at five feet above mean sea level. The Commission also has jurisdiction over managed wetlands, salt ponds, and the tidal portion of certain waterways, as identified in the McAteer-Petris Act, and the "shoreline band" which is an area 100 feet wide landward of and parallel to the shoreline. Commission permits are required for activities including dredging, fill placement, shoreline development, and substantial changes in use to any land, water, or structure within the Commission's jurisdiction. In accordance with provisions of the McAteer-Petris Act, the Commission has designated certain areas for specific priority uses such as ports, water-related industry, water-oriented recreation, airports and wildlife refuges. To the area northeast of the project area, the	The comment is noted. The comment does not raise a specific concern regarding the February 2016 Draft EIR or Supplement to the Draft EIR.

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	Commission has a designated the Palo Alto Baylands Nature Preserve and the Faber-Laumeister Tract as areas reserved as waterfront park and wildlife reserve respectively. The Faber-Laumeister Tract (part of the Don Edwards San Francisco Bay Wildlife Refuge) borders San Francisquito Creek. You explain in the DEIR that the creek is valuable from a wildlife conservation perspective and as such, potential project impacts on the creek must be carefully considered. Naturally, at BCDC, we agree that these impacts must be carefully considered. While the project site itself is inland of BCDC's permitting jurisdiction, this comment letter is focused on the approach taken in the plan regarding the assessment of flood risk due to sea level rise in the project area. For additional information about Commission policies and permit requirements, please visit BCDC's website at www.bcdc.ca.gov.	
SUPP-GOV2-02	Sea Level Rise. The DEIR acknowledges how vulnerable eastern Palo Alto is to flooding from sea level rise. As the City works towards better understanding its risks and exploring adaptation measures to address that vulnerability, please be aware that that the state of California will be updating its Sea-Level Rise Guidance Document based on the National Resource Council's updated sea level rise science and projections shortly. The new scientific guidelines will be circulated in April and new policy guidance will be developed and circulated later in the year. Please note that BCDC's Bay Plan calls for use of the best available science-based projection for sea level rise. The Bay Plan does not specifically call for use of the 55-inch sea level rise scenario for assessing long-term impacts as stated in the DEIR. As you await your site-specific risk assessments by engineers, you may wish to refer to the newly completed sea level rise inundation maps for Santa Clara County. These locally-reviewed and locally-refined maps were developed under the Adapting to Rising Tides (ART) Program's Bay Area Sea Level Rise Analysis and Mapping project. You can find out more about the project and this new resource here: http://www.adaptingtorisingtides.org/project/regional-sea-level-rise-mapping-and-shoreline-analysis/. The maps for Santa Clara County were recently finalized and are not yet available online. As such, my colleagues or I will be happy to provide them directly to you or your team. A report summarizing methodology and key findings will be finalized later in the spring.	The commenter states that information and guidelines for addressing vulnerability to sea level rise is being updated. The February 2016 Draft EIR and Supplement to the Draft EIR acknowledge that data on sea level rise is evolving. The City will continue to consult available information as it is released and will consider policies to further protect the Palo Alto community in light of updated information.
SUPP-GOV2-03	Your DEIR finds that impacts related to exposing people or structures to physical effects of climate change will be mitigated to a less than significant level for all six scenarios. Your assessment points to the City's ongoing development of its Sustainability and Climate	The City does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR. The City will consider the ART Program at BCDC and

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	Action Plan (S/CAP) as the avenue for this mitigation. The S/CAP is focused on reducing the city's greenhouse gas emissions while turning towards adaptation and increasing the city's ability to respond to drought and sea level rise. Through the ART Program at BCDC, we have provided support and guidance to a number of municipalities around the Bay working on sea level rise adaptation planning. We wish to remind City staff and partners that our program is available for advisory services if needed as they move forward with adaptation-focused portions of the S/CAP. Thank you for considering staff comments on the DEIR. If you have any questions regarding this letter please contact me by phone at 415.352.3660 or email eliza.berry@bcdc.ca.gov.	other support as Palo Alto implements the adaptation portion of the S/CAP.
SUPP-GOV3	Roy Molseen, Senior Environmental Planner, Santa Clara Valley Transportation Authority, March 31, 2017	
SUPP-GOV3-01	Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Supplemental Draft EIR (SDEIR) for an update to the Palo Alto Comprehensive Plan that includes two new land use/transportation scenarios. Please note that VTA commented on the original NOP for the Comprehensive Plan Update (June 30, 2014) and the original Draft EIR (May 5, 2016). We have the following comments on the SDEIR. Land Use VTA supports the City's efforts to further study two new land use/transportation scenarios that concentrate growth of housing near established transit supportive corridors, although both Scenario 5 and 6 create a framework for less job growth over time and relatively modest new population growth.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-GOV3-02	VTA recommends that the City include in the Comprehensive Plan Update the land uses, land use policies and transportation framework of Scenario 4 or 6 as described in the SDEIR. These scenarios show the highest transit mode share and lowest vehicle miles traveled per capita (Table 4.13-15). Scenarios 4 and 6 are projected to reduce overall congestion by 2030 and increase mode share.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-GOV3-03	VTA would like to take this opportunity to call attention to the 27 University Avenue site located at the Palo Alto intermodal transit facility, and to work with the City and Stanford to enhance the land use intensification of this site and support Transportation Oriented Development in both Scenarios 4 and 6 beyond what is projected in the Comprehensive Plan. The 27 University site is a relatively lightly developed site within the City boundaries, used by many transit operating entities. VTA envisions that this location, which is very well served by transit, could be enhanced to include housing, jobs and community uses that would meet City needs while potentially generating far fewer trips than development at other locations in the City.	The comment is noted. The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR. The preferred scenario is described in Chapter 2 of this Final EIR and envisions the 27 University Avenue site remaining in its existing use. Thus, any proposal to intensify uses at the 27 University site would require a separate, site-specific analysis.
SUPP-GOV3-04	Congestion Analysis on Transit Travel Times VTA again commends the City for including an analysis of congestion impacts on transit	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the

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	operations in the SDEIR. The SDEIR identified significant impacts to transit operations in all six scenarios as a result of increased vehicle congestion, and included a modified Mitigation Measure for the City to "Include policies in the Comprehensive Plan Update that address transit access and give priority to buses and to transit facilities" (p. 4.13-43). VTA supports the proposed mitigation measure giving priority to transit on congested corridors and looks forward to working with the City to implement these transit improvements in Palo Alto.	Draft EIR.
SUPP-GOV3-05	Transportation Demand Management - GeneralMitigation Measure Trans-I a applied to all six scenarios would require new development projects to prepare and implement Transportation Demand Management (TDM) Plans to achieve vehicle trip reductions of 20% - 45%, depending on location within the City. The SDEIR notes "TDM Plans must be approved by the City and monitored by the property owner on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets are not met" (pg. 4.13-10). VTA reiterates our recommendation that the City require TDM monitoring to be performed by the City or a third party, to provide more reliable monitoring results. This best practice has been proven to yield stronger results than property owner based monitoring.	Please see Response GOV5-04.
SUPP-GOV3-06	Mitigation Measure Trans-I b has been modified from calling for the City to establish and implement a policy to "unbundle" free or subsidized parking in new commercial and residential development, to now calling for the City to "Study the feasibility of unbundled. parking for office, commercial and multi-family residential development (including senior housing developments) that are well-served by transit" (p. 4.13-10). This change results in a mitigation measure and policy framework that is weaker in the SDEIR than in the DEIR. VTA encourages the City to consider reverting to the earlier mitigation measure language, but in any case will support the City with its feasibility study and efforts to implement parking unbundling.	The City appreciates VTA's support for its efforts related to unbundled parking. Because of the potential for unbundled parking to result in drivers parking in nearby residential neighborhoods, the City determined that the topic should be considered carefully and allow for more public input prior to implementation.
SUPP-GOV3-07	Transportation Demand Management - Transit Incentives The SDEIR notes that paid transit passes would be provided to employees in workplaces with over 50 employees in all Scenarios (p. 3-16), and Scenario 4-6 include a measure to provide "free transit passes for all Palo Alto residents in transit accessible areas based on the VTA's EcoPass program" (pg. 3-19). VTA will continue to support these measures and requests that the City coordinate with VT A on their implementation. VT A also notes that these measures would help implement the Bay Area Air Quality Management District (BAAQMD) Regulation 14, Rule 1, which requires employers with 50 or more full-time employees to offer commuter benefits.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.

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SUPP-GOV3-08	Freeway Impacts and Mitigation MeasuresThe SDEIR identifies significant impacts to four directional segments of US 101 and two directional segments of I-280, based on the CMP LOS standard. Mitigation Measures proposed in the SDEIR include TDM programs (see above) and a separate measure for the City to "Include policies in the Comprehensive Plan that advocate for efforts by Caltrans and the Valley Transportation Authority to reduce congestion and improve traffic flow on existing area freeway facility consistent with Statewide GHG emissions reduction initiatives." (p. 4.13-3). With these Mitigation Measures, these impacts under Scenarios 5 and 6 remain significant and unavoidable. VTA reiterates our comment that certain cities in Santa Clara County have identified contributions to regional transportation improvements as mitigation measures for development that causes significant freeway impacts. VTA again recommends that the City include voluntary contributions to projects in VTP 2040 in the Comprehensive Plan, as a mitigation measure in the SDEIR. Projects in the VTP that provide congestion relief and additional transportation options along the impacted corridors, include: • US 101 Express Lanes (VTP ID Hl) • I-280 Express Lanes (2040 VTP ID Hl 1-13) • I-280 Ramp Metering Implementation • I-280 / Foothill Expressway Improvements (2040 VTP ID H45, H35) • I-280/ Page Mill Rd Modifications (VTP 2040 X15) VTA would be happy to work with the City to identify appropriate projects for voluntary contributions, as specific development projects are implemented following the adoption of the Comprehensive Plan Update.	Please see Response GOV5-06.
SUPP-GOV3-09	CMP Intersection and Mitigation MeasuresThe SDEIR indicates significant impacts to three CMP Intersections. The DEIR identifies Mitigation Measures to adopt TDM programs, work to advance grade separation projects at intersections along the Caltrain tracks, and take a leadership role in advancing transit improvements, however, these impacts remain significant and unavoidable.In addition to the proposed Mitigation Measures, VTA also recommends that the City prepare an area-wide Multimodal Improvement Plan (previously "Deficiency Plan"), to address these CMP Impacts. The California CMP legislation requires Member Agencies to prepare Deficiency Plans/Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic LOS standard. The preparation of a Multimodal Improvement Plan can be an opportunity to implement multimodal (nonautomotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are	Please see Response GOV5-07.

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	either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular level of service impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs. For further information on Multimodal Improvement Plans please see VTA's Deficiency Plan Requirements located online at: http://www.vta.org/cmp/technical-guidelines.Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.	
SUPP-GOV4	Max McGee, Superintendent of Schools, Palo Alto Unified School District, April 12, 2017	
SUPP-GOV4-01	We have reviewed the Comprehensive Plan Update to the Draft Environmental Impact Report (EIR) and are submitting the following comments. **School Grade Levels.** The Draft EIR shows the elementary grades as K-6 and middle school grades as 7-8. Some school districts have this configuration, but ours does not. Any conclusions reached based on a K-6/7-8 configuration should be re-examined. We currently have twelve K-5 elementary schools, three 6-8 middle schools, two 9-12 high schools, and one separate pre-Kindergarten school.	The impact discussions in the February 2016 Draft EIR and Supplement to the Draft EIR erroneously labeled elementary schools as serving grades K-6 and middle schools as serving grades 7 and 8. The text in the Supplement to the Draft EIR has been revised accordingly, as shown in Chapter 3 of this Final EIR. This revision does not affect the calculations or conclusions in the EIR.
SUPP-GOV4-02	**School Enrollment Capacity.** The school capacities provided to the City are in fact numbers based on the notion of fully loading every room in every school with classrooms of students at the contractual maximums. While there may be some school districts that operate this way, Palo Alto schools carve out spaces for wellness services, project-based learning, music and art activities, special education classrooms, makers spaces, and other purposes. Currently, we also provide rooms at Fairmeadow and Duveneck elementary schools for both DreamCatchers and Youth Community Services. These scenarios would impact available space for quality education at all levels.	The City acknowledges the capacity constraints of PAUSD's facilities and appreciates the District's input to better understand the function of PAUSD schools and capacity analysis. Please see Master Response 2, which addresses school capacity concerns.
SUPP-GOV4-03	**Available School Sites.** The District has a limited number of school sites not currently in use by schools:1. Garland is five acres and could be used for a smaller elementary school.2. 525 San Antonio is 2.67 acres. It could be combined with adjacent Greendell, but then the pre-school program there would have to be relocated.3. Fremont Hills is located away from any potential housing development in Palo Alto.4. The District has an option to repurchase the small Ventura site from the City.5. Cubberley is available, but the District's 27 acres of Cubberley is much smaller than the District's current high schools. There is of course no site available in Palo Alto for a large third high school.While additional sites could be acquired, sites comparable in size and configuration to our current schools are not readily available and extremely costly.	The City acknowledges the limited availability of additional school sites and appreciates the information regarding potential expansion plans. Please see Master Response 2, which addresses school capacity concerns.

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SUPP-GOV4-04	**Precision of Enrollment Projections.** The Draft EIR treats the student generation rates and enrollment projections by the District's current consultant as precise projections of the future. The projections are generally not accurate. The projections are based on the past and often the actual future differs from those projections. We believe it is wiser to think in terms of ranges of numbers, rather than specific precise numbers. In particular, the multi-family student generation rate referenced in the Draft EIR is based on a very limited number of developments, which generated a wide range of students.	The City appreciates the District's input and understands that student generation rates are difficult to develop with precision and that impacts to schools may be better considered as a range of possible outcomes. Please see Master Response 2, which provides a range of enrollment numbers for the preferred scenario.
SUPP-GOV4-05	The Bubble Effect. None of the scenarios take into account the "bubble" effect that accompanies rapid development, and which PAUSD is currently experiencing due to rapid housing growth in 2008-2011. When new housing is built, families tend to move in with young children, not a mix of young and older. This means that rather than spread across the grades, as assumed in the Draft EIR scenarios, they are concentrated in a few grades - a bubble. This places huge pressure on physical capacity at individual sites. In PAUSD today, our middle schools are at or above capacity; our high schools expect to grow by 15-20% over the next three years; while our elementary schools are currently shrinking . This roller-coaster effect is an expected impact of rapid and large scale housing development.	The City appreciates the District's input to understand this "bubble effect." Since this EIR evaluates a citywide, program-level document, it is unknown precisely when and where future development under the proposed project will occur, and what the scale of future individual development projects will be. Therefore, it would be speculative to attempt to provide a quantitative enrollment projection that takes this bubble effect into account. Nevertheless, the City is committed to working collaboratively with PAUSD. Please see Master Response 2, which provides a range of enrollment numbers for the preferred scenario to provide the District and the public with a better sense of the potential student generation of the preferred scenario.
SUPP-GOV4-06	Stanford Expansion. Stanford's new General Use Permit (GUP) application calls for 550 additional family housing units, plus 900 graduate student units. Altogether, it seems likely Stanford's housing growth will generate a substantial number of new students for the District. This count is not included in the analysis but will impact the District's limited available capacity.	Please see Master Response 2, which discusses cumulative development, including Stanford University's expansion that have been proposed or approved since the NOP for this EIR was issued. Please also see Master Response 3, which addresses the potential impacts of recent cumulative development to schools. As described in Master Response 3, an increased assumption regarding cumulative development would not affect the findings of this EIR regarding schools impacts. However, the traffic model does account for an increase in school-related vehicle trips and therefore potential associated impacts. However, as explained in Master Response 3, because it is unknown where future school facility expansions may occur, the allocation of those trips within the EIR Study Area may not match future plans for school improvements. The City acknowledges this challenge and looks forward to working with the school district, the University, and the County on this issue as future school facility locations or expansions become known.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
SUPP-GOV4-07	Teacher Housing. PAUSD is exploring an innovative effort to build affordable teacher and staff housing on under-used sites. This effort could be beneficial in recruiting and retaining teachers and bringing teachers back into our community, as well as relieving housing pressure and reducing traffic, with no required taxpayer subsidy. But this can only happen if currently unutilized school sites can be safely put to use. If significant enrollment growth is anticipated in the future, available sites must be held back. One consequence of high-growth plans in general housing will be the loss of potential teacher-specific housing.We appreciate the opportunity to present the School District's perspective. We welcome any comments, and will be pleased to provide any further information needed.	The City appreciates the PAUSD's efforts to improve housing choices for local teachers and understands the limited availability of school sites. The City also recognizes that repurposing currently unutilized school sites will be a difficult decision given the imprecision of enrollment projections noted in Comment SUPP GOV4-04. The City is committed to continuing a dialogue about these issues and the Comprehensive Plan includes a number of new policies and programs to support additional housing in Palo Alto. Also see Master Response 2 for a discussion about school capacity and enrolment.
Non-Governmental Organizations and Private Companies		
SUPP-ORG1	Tiffany Griego, Stanford Research Park Managing Director, Stanford Real Estate and Jean McCown, Government and Community Relations Associate Vice President, Stanford University Office of Public Affairs, March 28, 2017	
SUPP-ORG1-01	Thank you for the opportunity to comment on the February 20, 2017 Supplement to the Draft Environmental Impact Report for the City's Comprehensive Plan Update. Our comments below are specific to issues raised by the Supplement that would particularly affect the Stanford Research Park. The University is submitting a separate letter addressing issues that are more generally applicable. *Background* These comments build on those provided in our June 3, 2016 comment letter on the February 2016 Draft EIR. That letter briefly described the economic contributions of the Stanford Research Park, identified elements of Scenarios 1-4 that could undermine the Research Park's continued ability to provide these economic benefits, and requested environmental analysis of traffic-reducing measures listed in the Draft EIR. The February 2017 Supplement describes and analyzes new Scenarios 5 and 6, which delete some elements of Scenarios 1-4 that caused particular concern (for example, a CUP requirement for new R&D and office uses). The Supplement also provides some analysis of the effectiveness of traffic mitigation measures for Scenarios 5 and 6. However, the Supplement continues to include statements that raise concern for the future of the Stanford Research Park. On March 20, 2017, the City Council identified a preferred scenario that describes ranges of estimated housing growth, non-residential square footage and employment growth, and states: "Additional Zoning Code amendments and policies would be those listed in the Staff Report, subject to additional review and refinement when the Land Use Element returns to Council on May 1." The Zoning Code amendments and policies recommended in the March 20 Staff Report exclude several that appear in the Draft EIR and Supplement and would be problematic for the future of Stanford Research Park. Nevertheless, no final decisions have been made, and in the interest of clarity and completeness, Stanford requests that the preferred scenario not	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.

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Comment #	Comment	Response
	include, and the Final EIR delete or clarify, the following statements from the Supplement:	
SUPP-ORG1-02	1. Page 3-7: Table 3-1, Proposed Zoning Code Amendments. For the reasons stated in our June 3, 2016 letter, Stanford requests that the following Zoning Code amendments not be included in the preferred scenario or the Final EIR: • "A Conditional Use Permit (CUP) would be required for new office and R&D uses in order to regulate employment densities." (Scenarios 1-4). • "An alternate mechanism to the CUP would be explored for moderating employment densities, either through regulation or revenue collection." (Scenarios 5 and 6). • "In the … Service Commercial (CS) districts, non-retail portions of allowable commercial floor area ratios (FARs) would be reduced by a modest amount and replaced with residential use." (Scenarios 2, 3, 5 and 6). Stanford requests that any such amendment not apply to CS-zoned property in the Stanford Research Park (see section 3 below).	The comment is noted. Please note that the requirement for a Conditional Use Permit to limit employee density is not included in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
SUPP-ORG1-03	2. Pages 3-10 (Table 3-3, Summary of Sustainability Measures), 3-19. As noted in our June 3, 2016 letter, a parking charge program for existing workplaces with over 50 employees would harm the competitiveness of the Stanford Research Park, and enforcement at many Research Park sites would be difficult or impossible due to shared parking among some businesses that have more than 50 employees and other businesses that have fewer than 50 employees. Stanford requests that this not be included.	The comment is noted. Please note that parking charges for employees are not includes in the preferred scenario (see Chapter 2, Preferred Scenario, of this Final EIR).
SUPP-ORG1-04	3. Page 3-14 (Table 3-7, Land Use Changes, Scenario 6) states: "Mixed uses in the Stanford Research Park … would be allowed, with an increased focus on housing *and reduction in non-residential development in comparison to Scenario 4*." Similarly, page 3-22 states, "In the Stanford Research Park . . . particularly along El Camino Real, . . . [t]he mix of uses would support a vibrant 24-hour environment and would include housing, restaurants, and retail establishments open during nighttime hours. In comparison to Scenario 4, these nodes would have an increased focus on residential *uses and would experience less of an increase in non-residential space*." We request that the italicized language not be included in the preferred scenario. As Stanford has stated, the University supports adding housing to appropriate sites in the Stanford Research Park, but not as a substitute for any of the non-residential space for which the Research Park is currently zoned. In other words, residential use would need to be truly additive in order for Stanford and the City to achieve the vibrant innovation community they seek.	The comment is noted. The preferred scenario that has been chosen by the City is described in Chapter 2 of this Final EIR. The preferred scenario does include fewer jobs than were considered for Scenario 4 but includes more jobs than were considered for Scenarios 5 and 6. The primary reason for this is that the preferred scenario assumes the current interim annual limit of 50,000 square feet of new office/R&D development will be made permanent through an ordinance (unlike in Scenario 4) but will likely not apply citywide (as assumed in Scenarios 2, 5, and 6).
SUPP-ORG1-05	4. Pages 3-2, 3-13 (Table 3-7, Growth Management), 3-17 and 3-19: For the reasons stated in our June 3, 2016 letter, Stanford requests that no annual non-residential growth cap be applied to the Stanford Research Park.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-ORG1-06	5. Page 3-17 states that "proposed Plan policies and regulations could be developed to prevent the conversion of existing R&D space to office space." As we explained in our June	The comment is noted. The preferred scenario that has been chosen by the City is described in Chapter 2 of this Final EIR.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	3, 2016 comments on the original Draft EIR, an effort to so closely regulate the uses of existing buildings would undermine adaptation by businesses in the Stanford Research Park and place them, and the Research Park itself, at a competitive disadvantage. We request that this concept not be included in the preferred scenario. Thank you for considering our comments on the Supplement to the Draft EIR. Please do not hesitate to contact us with any questions.	
SUPP-ORG2	Whitney McNair, Land Use Planning Director, Stanford University, March 31, 2017	
SUPP-ORG2-01	Thank you for the opportunity to comment on the February 20, 2017 Supplement to the Draft Environmental Impact Report for the City's Comprehensive Plan Update. We understand that in the Final EIR, the City will respond to the comments the University submitted on June 3, 2016, addressing the February 2016 Draft EIR for the Comprehensive Plan Update. Accordingly, the comments below address only: 1) new questions raised by the Supplement; 2) updates to certain comments we made on June 3, 2016; and 3) requests for corrections in a few instances where we believe the Supplement was intended to fully address our June 3, 2016 comments, but appears not to have entirely done so. As was the case in June 2016, we are submitting these comments on behalf of the University as a whole. We are also submitting a separate letter addressing issues specific to the Stanford Research Park. 1. Page 3-4: Although the Land Use section of the Supplement includes appropriate revisions in response to our June 3, 2016 comment letter regarding the City's sphere of influence, a similar section of the Project Description has not been revised. We request that this revision be made uniformly in the Final EIR.	Page 3-4 of the Supplement to the Draft EIR has been revised accordingly, as shown in Chapter 3 of this Final EIR.
SUPP-ORG2-02	2. Pages 3-12, 3-20: Scenarios 5 and 6 continue to state that the City might require "foregoing new natural gas hookups." The University's June 3, 2016 comment letter (page 9), noted that such a ban would not be feasible and was not consistent with the then-current draft of the City's Sustainability and Client Action Plan (S/CAP), which took a more pragmatic and gradualist approach to electrification. Similarly, the November 2016 S/CAP draft states: **2.3 Goal: Reduce natural gas use in building through electrification** Reduce natural gas usage through energy efficiency and conservation, followed by electrification of water heating, space heating and cooking where cost effective. Find ways to reduce or eliminate gas use by encouraging the more efficient gas or all electric appliances such as cook tops and clothe[s]s driers. **2.3.1 Strategy: periodically evaluate electrification of water heating and space heating for cost effectiveness and technical feasibility, and to identify barriers and policy levers.**	The comment is noted. Please note that the preferred scenario does not include the sustainability measure referred to by the commenter.

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Comment #	Comment	Response
	2.3.2 Strategy: Incentivize all-electric new buildings (NG-GAS-1) **2.3.3 Strategy: Develop options to incentivize electrification of existing buildings.** Through its new Central Energy Facility and related initiatives, Stanford has significantly reduced both its reliance on natural gas and its greenhouse gas emissions. The University recognizes, however, that natural gas hookups will remain necessary for various uses for the foreseeable future, and requests that the Final EIR and preferred scenario reflect the step-by-step approach included in the draft S/CAP rather than a sudden ban on natural gas hookups.	
SUPP-ORG2-03	3. Pages 3-18, 4.13-41: Scenarios 2, 5 and 6 identify 2040 County Expressway Study improvements. Those proposed improvements appear to include installation of a new trail on Stanford land near Page Mill Road. A bicycle and pedestrian trail in this location was part of the County's original plan for its S1 Trail, but the County decided to substitute a new alignment for the S1 Trail in a different location. Stanford has constructed the new S1 trail on its lands in the agreed-upon location.	The commenter's updated information is appreciated. Transportation improvements for the preferred scenario are described in Chapter 2 of this Final EIR and include support for the County's *Expressway Plan 2040* and implementation of the City's *2012 Bicycle + Pedestrian Master Plan*.
SUPP-ORG2-04	4. Pages 3-19, 3-24 and 4.13-4.14: The Supplement perpetuates the error, identified in our June 3, 2016 letter, of understating the number of housing units existing on Stanford lands in unincorporated Santa Clara County. This error may, in turn, contribute to the questionable conclusion, also noted in our previous letter (page 19) that vehicle miles traveled per capita on the Stanford academic campus are higher than in Palo Alto, despite the campus's student and faculty population and its success in meeting its no net new trips goal. We request that the housing unit numbers be corrected and the VMT conclusion be explained or corrected in the Final EIR.	Please see Response ORG7-05.
SUPP-ORG2-05	5. Draft EIR page 3-24: Although our June 3, 2016 corrections regarding the University's General Use Permit have been incorporated elsewhere in the Supplement, footnote 9 on page 3-24 of the Draft EIR has not been updated.	As noted in Response ORG7-10, the Project Description of the Supplement to the Draft EIR has been revised to incorporate the requested text revisions regarding the University's General Use Permit.
SUPP-ORG2-06	6. Page 4.2-27: The Supplement correctly no longer designates California Avenue south of El Camino Real as a "high Volume Roadway," but the Supplement does not remove the corresponding "screening buffer" designation from Figure 4.2-2.	At the request of the commenter, Figure 4.2-2 has been revised, as shown in Chapter 3 of this Final EIR.
SUPP-ORG2-07	7. Page 4.3-2: Please revise the fifth sentence under the heading "Stanford University Habitat Conservation Plan" to delete "and NOAA Fisheries," so that the sentence reads, "The HCP was a required element for the University's application to the USFWS for the ITP under the federal ESA."	Page 4.3-2 of the Supplement to the Draft EIR has been revised accordingly, as shown in Chapter 3 of this Final EIR.
SUPP-ORG2-08	8. Page 4.3-6 - 4.3-8: The discussion of Impact BIO-1 does not include all potential direct impacts to special-status species under Scenarios 5 and 6; nor does it describe the regulatory requirements that would address these potential impacts. We suggest that this	Scenarios 5 and 6 assume that grade separations would be installed at all at grade crossings in the Caltrain right-of-way. The grade separation project at Alma Street and Palo Alto Avenue is

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Comment #	Comment	Response
	section be revised to: • correct the discussion of the potential Alma/Palo Alto Avenue grade separation project that is included in Scenarios 5 and 6;	within HCP Management Zone 4. Any grade crossing project would be required to undergo separate review under CEQA and obtain any necessary resource agency permits for impacts to special-status species or water quality. While Scenarios 5 and 6 assume that these improvements would occur in Palo Alto, the City of Palo Alto is still developing specific proposals for these improvements and is still considering different alternatives for trenching, undercrossings, bridge types and sizes, and right-of-way designs. Any potential impacts resulting from future grade separation projects are beyond the scope of this EIR. Page 4.3-6 of the Supplement to the Draft EIR has been revised accordingly, as shown in Chapter 3 of this Final EIR.
SUPP-ORG2-09	• add the potential impacts of the proposed Page Mill Road widening and PageMill/Foothill Expressway grade separation under the County's 2040 Expressway Plan;	The February 2016 Draft EIR addresses the potential impacts of the proposed Page Mill Road widening, Page Mill/Foothill Expressway grade separation, and Arastradero/Foothill Expressway grade separation, as follows: "Scenario 2 assumes that the Page Mill Road expressway would be widened and that significant changes would be made to two intersections on Foothill Expressway (Foothill and Arastradero, and Foothill and Page Mill). These projects are included in planning documents prepared by Santa Clara County, which oversees expressway improvements, and these improvements will be required to undergo separate review under CEQA. While Scenario 2 assumes that these improvements would occur in Palo Alto, the City of Palo Alto is not the responsible agency for these improvements and any potential impacts resulting from these improvements are beyond the scope of this EIR." The same assessment is true for Scenarios 5 and 6.
SUPP-ORG2-10	• refer to regulations that can reduce impacts to special-status species to a less-than-significant level, similar to the discussion that is currently provided for sensitive natural communities under Impact BIO-2.	The Supplement to the Draft EIR only includes regulatory text that was changed from the February 2016 Draft EIR. The complete discussion of the regulatory setting is provided in Section 4.3.1.1 of the February 2016 Draft EIR, as revised by edits provided in the Supplement to the Draft EIR.
SUPP-ORG2-11	It is also important that statements suggesting that the Stanford HCP would mitigate impacts from development of non-Stanford lands be corrected. The HCP addresses only the impacts of activities on certain Stanford lands, including the Stanford Research Park	The Stanford HCP is a program that Stanford developed to mitigate impacts that activities on Stanford lands could have on federally-listed species that are known or suspected of occurring

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Comment #	Comment	Response
	and other Stanford lands in Palo Alto.	there. It is acknowledged that the HCP is not intended to mitigate for impacts generated outside of Stanford. Impacts to species on Stanford lands are mitigated through the HCP. These species are located on Stanford land, or could be found in Palo Alto open space properties, although activities that impact these species outside of Stanford lands are not covered by the HCP or ITP. The development scenarios do not directly impact the areas where HCP Covered Species are located, including both on Stanford land within Palo Alto or in Palo Alto open space. It is important to note that the HCP-related activities that Stanford is undertaking for California tiger salamander (CTS) reduce exposure to roadkill on Junipero Serra Boulevard, regardless of the source of traffic.
SUPP-ORG2-12	We recommend that the first paragraph of the Supplement's discussion of Impact BIO-1 be revised along the following lines: The Comp Plan Update would substantially directly affect special-status species if it would allow development that would result in take of individuals, or removal of their habitat, without adequate mitigation. Although most or all private (residential and non-residential) development allowed under the Comp Plan Update is not expected to affect special-status species, both Scenario 5 and Scenario 6 assume infrastructure projects that are in the early planning stages and may have the potential to affect such species. The first is a grade separation project at the intersection of the Caltrain tracks with Alma Street and Palo Alto Avenue. This project has not yet undergone environmental review and would be constructed adjacent to San Francisquito Creek, which provides habitat for federally threatened winter run Central Coast steelhead. If construction of the grade separation might affect this habitat, review by the City, the Regional Water Quality Control Board, the California Department of Fish & Wildlife, NOAA Fisheries, and potentially the U.S. Army Corps of Engineers would be required. Review by these entities pursuant to CEQA, the federal Endangered Species Act, the Clean Water Act, the Porter-Cologne Act, and NEPA would result in mitigation or avoidance of impacts or in disapproval of the grade separation project. Second, Scenarios 2, 5 and 6 assume implementation of the County of Santa Clara 2040 Expressway Plan (with Scenario 2 assuming additional general-purpose lanes on Page Mill Road and Scenarios 5 and 6 instead assuming HOV lanes). The draft 2040 Expressway Plan includes widening of Page Mill Road between the I-280 interchange and Foothill Expressway as well as a grade separation project at the intersection of Page Mill Road and Foothill Expressway. Construction of parts of these projects would occur in areas that are	Page 4.3-6 of the Supplement to the Draft EIR has been revised in response to this comment, as shown in Chapter 3 of this Final EIR. Text has been revised on page 4.3-6, so that it now reads: The Comp Plan Update would substantially affect special-status species if it would allow development that would result in take of individuals, or removal of their habitat, without adequate mitigation. Although most or all private (residential and non-residential) development allowed under the Comp Plan Update would not directly impact special status species, both Scenario 5 and Scenario 6 assume grade separation projects at all at-grade crossings of the Caltrain right-of-way, including the one at Alma Street, near San Francisquito Creek, which provides habitat for the federally listed (Threatened) winter-run Central Coast steelhead. Caltrain would be the lead agency for all these projects, including the grade separation project at Alma Street. Any grade crossing project would be required to undergo separate review under CEQA and obtain any necessary resource agency permits for impacts to special-status species or water quality. While scenarios 5 and 6 assume that these improvements would occur in Palo Alto, the City of Palo Alto is not the responsible agency for these improvements and any potential impacts resulting from them are beyond the scope of this EIR. If construction of the grade separation at Alma Street were to affect

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Comment #	Comment	Response
	biologically sensitive, particularly for the red-legged frog. (See Draft EIR Figure 4.3-1, depicting Zones 1, 2, and 3 of the Stanford HCP.) These impacts will require analysis when the County conducts its CEQA review of the proposed 2040 Expressway Plan, and may require review by the Regional Water Quality Control Board, California Department of Fish & Wildlife, U.S. Army Corps of Engineers, and the U.S. Fish & Wildlife Service. Review by these entities pursuant to CEQA, the federal Endangered Species Act, and potentially the Clean Water Act, the Porter-Cologne Act, and NEPA, would result in mitigation or avoidance of impacts or in disapproval of the project.	San Francisquito Creek, review by the City, the Regional Water Quality Control Board, the California Department of Fish and Wildlife, NOAA Fisheries, and potentially the U.S. Army Corps of Engineers would be required. Compliance with CEQA, the federal Endangered Species Act, the federal Clean Water Act, the state Porter-Cologne Act, and the federal National Environmental Policy Act would result in minimization/avoidance or mitigation of the impacts.
SUPP-ORG2-13	We request that the last sentence on page 4.3-6 be revised as follows: "The potential impacts to California tiger salamander as a result of increased traffic on Junipero Serra Boulevard generated by Stanford development under the scenarios are addressed through specific measures that are being implemented in the Stanford HCP."	Page 4.3-6 of the Supplement to the Draft EIR has been revised in response to this comment, as shown in Chapter 3 of this Final EIR. This issue was carefully considered in the February 2016 Draft EIR (see pages 4.3-34 to 4.3-35), including communications with Stanford University representatives. It is agreed that the HCP only mitigates for impacts caused by development on Stanford lands, however, in this particular situation, the measures that Stanford will be implementing reduce CTS mortality on Junipero Serra Boulevard, regardless of the source of the vehicle traffic.
SUPP-ORG2-14	We request that the second-to-last sentence on page 4.3-7 be revised to state: "With the possible exception of certain assumed infrastructure improvements that would undergo separate environmental review, neither scenario would directly impact special-status species or remove the habitat of special-status species."	Page 4.3-7 of the Supplement to the Draft EIR has been revised in response to this comment, as shown in Chapter 3 of this Final EIR.
SUPP-ORG2-15	9. Pages 4.3-8 and 4.3-9: The potential for the Alma/Palo Alto Avenue grade separation, Page Mill Road widening and Page Mill Road/Foothill Expressway grade separation to affect sensitive natural communities (Impact BIO-2) and movement corridors or wildlife nursery sites (Impact BIO-3), in the absence of mitigation through compliance with regulations, should also be addressed in the Final EIR. The City's creek setback requirements for new development are also relevant to these impacts, but are not currently discussed.	The Page Mill Road widening, and Page Mill Road/Foothill Expressway and Arastradero Road/Foothill Expressway grade separation projects were addressed in the February 2016 Draft EIR (see pages 4.3-38 to 4.3-39). The Caltrain grade separation at Alma Street would be addressed in a similar way and would be a separate project subject to future environmental review. Please also see Response SUPP-ORG2-09, Response SUPP-ORG2-12, and Response SUPP-ORG2-14.
SUPP-ORG2-16	10. Section 4.10 of the Supplement does not correct the text (page 4.10-6) and figure (4.10-2) from the Draft EIR indicating that all of the Stanford University academic campus constitutes a noise-sensitive land use.	Please see Response ORG7-36.
SUPP-ORG2-17	11. Page 4.11-1: A mistake was made in revisions to the last full sentence on the page. "1,884 housing units in added from 2000 to the SOI in 2014" should be "1,884 housing units in the SOI added from 2000 to 2014."	Page 4.11-1 of the Supplement to the Draft EIR includes revisions to reflect the requested edits.
SUPP-ORG2-18	12. Page 4.14-32: Please revise the seventh line in the "Existing Conditions" section as	The information in the Supplement to the Draft EIR is consistent

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Comment #	Comment	Response
	follows: "Stanford's Central Energy Facility produces electrical and thermal energy for the main Stanford campus."	with the information provided in the comment.
Members of the Public		
SUPP-PUB1	Nancy Adler, March 20, 2017	
SUPP-PUB1-01	Due to community concerns over both Transportation and School plan impacts shown in the plan, I ask the Council to delay action by 2 weeks to allow full newspaper coverage. Informed and engaged citizens are necessary to achieve full public confidence in the Comp Plan and City Council. Thank you.	The City has provided a 49-day comment period on the Supplement to the Draft EIR, consistent with CEQA requirements. This follows a 124-day comment period on the February 2016 Draft EIR. The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB2	Todd Collins, March 20, 2017	
SUPP-PUB2-01	Please accept the below email as comments on the Draft EIR for the Palo Alto Comprehensive Plan. I request that the City review the impact of the proposed housing plans on the PAUSD schools, addressing the concerns and questions below.Thank you,Todd Collins ---------- Forwarded message ---------- From: Todd Collins <todd@toddcollins.org>Date: Mon, Mar 20, 2017 at 8:38 AM Subject: Important for Tonight's Meeting - Impact of Housing Scenarios on PAUSD Schools To: city.council@cityofpaloalto.org Cc: Hillary.gitelman@cityofpaloalto.org, CityMgr@cityofpaloalto.org, Max McGee <mmcgee@pausd.org>, Cathy Mak <cmak@pausd.org>, Robert Golton rgolton@pausd.org Dear Council Members,I have reviewed the updated Supplement to the Draft EIR for the Comprehensive Plan Update as it relates to our PAUSD schools, and I have some serious concerns.Please note that I am not speaking for the school board, which has not discussed this matter, but only for myself. I do have the additional qualification of having led a major part of the District's enrollment forecasting efforts in 2015-16, and as a result I am very familiar with the underlying data and forecast assumptions, as well as the District's current physical school capacity and available school sites. **Preliminary points:** • the Draft EIR mistakenly lists Elementary grades as "K-6" and Middle School grades as "7-8." Of course the correct grades for all of PAUSD are K-5 and 6-8. It is not clear whether this is simply a labeling error or if the student numbers are mis-counted for those levels.	Please see Response SUPP-GOV4-01.

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Comment #	Comment	Response
SUPP-PUB2-02	• the PAUSD Board has not been presented with the Draft EIR scenarios or discussed them. I am not aware that the PAUSD staff has done any analysis on these scenarios either. It seems important that the Council and City should coordinate and get input from the Board and the District before moving ahead with such an important decision.	The City appreciates the commenter's effort in reaching out to start a dialogue. The City has met with the PAUSD and accepted Letter SUPP-GOV4 which was received from the District on April 12, 2017.
SUPP-PUB2-03	**My observations:** • The estimated enrollment for all EIR scenarios is potentially under-forecast by 30-40%. This is the result of using a "multi-family" apartment unit student generation rate throughout. In fact, the vast majority of housing built in the last several years has not been multi-family apartments, and has generated substantially more students per unit than forecast.	Please see Response PUB14-08 and Master Response 2.
SUPP-PUB2-04	• Even multi-family apartment units, depending on their configuration, have generated very different levels of students, from almost zero (Treehouse) to 0.7 students/unit (801 Alma).	Please see Response SUPP-GOV4-04 and Master Response 2.
SUPP-PUB2-05	• **PAUSD has a limited number of available school sites held in reserve -** Garland, 525 San Antonio, Fremont Hills, Cubberley, and, under certain circumstances, Ventura.Garland (5 acres) is suitable for an elementary school only. • 525 San Antonio is sub-scale (3 acres) for a school site. It could be combined the Greendell pre-school site, but then a new facility would be required for the pre-school program (no obvious choices is available)o Fremont Hills is located far from where any new housing is likely to be built. • Cubberley is available for a new school site. At 35 acres, the site is materiallysmaller than our current high school sites (45+ acres) and larger than our middleschool sites (<30 acres) • Ventura can be repurchased by the District at a discount to FMV; this site is smaller than all current elementary school sites and has no room for expansion. • Note that there is NO site available in the district for a third high schoolcomparable in size or facilities to the existing two high schools.	Please see Response SUPP-GOV4-03 and Master Response 2.
SUPP-PUB2-06	• **The enrollment capacity listed in the Draft EIR on page 4.12-2 overstates functional capacity at each level by 5-10%.** PAUSD has learned from experience that operating at or near 100% enrollment capacity creates a host of problems that make it unsustainable, including student overflows, lack of swing space, meeting space, art/music space, pull-out instruction space, teacher collaboration space, storage space, etc. Functional capacity is between 90-95% of theoretical capacity.	Please see Response SUPP-GOV4-02 and Master Response 3.
SUPP-PUB2-07	Please review the attached analysis, which shows the number of additional schools, by level, required for each Draft EIR Scenario, both per the EIR Supplement and assuming more conservative (and more appropriate in my view) student generation rates.	The City appreciates the commenter's input. Please see Master Response 2, which explains the rationale for the impact finding in the EIR and provides a range of enrollment numbers for the preferred scenario. The draft Comp Plan proposed for adoption

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Comment #	Comment	Response
	Based on this analysis, in my view, only Scenarios 1 & 2 can safely be said to fit within available District capacity, including available new sites. Scenarios 3 through 5 would stretch beyond current limits and require some combination of larger class sizes, widespread and permanent use of portable classrooms (absorbing play and open space), or new schools sites that currently do not exist. Scenario 6 under any assumption exceeds available capacity and would require new sites or significant crowding.	has also been modified to include Policy L-2.11 regarding continued coordination between the City and the school district on this issue.
SUPP-PUB2-08	**Important Factors Not Considered**In addition to basic capacity analysis, there are important factors omitted from the Draft EIR analysis which will impact the physical capacity of the schools during the forecast period.• **Bubble Effect -** None of the scenarios take into account the "bubble" effect thataccompanies rapid development, and which PAUSD is currently experiencing due to rapid housing growth in 2008-2011. When new housing is built, families tend to move in with young children, not a mix of young and older. This means than rather than spread across the grades, as assumed in the Draft EIR Scenarios, they are concentrated in a few grades - a bubble. This places huge pressure on physical capacity at individual sites, as well as the need to shift staff year by year, creating uncertainty and turnover among the teaching staff. In PAUSD today, our middle schools are at or above capacity; our high schools expect to grow by 15-20% over the next 3 years; while our elementary schools are sharply shrinking. This roller-coaster effect is an expected impact of rapid and large scale housing development.	Please see Response SUPP-GOV4-05.
SUPP-PUB2-09	• **Stanford Expansion -** Stanford's new GUP application calls for 550 additional family housing units, plus 900 graduate student units. Under the current GUP, Stanford is in the process of building a net new 2000 graduate student units. The grad student units, while "non-family," have in the past driven increased enrollment due to "displacement effect," as grad students moved on campus, leaving behind units available for families with children. Altogether, it seems likely that Stanford's housing growth will generate between 500-1000 new students for the District, the equivalent of 1.25-2.5 elementary schools or an entire middle school. This count is not included in the analysis, but will consume the District's limited available capacity.	Please see Response SUPP-GOV4-06.
SUPP-PUB2-10	• Teacher Housing - PAUSD is exploring an innovative effort to build affordable teacher and staff housing on under-used sites, such as Cubberly and 525 San Antonio. This effort could be extremely effective in recruiting and retaining teachers and bringing teachers back into our community, as well as relieving housing pressure and reducing traffic, with no required taxpayer subsidy. But this can only happen if currently unutilized school sites can be safely put to use - if high enrollment growth must be planned for, available sites must be held back. A cost of high-growth plans in general housing will be the loss of teacher-specific housing.	Please see Response SUPP-GOV4-07.

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Comment #	Comment	Response
SUPP-PUB2-11	*Table: Draft EIF [sic] Supplement Scenario Analysis Impact on PAUSD Enrollment vs. Capacity* *19-Mar-17*	This table is referenced in Comment SUPP-PUB2-07. Please see Response SUPP-PUB2-07.
SUPP-PUB3	Bob Moss, March 20, 2017	
SUPP-PUB3-01	The staff report on the Comprehensive Plan EIR appears to have some errors in the data on housing impacts that should be addressed and corrected as needed. My comments are based on both data from a variety of sources and statements made in the past by former city planning directors and traffic engineers.Packet p. 442 tabulates the projected costs from 6 scenarios. Cost impacts fromresidential development range from $927/unit/year for the lowest growth of 2720 units to $897/unit/year for the highest growth of 6000 units. This cost seems low. Some of you may recall that several years ago City Manager Keene in his introductory remarks t *[sic]* a city council meeting said that the net cost/residential unit was almost $2800/year. When I was helping to incorporate Rancho Palos Verdes in 1971 I was charged with determining the expected revenue and service costs/residential unit. At that time cost to service residential units was $750/year. Even if service costs have not risen in the past 45 years, in today's dollars that would be over $2500/unit/year. The net cost of residential development to the Palo Alto budget is grossly understated.	The comment refers to fiscal issues and does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB3-02	Traffic impacts on p. 402 seem to be understated. Scenario 6 is projected to create 5600 fewer car trips than scenario 4 even though Scenario 6 has 2000 more housing units. Multifamily housing normally generates about 8 vehicle trips/unit/day. The % of people driving alone is assumed to stay at 58.6% for both Scenario 4 and Scenario 6 per the table, so the number of car trips for Scenario 6 should be at least 4500 trips/day higher, and total trips for Option 6 should be closer to 470,000 than 457,633. Of course, the claim will be made that more people will take transit than drive, but the % taking transit, biking, and walking is the same in the table, so more housing units = more vehicle trips. BTW several years ago, I was talking to the man who was then chair of the homeowner's association at Palo Alto Central, the condos next to the California Ave. Cal train station. He had recently polled his neighbors and found that 85% drove to work, only 15% took transit. Hard to live any closer to transit, but people still don't use it.	This comment compares the number of vehicle trips projected under Scenario 4 (463,255) and Scenario 6 (457,633), as presented in Table 4.13-12 on page 4.13-22 of the Supplement to the Draft EIR. As noted in the comment, Scenario 6 includes more housing units than Scenario 4. However, Scenario 6 includes far fewer new jobs (8,868) than Scenario 4 (15,480). Thus, the reason that the model projects fewer vehicle trips under Scenario 6 than under Scenario 4 is due to the lower number of new jobs assumed. The trips generated by Scenario 6's higher number of new housing units is more than offset by the lower number of trips generated by fewer new jobs.
SUPP-PUB3-03	I suspect the number of current and projected jobs shown on p. 407 is understated. The business registry still has not had responses from a significant number of local businesses, and probably won't have a full update until later this summer, if then, as a number of businesses have been ignoring the requirement to respond. The fine for failure to respond is the same as the cost of obtaining a license and filling out lots of data on the business, so many businesses seem to have decided it is easier to just pay the fine and not provide time-consuming data reports.	The existing jobs numbers in the EIR are derived from data in ABAG's *Projections 2013*, which provides data for 5-year intervals, and are not based on the business registry. City staff interpolated 2010 and 2015 jobs data to develop jobs numbers for the EIR's baseline year of 2014. Job projections for 2030 were developed using professional judgement based on the key components of each scenario.

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Comment #	Comment	Response
	Since so much data is lacking or questionable, it is too soon to select a "preferred scenario". I urge the council to defer action until all the data required, such as that noted above, is obtained and verified.	
SUPP-PUB4	Tirumala Ranganath, March 20, 2017	
SUPP-PUB4-01	I am writing as a long term resident of South Palo Alto who is concerned about the alarming turn of events in the direction of the new City Council's plan to first, gut the community based Comprehensive plan that was worked on for two years in a thoughtful, systematic and deliberate manner and second to sign onto Scenario 6 !The so-called Scenario 6 housing growth plan appears to be an unreasonable and poorly thought out attempt to ram through an enormous number of housing units over the next 14 years. I would respectfully urge you to not choose the Scenario 6 housing growth plan. I believe this would be an unmitigated disaster for the many quality of life issues, on so many levels that, I am left speechless. PLEASE DON'T TAKE THIS ROUTE.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR. Scenario 6 was not selected as the preferred scenario, which is described in Chapter 2 of this Final EIR.
SUPP-PUB4-02	Most of the residents in Palo Alto do favor more and especially better-priced housing here, but that is consistent with the city's ability to absorb its impacts. If one goes out during the morning commute hours (that are already quite drawn out), one can see the traffic issues on all of the main thoroughfares, such as the Page Mill/Oregon corridor, the El Camino corridor, the Charleston/Arastradero corridor, the Alma corridor, the Middlefield corridor, the Embarcadero corridor, the University Avenue corridor and last but not least the Park Blvd corridor in the vicinity of Groupon and onto California street. It is imperative that the City council take note of these traffic bottlenecks before signing onto any new proposals of housing growth within the town.	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB4-03	It is absolutely essential that traffic as a city wide problem needs to be addressed in a much more comprehensive manner. A great first step would be to hire a proven and reputable outside to carry out the traffic study. I believe the record of the existing traffic studies and their implementation (resulting in the kind of grid lock we see today), begs for a more comprehensive approach.	The traffic analysis conducted for the Comprehensive Plan Update was conducted by Hexagon Transportation Consultants, Inc. following standard methodologies. Hexagon is a consulting firm with a long record of providing comprehensive and independent analysis to Bay Area cities. The Comprehensive Plan Update includes a comprehensive, citywide approach to traffic analysis.
SUPP-PUB4-04	The plan for 6,000 new units by 2030 would TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades, is not a sensible way to go. I believe taking this route will guarantee a serious backlash from the community along the lines of what happened with the Maybell Avenue project of the not too distant past. Few reasonable people would agree to this, 6000 units by 2030 plan.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR. See Chapter 2 of this Final EIR for a description of the preferred scenario.

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Comment #	Comment	Response
SUPP-PUB4-05	There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc can be actualized only if the city plans to prevent the new residents of these units to own cars ! Surely this cannot be a serious idea that the City Council is contemplating. So, please back off and reconsider, no matter how much pressure " developers " put on you. If one were a developer, it would be an economic bonanza to be allowed to build housing units in Palo Alto - one would make a killing! I for one can understand that, but as a resident who is concerned about the quality of life questions, I don't want to sign up for the developers making a killing at the expense of the rest of us! It is certainly not in the best interest of the residents to sign up for this kind of a situation and I would expect the City council to weigh-in, in a very carefully thought out way.Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgment, that Palo Altans will be happy with in the long run. Thanks for your attention in reading my input.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB5	Peter Rosenthal, March 20, 2017	
SUPP-PUB5-01	As a longtime Palo Alto resident I am glad that Council is reconsidering incorporating the Program Elements back into the comprehensive plan. I think this is a wise move. I would urge you to postpone a decision on the 6 different scenarios for several weeks, to allow sufficient time for the community and the media to more fully flesh out the implications of each of these scenarios and to give residents sufficient time to more fully consider the broader impacts of each of these plans on the future of our community.	The City published the February 2016 Draft EIR on February 5, 2016, and closed the public comment period on June 8, 2016, allowing a public comment period of 124 days. The City has further provided a 49-day comment period on the Supplement to the Draft EIR, exceeding CEQA requirements. On March 20, 2017, the City Council provided direction to City staff on its preferred scenario, as described in Chapter 2 of this Final EIR. The preferred scenario will not be finally adopted until the City Council considers and approves the draft Comprehensive Plan Update this fall. Public input on the draft will be accepted as part of the Council's public hearing on the draft Comp Plan.
SUPP-PUB5-02	I am concerned that many of the proposals do not adequately address the impacts on traffic, parking, school enrollment and general livability that are all important to mainting *[sic]* the character of our city.	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR. The preferred scenario that is being pursued by the City is described in Chapter 2 of this Final EIR.
SUPP-PUB6	Greg Schmid, March 20, 2017	
SUPP-PUB6-01	One of the critical goals of the DEIR is to assess consistency among the Elements. It is important that assumptions are aligned and that impacts are identified.The Council's preferred scenario for net new office/R&D would yield up to three million square feet of	Please see Response PUB14-02.

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	new construction during the period 2015-2030, exempting only the SUMC area that was removed from the cap in 2011. Of the 3m in total, 1.3M square feet has already been approved at the SUMC and 1.7M remains under the existing cap.It is important to note that the three million square feet of additional space would be a major increase in non-residential construction compared to historic periods. Between 1989 and 2015, total construction (including both 'monitored' and 'non-monitored' sites) averaged 94 thousand square feet per year, about one half of the projected 2015-2030 average of 200 thousand sq ft. per year. Even if we excluded the SUMC 1.3m sq ft, that would drop the 2015-2030 average to 113 thousand sq ft per year, it would still be about double the 57 thousand that were included in the 'monitored' 1989-2015 total (that basically excluded health care and non-profit facilities). (Existing Conditions Report, August 2014, Table A.3).	
SUPP-PUB6-02	The impact of this doubling in the rate of commercial/R&D space would certainly exacerbate the traffic and parking concerns already identified by residents in the Annual Citizens Survey from existing developments. The City has been monitoring Downtown parking since 1989. In its most recent report, the City estimated the Downtown parking deficit at 777 (Downtown Monitoring Report 2013-2015). The deficit is actually larger since the Downtown Residential Parking Permit program has issued approximately 1400 commercial permits, well above the identified deficit. There are now at least four other neighborhoods working on local RPP programs and the City is still assessing numbers, placements and costs. The City is also supporting the initiation of a Transportation Demand Management Plan to deal with peak hour traffic and parking. Both the TDM and the RPP programs are targeted to mitigate existing as well as new demand. But, note that the Transportation Element (Trans-1 Mitigation) states that it will "adopt a program with goal of achieving no net increase in peak period motor vehicle trips from new development". It is hard to build credibility in a program that is expected to mitigate new development without having a strong handle on existing deficits.	As noted above, the preferred scenario would not double the rate of commercial/R&D space. Averaged over 15 years, the available square footage under the cumulative cap would be 112,000 instead of 94,000, but for the first time, the conversion of existing retail and warehouse space to office/R&D would count towards the cap. The comment cites the parking deficit estimated in the City's Downtown Monitoring Report 2013-2015 and suggests that the "existing deficit" in peak hour traffic should be quantified. The EIR is not required to assess parking deficits and analyzes changes to the level of service of key roadway segments, freeway segments, and intersections. This analysis, and the mitigation measures that result, follow the methodology that is standard in traffic analyses.
SUPP-PUB6-03	Effective traffic and parking mitigations cost money. The most effective program in the City is the City's accord with SUMC. There, SUMC has agreed to get 36 percent of all workers into non single occupancy vehicles and has pledged the equivalent of $2.5million per year to reach that goal (SUMC Annual Report, 2014-2015, pages 10-12). Any effective program needs to have an adequate cash supply to provide realistic alternatives.	Every new project development over a certain size will be required to prepare a TDM plan, in accordance with Mitigation Measure TRANS-1a, and will need to commit to its implementation. That commitment includes financial support for the TDM measures included in the plan. The specific TDM measures and financial resources needed to implement them will vary by the size and other specific characteristics of the proposed projects, most of which would be far smaller than the Stanford University Medical Center. In addition, Mitigation Measure

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Comment #	Comment	Response
		TRANS-1a requires new development projects to pay a Transportation Impact Fee. The amount of the fee will be determined through the Nexus Study that is currently underway.
SUPP-PUB6-04	The traffic analysis seems understated. A number of key intersections are left out of the DEIR that have shown future F grades in recent traffic forecasts done for projects at 2555 Park and 1050 Page Mill (e.g., Middlefield/Oregon, Page Mill/El Camino, Page Mill/Hanover, El Camino/Grant).	At the commenter's request, the Supplement to the Draft EIR includes four intersections that were not included in the Draft EIR. Please see Response PUB14-03. The intersection of Middlefield Road and Oregon Expressway was one of the intersections added to the traffic analysis in the Supplement to the Draft EIR. The intersection of El Camino Real and Page Mill Road is included in both the February 2016 Draft EIR and the Supplement to the Draft EIR. The intersection of Page Mill Road and Hanover Street was considered for inclusion, but was not added because Hanover is not a major arterial and this intersection has already been studied extensively as part of the Page Mill Road Corridor Study and improvements have already been identified for it. The intersection of El Camino Real and Grant Road is in Mountain View and has been studied as part of the Mountain View General Plan.
SUPP-PUB6-05	Further the traffic analysis cites an F grade for 1-280/Sand Hill interchange but leaves out similar interchanges that are just as crowded: I-280/Sand Hill, 101/University, 101/Oregon, 101/San Antonio and, of course the 280 and 101 Freeways.	The traffic analysis includes an evaluation of freeway segments on both Interstate 280 and Highway 101 (see Table 4.13-18 on pages 4.13-35 to 4.13-36 of the Supplement to the Draft EIR). It also includes an analysis of all ramps leading to and from those freeway segments (see Table 4.13-19 on pages 4.13-39 to 4.13-40 of the Supplement to the Draft EIR).
SUPP-PUB6-06	In general, the traffic analysis seems to play down traffic moving westward in the morning and eastward in the evening to Highway 101 and the Bay crossings.	The travel demand forecasting model used in the traffic analysis assigns vehicle trips to roadway segments and freeway segments based on the locations of residences and employment in the entire Bay Area region. The projections of traffic flow in the morning peak hour and the evening peak hour are the result of that modeling process.
SUPP-PUB6-07	The water analysis (Appendix C, pages C-31 & 32) states that the available water will be the same whether we have a population increase of 6 thousand or 14 thousand, a job increase of 9 thousand or 15 thousand. The CEQA baseline availability is given as 12,983 AFY (including recycled water). This compares with an actual supply of 11,582 in 2015 (2015 UWMP, p 103). The assumption is that SFPUC supplies will rise from 10,724 AFY to 12,692 AFY over the next decade and use will fall per capita to meet availability. You are making big assumptions about drought, environmental issues and neighboring demands without	The City has an Individual Supply Guarantee (ISG) of 19,118 AFY from SFPUC. The cited CEQA baseline value of 12,983 AFY is the estimated baseline water demand as published in the Air Quality and Greenhouse Gas Emissions Modeling in Appendix C of the Supplement to the Draft EIR. The comment cites an actual supply of 11,582 in 2015 (2015 UWMP, p. 103). However, the City of Palo Alto 2015 UWMP does not show "actual supply" of 11,582 AFY in

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Comment #	Comment	Response
	any discussion.	2015 on page 103 of the UWMP; rather, the 2015 UWMP on page 103 shows a total retail demand of 10,177 AFY in 2015. Page 106 of the 2015 UWMP includes several "DWR standardized tables," including tables showing a) 10,724 AFY "Actual Volume" of water purchased from SFPUC in 2015 and b) 11,582 AFY of "reasonably available" "projected water supply" including recycled water. In any case, the City's 2015 UWMP projects the City's supply of SFPUC water (i.e., the ISG) will exceed the City's demand for SFPUC water through the horizon year of 2030 (see Table 4.14-3 of the Supplement to the Draft EIR). The analysis in the EIR relies in part on the 2015 UWMP (adopted May 2016), which by design makes reasonable assumptions about drought while comparing supply and demand.
SUPP-PUB6-08	The need for a steady stream of income from new jobs to offset the impacts of traffic, parking and water needs should be covered in the Fiscal Analysis. The main tax that business pays directly to the City is the Property Tax. Property Tax is the largest source of tax dollars for the City and the fastest growing. (It plays the same role for all local governments—School Districts, County, Community Colleges, Special Districts). If the City must pay towards the mitigation of growth on traffic and parking, a critical source will be from Property Taxes.	Regarding fiscal issues, please see Response PUB14-09. The City has prepared a fiscal analysis of the proposed Plan, which was released separately from this EIR.
SUPP-PUB6-09	The Fiscal Analysis estimates that the relative contribution of resident and employment uses are relatively balanced and will meet new demands (Fiscal Analysis, Figure B-1). Yet the key generator of additional Property Tax funds is property turnover.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB6-10	The Fiscal Analysis assumes that the turnover rate for residential properties over office/R&D is twice as high or 2:1 (Figure 13). This 2:1 figure does not seem remotely relevant for Palo Alto. Numbers for Assessed Valuation from Palo Alto's Comprehensive Annual Financial Report for 2010 and 2016 show that the tax generation differential between residential and non-residential based on turnover is on the order of 9:1 (The average annual rate of increase in assessed valuation between 2010 and 2016 for residential is 6.6% per year, for non-residential it is 2.5% per year. Subtract an annual increase of 2% from both since that is the automatic annual cap on valuation growth for unsold properties. That leaves comparable annual growth rates based on property turnover and new building of 4.6% for residential and 0.5% for non-residential or about 9:1.)	The comment pertains to the fiscal analysis prepared for the proposed Plan and does not address the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.

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Comment #	Comment	Response
SUPP-PUB6-11	In the long run, adding to non-residential properties relative to residential without mitigation has a serious long-term negative consequence for the tax burden on residents of the City.	The comment does not address the adequacy of the analysis contained in the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB6-12	Be explicit. Three million square feet of new commercial/R&D space for 2015-2030 has major consequences calling for substantial mitigations and the funds needed to meet the costs of effective mitigations.	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR. The preferred scenario that is being pursued by the City is described in Chapter 2 of this Final EIR.
SUPP-PUB7	Steve Levy, March 23, 2017	
SUPP-PUB7-01	The EIR is required to look at the impacts of changes in growth. However, there is a methodological flaw in this approach. The total impacts to a future point are the changes related to growth AND the changes related to the impact of trends and policies apart from growth.	The analysis in the EIR considers the potential impacts of the proposed Plan in the context of existing conditions and cumulative development. The analysis of potential impacts is based on the project as defined in Chapter 3, Project Description, of the February 2016 Draft EIR and Supplement to the Draft EIR, which includes buildout projects as well as policy directives, transportation and infrastructure improvements, and sustainability measures.
SUPP-PUB7-02	This note is oriented to the school impacts identified in the draft EIR and presented to council on March 20th. First, my conversation with Joanna indicated she selected the higher of alternative factors provided by the school district relating enrollment to new housing. I have two requests here 1) that the lower factors provided by the district be added to the EIR and	Please see Master Response 2, which explains that, while data that demonstrates decreasing birth rates is acknowledged by the City, no single data source can be known to accurately predict the future. The City believes that the PAUSD's own rates, which are based on recent development projects within the city, provide the best indicator of future student enrollment. No revision to the February 2016 Draft EIR or Supplement to the Draft EIR has been made.
SUPP-PUB7-03	2) that the EIR or at least to the council that a full explanation of the new factors and why they were changed.	Master Response 2 contains updated calculations to show a range of student enrollment effects that may occur as a result of the preferred scenario.
SUPP-PUB7-04	I am attaching a file that I complied from population projections developed by the California Department of Finance (DOF) and published in March 2017 and school enrollment projections published in December 2016. The data show that Santa Clara County is expected to add slightly more than 300,000 residents between 2015 and 2030 yet school age population is anticipated to decline slightly with a larger decline in the 5-13 age groups and a small increase in the 14-17 age groups.	Please see Response SUPP-PUB7-02.

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Comment #	Comment	Response
	This reflects two trends--1) falling birth rates and 2) a larger share of the population over 65. So for any school district it is important to assess the impact of these trends on the school age population in existing housing units, which I expect and the evidence indicates, will decline.	
SUPP-PUB7-05	The increment from new units is not the same as and is likely to be higher than the enrollment change taking into account what will happen in existing housing units. I am happy to meet if you wish and discuss this further.	The EIR analysis considers the expected number of new students from net new housing in the context of the overall student enrollment at PAUSD schools, which includes the existing housing stock.
SUPP-PUB7-06	*Table: From California Department of Finance, Population [sic] by age group* *Table: Projected California Public K-12 Graded Enrollment by County by School Year* *Table: Total Population [sic]*	This table is referenced in Comment SUPP-PUB7-04. Please see Response SUPP-PUB7-04.
SUPP-PUB8	Steve Levy, March 24, 2017	
SUPP-PUB8-01	I recommend grabbing a copy of the Post for today.Collins is quoted as saying birth rates are falling all around the region and the number of women in childbearing ages is falling.To reemphasize the clarification needed in the EIR and discussion of school enrollment it depends on1) the number of new housing units and how many kids, which depends on the type of unit and2) the number of women in childbearing ages and their fertility rates.Both parts of point 2 go to the importance of understanding and reporting on what will go on in existing homes.I think the EIR can be improved relative to the tables on pages 407 and 408 I think.	Please see Response SUPP-PUB7-02.
SUPP-PUB8-02	Remember the confusion council member Tanaka had on the small percentage difference between the fiscal impacts of scenarios RELATIVE TO THE BASE LEVELS. And my memory is thaT the fiscal study had %S IN THE REPORT	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PUB8-03	But the tables on 407 and 408 do not though one can infer them. So for vehicle trips, water use, GHG as well as population and jobs, an additional table showing changes relative to each other and to the base would be very helpful. THE IMPORTANT POINT IS THAT SUCH PERCENTAGES WOULD SHOW CLEARLY THAT WHAT HAPPENS TO THE EXISTING RESIDENTS AND WORKERS IS CRITICAL RATHER THAN SMALL CHANGES IN GROWTH LEVELS.	The comment is noted. Chapter 2 of this Final EIR presents a summary of the preferred scenario's potential impacts as total 2030 total values alongside the 2030 totals for existing conditions and Scenarios 1 through 6.

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Comment #	Comment	Response
	Do an example for trips or GHG and you will see the impact. It is a flaw in the EiR methodology but one that can be corrected.	
SUPP-PUB9	Steve Levy, March 26, 2017	
SUPP-PUB9-01	meant to say scenario 4 versus 3 and would like to know outside of the formal process whether scenario 4 trips are lower from mitigation as am going to PTC on Wednesday.	The trip numbers presented in the February 2016 Draft EIR and Supplement to the Draft EIR incorporate the sustainability measures and infrastructure improvements described in Chapter 3, Project Description, of the February 2016 Draft EIR and Supplement to the Draft EIR.
SUPP-PUB9-02	I made this spreadsheet to give staff an idea of how to include a more detailed comparison of alternatives in the final EIR.	The comment is noted. The City appreciates the information as compiled and presented by the commenter.
SUPP-PUB9-03	I want to point out the question about why trips in scenario 5 are fewer than in scenario 3 despite more jobs and housing.I think the answer if it is more mitigation measures and not an error is illuminating for thinking about growth impacts and policy.	As noted in Comment SUPP-PUB9-01, the comment is referring to Scenario 4 instead of Scenario 5. The motor vehicle trip data for Scenario 4 reflects the sustainability measures the pro-transit policy direction of Scenario 4, as is also illustrated by the increased mode share of non-automotive travel modes. Page 4.13-50 of the February 2016 Draft EIR states, "Scenario 4 would result in the greatest increase in the non-auto modes, with a total of 19.6 percent of travelers choosing to use transit, ride a bike, or walk. The significant increase in transit's mode share under Scenario 4 is consistent with that scenario's pro-transit policies, such as implementing BRT, providing free transit passes to Palo Alto residents who live near transit, and charging for parking in the Downtown and California Avenue areas."
SUPP-PUB9-04	As usual with the restricted EIR requirements, it is hard for policy makers to see how much more power there is in changing the behavior of existing residents and workers compared to small changes among feasible growth alternatives. I am around this week and then off to Cape Town and as always happy to come and chat. Staff could take this template and apply it to water, energy, GHG and the like.	The comment is noted. The City appreciates the information provided by the commenter.
SUPP-PUB9-05	*Table: Motor Vehicle Trips*	This table is referenced in Comment SUPP-PUB9-02. Please see Response SUPP-PUB9-02.

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Comment #	Comment	Response
SUPP-PUB10	Steve Levy, March 30, 2017	
SUPP-PUB10-01	For your discussion tomorrow with the District. The official long-term demographic projections are done by the California Department of Finance. They released a new set in January 2017 developed by Ethan Sharygin on their staff. Earlier I sent you a Santa Clara County file showing that with a population gain of 300,000 projected between 2015 and 2030, there are actually fewer K-12 age residents.	Please see Response SUPP-PUB7-02.
SUPP-PUB10-02	On Monday and again last night Todd Collins made a number of assertions about generation rates and fertility rates. I attach a statewide file showing the sharp drop in fertility rates (righ *[sic]* hand column) in the past decade and the projection that they will continue to decline, which is a more recent finding that whatever Collins was referring to when he said rates would stay flat. I have asked Ethan for the county rates, which in my memory were also declining when I reviewed the new projections under contract to SCAG.	Please see Response SUPP-PUB7-02.
SUPP-PUB10-03	For two reasons it is reasonable to conclude that generation rates for new housing will be lower than existing rates.One, even if fertility rates do not decline more the students in existing new developments were born in a time of higher birth rates. Even today's rates would produce fewer children per family.	Please see Response SUPP-PUB7-02.
SUPP-PUB10-04	Two, the projected continuing decline in birth rates would produce even lower generation rates.	Please see Response SUPP-PUB7-02.
SUPP-PUB10-05	The state department of finance is the authority on birth rate trends and Ethan consulted national, state and regional demographers when preparing the new population projections. This is not the expertise of school enrollment assessment firms.	Please see Response SUPP-PUB7-02.
SUPP-PUB10-06	Of course a major impact on enrollment will come from existing homes and these declining birth rates should, other things being equal, reducee *[sic]* the enrollment over time from the existing housing stock. I hope that good technical advice prevails and let me know if I can help. When Ethan responds about our county, I will pass it along.	Please see Response SUPP-PUB7-02.

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Comment #	Comment	Response
SUPP-PUB10-07	*Table: Calendar year age-specific fertility rates: historical and projected; California 1990-2040*	This table is referenced in Comment SUPP-PUB10-02. Please see Response SUPP-PUB10-02.
SUPP-PUB11	Fred Balin, March 31, 2017	
SUPP-PUB11-01	Hazards and Hazardous Materials Section The discovery of a new source of hazardous materials three years ago at the 1601 California Avenue site following building demolition (Trichloroethylene in particular) and follow-up resident-initiated expert testing in the adjacent neighborhood indicates that additional discoveries of hazardous materials in Stanford Research Park are still possible and that the spread of volatile organic compounds such as TCE is not completely identified. The draft EIR does not clearly and completely map the areas and extent of these hazardous materials and the danger they pose.	The discussion of Impact HAZ-4 in the February 2016 Draft EIR and Supplement to the Draft EIR evaluate whether future development allowed under the proposed Plan would expose future occupants or users of development sites to existing hazardous materials contamination in soil and/or groundwater at these sites. The discussion of Impact HAZ-2 discusses whether demolition of existing structures could potentially result in release of hazardous materials (including, but not limited to, asbestos or lead paint) into the environment. As development occurs under the proposed Plan, it will be subject to all existing regulations to reduce potential hazards associated with existing hazardous materials that may be encountered during construction. The EIR describes the existing regulations and procedures that are in place and would ensure that hazardous materials are appropriately handled and remediated (if required) on a project-by-project basis. The proposed Plan does not include any policies or actions that would exacerbate existing hazards. The proposed Plan includes policies intended to address concerns regarding existing hazards, including Policies S-3.2 and S-3.3. Under Policy S-3.2, the City will continue working with appropriate agencies to identify and clean up hazardous waste sites and contaminated groundwater. Under Policy S-3.3, the City will require, as part of development review, property owners and private entities to disclose the presence of contaminated soil or groundwater, identify potential health impacts, prevent vapor intrusion, and remediate contamination.
SUPP-PUB12	Steve Levy, March 31, 2017	
SUPP-PUB12-01	1) text and slides re the fiscal analysis are using language that suggest the fiscal benefits of each new resident are slightly larger than for each new employee.As council member Tanaka pointed out, this makes no sense.It is an artifact of a choice the consultant made that I flagged two years ago and which has not been changed. that decision was to attribute night time police work downtown to the employees of establishments rather	The comment pertains to the fiscal analysis prepared for the proposed Plan and does not address the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.

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Comment #	Comment	Response
	than to the rowdies.This is an even stranger decision (and to remain) since the consultants (fine folk all) did make the distinction of adding visitors as a category for attributing hotel and shopping center activity.Since the existing conclusion is illogical and has become political. the update should either change the balance (it simply involves moving one number between categories) or noting that choice and how it affects the resident/employee balance	
SUPP-PUB12-02	2) You now have information that the existing student generation rates reflect history and not the future (and did Jaonna *[sic]* ever clarify that the city was given a range and chose the high). The choice to say that new households either moving into new or existing homes will have the same generation rates as those coming from a cohort where birth rates were much higher is the same as the often stated and false implication that the next generation of Latino workers will have the same income profile as their parents despite knowing that their education and language skills are rising and already much higher than their parents. Readers of the EIR should be informed that birth rates have declined and are expected to fall more and, moreover, that the District consultant was not asked to project generation rates for 2030 and has no expertise to do so.	Please see Response SUPP-PUB7-02.
SUPP-PUB12-03	This is also political including a sitting school board member citing garbage to the council and PTC. As Cara wrote to the CAC it is against state law to deny housing related to potential enrollment. Finally I hope for changes and substantive responses, not claims that there is no time or we really appreciate your comments and will include them in the next Comp Plan EIR in 2030.	The comment is noted. The comment does not raise a specific concern regarding the February 2016 Draft EIR or Supplement to the Draft EIR. The commenter's specific concerns are addressed in the responses above.
Oral Comments		
SUPP-PH1	City Council Meeting, March 20, 2017	
SUPP-PH1-01	Council Member Holman: I have a different memory—I could be wrong—of that. In some of the things we have here—we recently, the majority Council, approved an ADU Ordinance that has not been analyzed in the EIR. It essentially is like a zoning change. Some people would say it basically changes much of Palo Alto to R-2 and allows a lot more housing density. Should that be included in analysis in the DEIR?	The 2030 buildout considered in the EIR includes a modest amount of new housing in Palo Alto's existing residential neighborhoods. It is assumed that most of this new growth would occur through accessory dwelling units. In this way, the EIR's growth projections consider potential development of accessory dwelling units at a general level, although their precise location

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Comment #	Comment	Response
		and design cannot be predicted with accuracy. The Comprehensive Plan does not prescribe specific changes to the regulations for secondary units; the accessory dwelling unit regulations were considered and adopted through a separate process.
SUPP-PH1-02	Council Member Fine: [...] One, a number of cities nearby us have recently adopted amendments or new General Plans. I'm wondering if you can give us—I should have asked you this last week; my apologies—some ballpark figures on what some of our nearby colleague cities have done in terms of new housing numbers, new job targets in their Comp Plans.	Please see Master Response 3, which discusses recent cumulative development projects that have been approved or adopted since the NOP for this EIR was issued.
SUPP-PH1-03	Council Member Fine: [...] One that stood out to me is Scenario 6, which has the lowest SOV trips, kind of the highest percentage of folks not driving alone. I'm wondering if you can figure out or explain why that is, what's helping to move folks away from cars in that scenario.	Page 4.13-25 of the Supplement to the Draft EIR states, "As shown in Table 4.13-15, all six scenarios are projected to result in a lower mode share for both of the Automobile modes (Drive Alone and Ridesharing) in comparison to existing conditions. [...] Scenarios 4 and 6 would result in the greatest increase in the non-auto modes, with a total of 19.6 percent of travelers choosing to use transit, ride a bike, or walk. The significant increase in transit's mode share under Scenarios 4 and 6 is consistent with the transit-supportive sustainability measures in those scenarios, such as implementing BRT, providing free transit passes to Palo Alto residents who live near transit, and charging for parking in the Downtown and California Avenue areas. [...] Scenario 6 results in more total trips than Scenario 5, which is consistent with the fact that it includes the same number of new jobs as Scenario 5, but more housing than any of the other scenarios. Scenario 6 would result in a mode split that is almost identical to the mode split under Scenario 4, which is consistent with their similar sustainability measures. "
SUPP-PH1-04	Council Member Filseth: Thank you. When we do the Final EIR, there is some stuff going on with Stanford during the same timeframe, both the existing 2,000 graduate student expansion and the GUP expansion. What's the interaction between that and the EIR? Is the EIR going to consider that as well or how is that going to work? Ms. Gitelman: I'm going to start the response, and then I'll let Joanna Jensen, who's joined us, maybe polish up. There are really two responses to that. First, it's hard to—EIRs take a long to prepare. The rule basically is when you begin, when you issue your Notice of	Please see Master Response 3, which discusses recent cumulative development projects, including Stanford University's expansion that have been approved or proposed since the NOP for this EIR was issued.

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	Preparation and start the process, you're required to use the information that is known at that time about the future. We did that. As you say, things have transpired since then, the additional housing units at Escondido Village and now the new GUP proposal. We do talk about cumulative impacts in this EIR in a non-quantified way. We've tried to draw a broad-enough net that we have some coverage for this additional development. Joanna, did you want to add anything? Joanna Jensen, PlaceWorks: I think that's accurate. We'll be able to provide more specific quantification in the Final EIR about what is included in the cumulative impact analysis for the Stanford area. Council Member Filseth: The Stanford expansion is like 4 million square feet or something like that. It's a lot. It's as big as another Downtown in Palo Alto. It's an outlier. It's a fairly material case. If we don't factor it in, the odds of us being off and skewed are pretty high. I understand the issue.	
SUPP-PH1-05	Vice Mayor Kniss: Earlier today Ms. Gitelman, we had a conversation about numbers. I thought if we looked at the past briefly, that might help us predict the future. My recollection is in 1970 we had around 55,000 people, as we did in 2000. By 2012, we had about 65,000 people. We've had one period where we've jumped ahead almost 10,000 people. My question back to you was how many houses were built during that time that accommodated an extra 10,000 people. Roughly, I know it doesn't quite go in 10-year increments. Ms. Gitelman: I'm not going to be able to answer with specificity. We do have a range of assumptions here. Scenarios 1 and 2 reflect our long-term average in terms of producing housing units. There have been some periods in Palo Alto where we've produced housing units at a faster rate. The period from 1998 to 2006, we produced over 200 units per year; 214 was the number. Overall in this period that we look back on, it was about 180 units per year. Again, the scenarios reflect that; although, some of the higher scenarios go beyond our historic average by quite a bit. Vice Mayor Kniss: My point being that even in that period of time—I know in 2008 or 2009, somewhere in that period of time, it was perceived that we built a great deal of housing in Palo Alto. Yet, it doesn't sound as though it ever averaged over about 200 houses a year. Is that right? As we look at this tonight, I know there's a lot of hope about more housing. I'm delighted we've added the ADUs. Unless things change dramatically—we'll probably	The comment does not raise a specific concerns regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.

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Comment #	Comment	Response
	discuss that during the evening—it's difficult to find the land, the permits and so forth to go over that 200, I think you said. Maybe one year there was actually 241 homes built. That was probably an unusual year. I've run out of my time. Thanks.	
SUPP-PH1-06	Council Member Kou: […] My question is mainly how much interaction and communication have you had with the schools in terms of looking at all these numbers that are coming up with the growth rate.	The City consulted with PAUSD representatives during the preparation of the February 2016 Draft EIR, Supplement to the Draft EIR, and Final EIR, to ensure that the EIR preparers properly understood the District's student generation rates. Please also see Master Response 2, which provides a detailed description of the analysis of impacts to schools.
SUPP-PH1-07	Council Member Kou: I just want to ensure that with Palo Alto's rate of growth we have to also take into consideration the Stanford GUP, where they have a whole bunch of housing coming up as well. That's a large number for the schools to accommodate.	Please see Master Response 3, which discusses recent cumulative development projects, including Stanford University's expansion, that have been proposed since the NOP for this EIR was issued.
SUPP-PH1-08	Council Member DuBois: Several questions, so short answers are appreciated. How will significant impacts in the EIR be determined when we're mixing and matching? There are several that say they have significant impacts. If we pick the largest jobs growth and the largest population growth, how will we know if that triggers unmitigable impacts?	Please see Chapter 2 of this Final EIR, which describes the preferred scenario and provides evidence that the impacts of the preferred scenario fall within the range of impacts analyzed for Scenarios 1 through 6.
SUPP-PH1-09	Council Member DuBois: You kind of touched on this, but it's still not clear. We had this 2014 Notice of Preparation. We've included some updates. How are you deciding what to include, things that have changed? We added the S/CAP impact, I think. What are we including, not including as we update?	The Supplement to the Draft EIR identifies revisions to the environmental setting in strikethrough and underline formatting. Please also see Master Response 3, which discusses cumulative development projects that have been approved or proposed since the NOP was issued.
SUPP-PH1-10	Herb Borock: […] In regards to the housing allocation set by the State and by ABAG, we'll essentially have a check-in point somewhere in the middle of the current Comprehensive Plan, in 2023. Perhaps the EIR can be looking at how that time point can be used in determining decisions to go forward rather than having a firm number of units past that date. ...	The City monitors development on an annual basis as part of meeting its State housing planning requirements. The City will continue to monitor development and will consider growth in the context of the amount of growth that was considered in this EIR. It is also expected that the Comp Plan will be updated, at least in part, prior to the 2030 horizon year of the proposed Plan, at which point the City will reevaluate its growth assumptions and plans.
SUPP-PH1-11	Hamilton Hitchings: The following are my personal comments. Many people have expressed the desire to focus on housing rather than office. Housing is the primary limiting factor for regional job growth. New office development removes sites and square footage that could be used for housing. San Jose continues to remain a better-suited place for job growth because of its superior transportation infrastructure and location to support it in a way that Palo Alto will never be able to match. Every time you allow more office growth, such as by removing the limit on office growth Downtown or watering down an office cap	The opinion of the commenter is noted. As stated in Mitigation Measure TRANS-1a, these reductions are "deemed aggressive, yet feasible." Nevertheless, this impact remains significant and unavoidable because all of the scenarios would still result in some impacted intersections, both because of growth in Palo Alto and regional growth.

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	with multiyear rollovers, you're reducing the rate and amount of housing that will be built in Palo Alto. The EIR makes optimistic assumptions about transportation infrastructure, such as a 45 percent reduction in peak car trips Downtown via a TDM. Let's not base growth plans on best case scenario assumptions to support a 21 percent population growth in 15 years.	
SUPP-PH1-12	Robert Moss: [...] The traffic counts. You look at the table, and it talks about a lower increase in traffic with 6,000 units than 4,000 units. The only way that happens is if the new process that's being worked on secretly by Google really works, teleportation. The actual number of housing units is going to increase the number of car trips by at least eight car trips per unit per day. That's a real number. If they're single-family housing units, it'll be ten car trips per day. That's not taken into account. You have letters from School Board Members about the impacts on the schools. That is also going to have an impact on traffic. That's not taken into account. This study needs to go back for an awful lot more work.	The traffic levels projected for Scenario 6 reflect the sustainability measures included in the scenario. Scenario 6 also includes fewer jobs than Scenario 4. Regarding housing type assumptions, due to the built out nature of the city and the policy directives considered in the scenarios, the EIR assumes that the net new housing units will be multi-family units, and that new single-family development will occur through redevelopment. Please also see Master Response 2, which explains that school-related trips are included in the traffic analysis in this EIR.
SUPP-PH1-13	Mark Mollineaux: [...] The basic task here is to allocate the land of Palo Alto and allocate something which is intangible, which is the right to build something that doesn't exist but is just given by the Council to create a functioning community. You have to look at how well this works. There's a lot of different ways we could be doing this. The way Palo Alto does it, we have a Comprehensive Plan, and then you have an approval process. I would just say it doesn't work. If you look at the basic ways you can score how this works, what do you need out of a city? You need a city that has affordable housing, that funds its own infrastructure, that allocates scarce resources such as water, that doesn't have too much congestion, that is functioning economically. In some of these, Palo Alto does very well. In most of these, especially housing, Palo Alto is one of the biggest failures in the country. This is showing some ability to change, but I would say not nearly enough. I would just say the overall system just makes it so. Bob Moss a few seconds ago saying that new housing won't fund its own infrastructure, that's not really true. The overall average includes the fact that so many residents are subsidized through Prop 13. New houses pay for more than their share. He does a make case. Prop 13 limits how much every bit we allocate land can fund itself. This is large, structural changes that really we need to work with Sacramento to fix. I appreciate the challenge to all of us, but I just think we have to look at new solutions. Thank you for your time. Option 6 is obviously the best of what we have here, but it is clearly not enough. Thank you very much.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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SUPP-PH1-14	Grant Dasher: […] On the substance of the policy here tonight, even though we are addressing a descriptive question, the question here is not how many housing units should we build, but rather how many housing units do we think the policies that we're setting out will build. I do think it has a normative component to it that can't be overlooked, which is to say these Comp Plan policies are pretty vague, like everyone will use them to justify whatever their preconceived growth plans are regardless of what they say. The assumptions that we state, that we are purporting to believe in, in the EIR demonstrate what we want the Comp Plan to mean. I would strongly encourage the Council to adopt at least the 6,000 unit growth proposal from Scenario 6. To Vice Mayor Kniss' point that maybe it's over overly aggressive, that's probably true historically. If we really are serious about densifying Cal. Ave. and the Downtown areas to support housing growth, it's a pretty reasonable number, especially compared with, say, North Bayshore in Mountain View, where I work, which is proposing 10,000 units over their planning window. There is a normative impact to what we choose in the EIR, even though it's just a descriptive decision. I would encourage the Council to support going big on housing since we've said politically that's what we want to do, but the details matter.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-15	Tiffany Griego: Good evening. My name is Tiffany Griego; I'm Managing Director of Stanford Research Park. We have now thoroughly reviewed the preferred scenario as described in tonight's Staff Report. As we discussed on January 30th, Stanford and the Council have a shared vision of encouraging a mix of uses in the Stanford Research Park. Where we see great opportunity in the preferred scenario is the encouragement of housing in the Stanford Research Park in close proximity to jobs and to transit. We are further encouraged by the fact that the proposed scenario does not include certain regulations or policies that I fear would have been detrimental to the economic vitality of Stanford Research Park. As several of the Research Park employers and as I said to you on June 6th of 2016, last year, the Research Park employers and I were concerned about Conditional Use Permits and other similar mechanisms, regulations, and fees designed to control the number of employees a business can hire in Palo Alto or to control the proportion of office versus R&D uses in the Stanford Research Park. Stanford expressed our concerns that proposed employee headcount caps would have had unintended consequences of undermining the ability to attract the employers that support long-term economic vitality and stability in our Palo Alto. Predictable Comp Plan policies and zoning Ordinances have attracted newcomers like Tesla, Ford, and Jazz Pharmaceuticals and have been Palo Alto's vital contribution to the success of the Research Park. One additional item that I did want to bring to your attention tonight in the proposed scenario is language that supports the conversion of nonresidential FAR to residential FAR. When discussing our	The comment is noted. The City appreciates Stanford University's continued input in the Comp Plan Update planning process. The preferred scenario chosen for the proposed Plan is described in Chapter 2 of this Final EIR.

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	shared vision for the diverse mix of uses in the Research Park, it was our intention to express additional or supplemental housing growth on top of commercial growth. I wanted to make sure to make that clear to you. We ask that you take an action to make that clear, that any housing in the Research Park would add to and not subtract from any commercial growth that is currently available under current zoning. We will also submit some additional comments in writing by the deadline. Thank you very much.	
SUPP-PH1-16	Greg Schmid: Good evening. It is a great opportunity for the Council who's now beginning to look across the elements, looking for consistency. It's important to be explicit in that consistency. I'd like to just spend my time talking about the 3 million job growth in the new Comp Plan. Three million is a lot; 1.3 is already voted on, but that doesn't mean that the impacts have been felt yet. They will be felt during the course of the new Comp Plan. The 1.7 by itself is twice as high a growth rate in new commercial square footage as was true between 1989 and 2015, twice the rate of growth. Already you have spent time in the last few weeks looking at TMAs, RPPs. How do we deal with the existing problem of traffic and congestion? The City themselves have been monitoring in the Downtown area congestion, and they admit there are 770 spaces needed in the residential areas to fully park. When they asked for commercial permits in the residential area, they asked for 1,400. Even dealing with the current situation costs money. Where does the money come from? The only effective TMA in the City is the SUMC, in which Stanford Medical Center has pledge $2.5 million per year to make it work, to get one-third of the people out of cars.	Please see Response PUBB6-02. The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-17	Bill Ross: Good evening. My comments focus on the proposed draft supplement to the DEIR, which on Page 4 incorporates the reference to that document. A review of that document would indicate that it does not contain a current, accurate project description reflecting your actions of January 30th. For example, in looking at the Action Minutes, Attachment F to the Staff Report, at Page 11, there's no indication of the action required by a Board majority of Wolbach, Kniss, Scharff, Fine, and Tanaka, directing Staff to remove from the final draft of the Comprehensive Plan all programs from the Land Use Element not required by State law and to take them up at a later time. There are four other substantive Council actions that affect the project description, that is the substantive content of the Comprehensive Plan. I would also ask—I think there's another person that has yielded their time to me. If you examine the substantive sections of this supplement, those project changes aren't set forth. This is true with respect to the executive summary, the introduction, the project description particularly. If the project description is not accurate, then the alternative sections, .6, .1, is also inaccurate because you have no way to determine what's a reasonable alternative. The same is obviously true with respect to the traffic section. I would respectfully suggest that the appropriate action is to get a	The February 2016 Draft EIR and Supplement to the Draft EIR evaluate the potential environmental impacts of six scenarios for the proposed Comp Plan update. The six scenarios represent not one, but six stable and finite project descriptions for analysis in the EIR. Chapter 2 of this Final EIR provides the project description of the preferred scenario, which is similar to the other six scenarios and represents a “hybrid” scenario. Chapter 2 of this Final EIR contains an analysis that shows that the components of the preferred scenario are similar to those of the other scenarios, and that an additional draft EIR is not required as the impacts for the preferred scenario fall within the range of impacts identified for Scenarios 1 through 6.

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	proper project description in the supplement to the Draft EIR for the project before you proceed. Right now, those substantive changes aren't reflected there. How can any member of the public much less members of your Council comment on that supplement to the DEIR?. Thank you.	
SUPP-PH1-18	Arthur Keller: […] First, I have a concern about the impacts on schools and that we're not really taking into account how many additional schools we'd need, how much crowding we'd have on these schools. As I long say, we can build two-story school buildings, but we can't build two-story playing fields.	Please see Master Response 2, which provides a detailed description of the analysis of impacts to schools.
SUPP-PH1-19	Arthur Keller. […] I have concerns about adding more jobs and increasing the employed residents under the various scenarios. I actually have concerns about choosing a scenario before all the comments of the DEIR have been in, which isn't until about 10 days from now. I didn't hear it, but I read the comments and the reports of the State of the City address, where Mayor Scharff promised that single-family residential neighborhoods would stay the same. That won't be the case with the increases in FAR and lot coverage and reductions in setbacks that were proposed by certain Council Members for accessory dwelling units.	Please see Response SUPP-PH1-01.
SUPP-PH1-20	Arthur Keller. […] I also have concerns about overly optimistic and unproven traffic reduction predictions and our predictions in terms of vehicle miles traveled. Our predictions—I didn't see in terms of LOS—in terms of this, were based on a Downtown TMA that has not proven itself, of TDM programs where we haven't enforced them ever except for the Stanford Medical Center. Therefore, essentially we need to prove and show that these work before we can rely on them. Thank you.	The Supplement to the EIR analyzes post-mitigation conditions for Scenarios 5 and 6 to test the effectiveness of implementation of the transportation-related mitigation measures, including the TDM targets included in Mitigation Measure TRANS-1a. The downtown TMA's efforts to reduce trips related to existing development were not included in the post-mitigation conditions analyses. The analyses of post-mitigation conditions for Scenarios 5 and 6 demonstrate that the transportation-related mitigation measures would be effective in reducing traffic, but they would not eliminate the projected impacts. Thus, the February 2016 Draft EIR and Supplement to the Draft EIR do not rely on the mitigation measures to reduce impacts to a less-than-significant level and state that there would still be significant and unavoidable traffic impacts even under post-mitigation conditions.
SUPP-PH1-21	Andrew Granato: Hello. My name's Andrew Granato. I'm an undergraduate student, who has been writing about housing politics and policy in Palo Alto and the Bay area for the past year. I'd like to speak strongly in favor of Scenario 6. If anything, I would go further in increasing the number of housing units in the Palo Alto area. As has been said before, Mountain View is adding about 10,000 housing units in North Bayshore. I certainly think it's	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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	feasible for Palo Alto to add 6,000 units, especially given the height limit and the opportunities, including in the Stanford Shopping Center. This year, me and my fellow seniors are going on our first job hunts. What I hear from a lot of people is that they would love to be able to join local Bay area communities and become part of those communities and support them, but they simply cannot afford to stay in the Bay area. The only exceptions being people who are going to be making extremely high salaries just out of undergrad, salaries that are way up on the tail of salaries in the United States, and that a vast majority of people do not have. Because housing prices are after all at the end of the day just a function of housing supply and housing demand, the cumulative effect of the Bay area's housing restrictions has been the kinds of prices that we've seen in Palo Alto and across the South Bay in particular, which also has the effect of disproportionately locking out Black and Latino citizens who elect to contribute to these communities as well. I do think it's very important that Palo Alto and other South Bay communities do their part to make these places more accessible and affordable. I urge Palo Alto to adopt Scenario 6. Thank you.	
SUPP-PH1-22	Stephen Levy: I'd like first to respond to Liz's question about how could we build so many more units than we did in the past. Both Tiffany Griego and Hillary laid that out. We have so many different areas and policies now, the Research Park, the Medical Center, El Camino, your action on accessory dwelling units, and the idea of converting not in the Research Park but in Downtown and Cal. Ave. some commercial FAR to housing and mixed use. We can do a whole lot better. Can we do 6,000? I don't know. Some number between 4,500 and 6,000 certainly seems possible if we want to do it.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-23	Stephen Levy: […] Jim, after hearing that school discussion, I went on my iPad. When you sit down with them, they need to know that DOF is projecting that this County will add 300,000 people between 2015 and 2030 and have 100,000 fewer students. I think the idea is they only looked at the added units; they didn't look at the reduced number of children that would be in the existing units from aging and falling birth rates. I just tell you that that finding is way different then what is projected for this County.	Please see Master Response 2, which provides a detailed description of the analysis of impacts to schools, including different approaches to developing student generation rate assumptions.
SUPP-PH1-24	Penny Ellson: […] I first of all want to say I'm glad to hear that a lot of people are thinking about school impacts. That's a good thing.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-25	Penny Ellson: […]. I also have some concerns about overly-optimistic projections on TDM opportunity. I think we should really look carefully at that.	Please see Response SUPP-PH1-11.
SUPP-PH1-26	Jeff Levinsky: Good evening, Mayor Scharff and Council Members. Just a few years ago, the Council and City Staff sent a letter to ABAG that pointed out adding 2,860 units was "completely unachievable." It called such a goal "an exercise in futility," citing impacts on neighborhoods and infrastructure. It said the effect on our schools "cannot be	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR.

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	accommodated." Why tonight are we even talking about such growth or more? You can look at my neighborhood as a good example of what happens when the City believes it can ignore these realities. We were promised for the Edgewood Shopping Center that putting in new housing in the parking lot would not impact parking. Yet, it has. Even with the center half occupied, parking there is so bad that it turns out the owner, Sand Hill Properties, secretly asked the City to let them put cars onto neighborhood streets without, by the way, notifying neighbors. We were told traffic wouldn't be a problem, but the neighbors all point out how bad it's become. Most ironically, we were told that adding housing would help, but it turns out the houses that were added sold for about $3 million each, more than the cost of the single-family homes around them. It actually made affordability worse. In summary, the City in the past did not think we could grow much. When we were promised growth that wouldn't impact parking, traffic, or affordability, the City was wrong on all three counts. Please remember that tonight. Thank you.	
SUPP-PH1-27	Katie Talbot: Good evening. More and more people want to live in Palo Alto because it is beautiful, it is filled with interesting people, it is a home of innovation. Some people want to live here because it's home. For whatever reason, Palo Alto needs a lot of housing, a lot more housing. When you're planning for that housing, I am going to ask you to keep in mind the needs of your most vulnerable population, the developmentally disabled. They grew up here. They're members of the community, and they add lots of diversity and vibrancy to the community. Palo Alto has a persistent problem with housing the developmentally disabled. I hope that you will consider that when you are looking into your housing discussion here. Thank you very much.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-28	Amy Sung: Good evening, Mayor, Vice Mayor, and the members of Council. Thank you. My name is Amy Sung. I am here to speak before you. I am very excited to see that Scenario 6 is calling for at least 6,000 units to be built. Let's be honest about housing. Housing is short. There is a severe housing shortage up and down the Peninsula. Looking at San Francisco all the way down to San Jose, all our neighboring cities are doing something to try to address this issue. There is growing pain, and the pain it is. We are looking to the Council for leadership. (Inaudible) taking us to the moon, and anything could happen. That is one. How are we going to address this sound like a lot of units. Six thousand units in 10, 15 years really is not that many in a per year. There's a range of housing types that can be imagined between single-family homes and apartments. There's duplex, condos and townhouses and multiplexes. [...]	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-29	Annette Ross: Good evening. Council Members Filseth and Kou covered my concerns about what Stanford is doing. I hope that you will factor that into your decisions tonight. I think Greg Schmid's comments were right on point. I urge practicality. I think there's no question	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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	that Scenario 6 is what we need, but we messed things up over the last several years and took away some of our opportunities to do it land-wise. We have to be practical; we have to fix some of our problems before we proceed and make decisions that will make our problems worse. You'll end up back in this same place in 10 years trying to fix bigger issues. That's really all I have to say tonight. Thank you.	
SUPP-PH1-30	Diane Morin: Mayor Scharff, Vice Mayor Kniss, and Honorable Council Members, I ask the Council to support a goal of 6,000 new homes in the Comp Plan scenario as a minimum in this case. For me, it's a matter of—a gentleman spoke before about normative. I believe it's what people are doing largely in this City at this point. The culture so far has been let's look at traffic and safety, but let's not focus on people's needs. First, you can focus on people's needs, and then you can creatively deal with transportation solutions, which work to the advantage of both. Tonight, I implore you to support the addition of more housing in Palo Alto. Serving on the Human Relations Commission for 3 years recently, I came to understand there's a serious need for more housing in Palo Alto. I'm particularly interested in seniors, as you know. The issue of housing is widespread, however, among all sorts of members of our community. I feel that the population of over 50-year-olds would greatly benefit from scenarios that would allow them to live in smaller units in communities of many, close-knit, and more-densely living together groups. This would allow them to be nearer to stores and walkable areas and to benefit from shared services, including shared transportation. I support the concept of converting commercial FAR to residential units. This would benefit mixed-use projects Downtown. All of the above, if done respectfully, could reduce the demand for cars and transportation. The culture of our community could be redirected towards the use of public transportation, particularly if the City creates different kinds of transportation alternatives such as small buses or cars, etc. We need to have diverse housing for the diverse community that has come to Palo Alto and also to help regional needs. As an anecdote, as a defense attorney I have to deal with old people living alone in the residential houses here. They were losing their driver's license, and this was a shame. I ask for more housing and different kinds of housing. Thank you.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-31	Deb Goldeen: I'm here to speak in favor of the 6,000 housing units. In my opinion, it's not whether or not; it's how. If they're well planned and implemented, it's not going to be a problem. Fortunately, on this Council we have some brilliant planning minds. Thank you, Greg. I feel confident that that's possible. As for your—it's just a drop in the bucket. Lives are being crushed from lack of housing. It's been horrible. I've watched it all my life. This is just a drop in the bucket, but we owe to the greater community to provide our little drop. [...]	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-32	Ms. Lovercheck: [...] My name is Trina Lovercheck. I'm reading this letter on behalf of the	The comment does not address the adequacy of the February

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	League of Women Voters of Palo Alto. Dear Mayor Scharff and City Council Members, the League of Women Voters of Palo Alto has longstanding positions in support of diverse housing opportunities for all, particularly for very-low, low, and moderate-income people, and in support of an efficient and effective transportation system to serve all, particularly those who are transit-dependent. Accordingly, we take this opportunity to make the following points regarding the supplement to the Draft Environmental Impact Report, EIR, on the update to the Comprehensive Plan and on the draft Plan itself. There are many policies in the draft Comprehensive Plan, which if implemented could result in a large number of additional housing units. The existing housing crisis will most likely not go away over the life of this draft Comprehensive Plan. Thus, we urge you to support these policies and to include in the Draft EIR preferred scenario the number of housing units denoted in Scenario Number 6, 6,000. Including this high number of housing units in the preferred scenario would provide you with the information you need regarding the environmental impacts of these housing policies. There are a number of policies in the Transportation Element of the draft Comprehensive Plan regarding adequate transit options for all. [...]	2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-33	Judy Kleinberg: [...] I want to congratulate you on your vote to add accessory dwelling units, not granny units. Now that I'm a granny, I don't like that term. Thank you for adding housing in the residential areas and doing it in the way that you did, which was thoughtful, so that it's not compressed and adding problems in the neighborhoods. Now, you have another opportunity, a bold opportunity to add housing in transit-oriented areas, where it can be built conveniently, effectively, and where developers can make it work. They can do mixed use and have retail on the bottom, housing on the top, and some offices in the middle. I support having the housing, not have as much parking because we hope those people will be self-selected, and they will be taking public transit or biking or walking to work. It is the retailers and the office people who actually need some place to park. As a matter of fact, it's the old buildings where there isn't any place for retail to have parking that really have been creating a problem. Thank you for taking this up tonight. We support Scenario 6. Be bold, go for it. Let's get the housing Downtown and in areas where there's transit. Let's help solve some of this housing/jobs imbalance. Thanks.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-34	John Kelley: […] I can start off by saying I support everything that she just told you. The one thing I'd really like to add, however, is how the Resolution that you adopted previously concerning ADUs impacts your decision tonight. I too would like to commend you and congratulate you on making the proper decision about accessory dwelling units. That's a really important step forward for the community. What I've found over the last couple of years, ever since the Comp Plan's been going, however, is that too little attention has been paid to the impact that accessory dwelling units can have on the overall housing count,	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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	especially on the housing diversity issue. It's been mentioned before that we don't just have a housing crisis, we have a housing diversity crisis. ADUs are going to be an important step. I think, given your prior decision on the ADU issue, not only can you go with Scenario 6 but I would encourage you to go a step further. Maybe it was a year ago, someone was asking at one of these earlier Comp Plan review meetings how many units. I got up here and told you 10,000, which probably sounded absurd. I'm going to repeat that tonight. I actually think 10,000 is the correct number that our community is going to need over the lifetime of the Comp Plan revision. If you think about it, over that period of time, more than a decade, ADUs can contribute a substantial amount. Given what you've already decided, I would encourage you not only to adopt Scenario 6 but to consider going further. Maybe you're not going to see 10,000 being the right number. Maybe something closer to 7,500 would be appropriate in your judgment. In my mind, 10,000 units is what we really need in this community. We need many, many more smaller units. We need something that's going to accommodate seniors, young people, young families so that we don't lose what's really vital about Palo Alto. It's not parking, and it's not traffic-free movement from Point A to Point B. It's the people that really constitutes the most important thing we have in our City. Thank you.	
SUPP-PH1-35	Lisa Van Dusen: [...] I echo the 6,000 or greater number of Scenario 6 in the Comprehensive Plan. I hope that you will make the most of what you've already started with the accessory dwelling unit initiative that was voted on recently. Congratulations on that. I just wanted to share a couple of brief stories that have stuck with me. The battery in my Prius has died a couple of times recently. Both times recently, the people who came to help me from AAA brought up, without me mentioning it, that they were moving away because of housing costs. They were already living in pretty compromised circumstances. I'm just seeing the people that are part of our community and part of helping us live our lives, cars or no cars, are getting squeezed out. I'm just wondering who's going to be doing a lot of the jobs that we need to survive. I think it's interesting to think about that. In addition, I hope we can continue to be really creative about both transit and transportation and about our housing. Many people can live and want to live actually in very small spaces. Don't forget about micro units in addition to ADUs. I personally would love to be able to ride my bike not with cars but away from cars on bike paths and places like by the creeks and other off-road areas. I just urge you—a lot of people have talked about the planning minds up there and the creativity. I'd urge you to be as creative and out-of-the-box in the way that you think about how we might achieve these goals. Thank you, and thanks to the Comprehensive Plan for all their work.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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SUPP-PH1-36	David Fudenberg: Mayor Scharff, City Council, over the past 10 years, traffic and congestion in Palo Alto have become significantly worse. This is a major problem for residents and employees. Rather than discussing mitigating effects of jobs and housing on traffic, we should require a net decrease in traffic, not a reduction in rate of increase, as a condition to approving any more large-scale growth. My request to you, the Council, please ensure we have in place an effective, net traffic reduction program in place before approving any major new additions. Thank you.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-37	Stephanie Munoz: Good evening, Mayor Scharff and City Council. I'm delighted to see so many people mentioning the word small, smaller units. I think that's where we got off the track a long time ago, thinking that luxurious and nice and beautiful had to be large or at least medium-sized. I'd like to be able to show you that small is beautiful. I'd like to approach it starting with a different point. The Council has done a lot to punish people for riding in their cars. We slug-a-beds, we slackers, we unfit, it's just awful. I would like to suggest that instead you do something positive for people who don't want to use cars or can't use cars. Their licenses have been taken away. They have glaucoma. They have whatever. I'd like to suggest that you start by having on El Camino—that would be the 22 and the 522—the same FAR, the same net square footage but divided up into small, like hotel residential homes. They could be beautiful. You could be the Fairmont Hotel. They could have marble showers, but they could still be very affordable because you could put a lot of them, twice as many, three times as many, as you could put, for instance, in 600 square feet apartments. I would like to suggest that one way that would make them elegant would be if they were built like 101 Alma with room-size balconies straight across. That's my contribution to this. Good luck.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-38	Bruce Chen: Good evening. I strongly object to Scenario 6. The City needs to take an approach to look at our sustainable growth. Everybody looking at this, how we can grow, but you have to look at not only the road but also how we can build the City infrastructure to support this additional 600 unit. You are talking about 20,000 people that could live in, that the City's water facility can support this.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-39	Bruce Chen: […] Not to mention whether the school have the resources to support the next generation of the City. I have two kids in the school. Right now, Palo Alto school has very good teacher and student ratio at around 22 for elementary school student. If you think about this additional people moving into the City, how we can solve that, how we can let them (inaudible) the high quality of the City's education without sacrificing the quality of our education for the next generation. I also want to say that City needs to proceed with caution with this Motion, whatever. You guys need to listen to more. I talk with my neighborhood about this scenario. It seems don't have enough information yet. They really	The comment does not raise a specific concern regarding the adequacy of the analysis in the February 2016 Draft EIR or Supplement to the Draft EIR. Please see Master Response 2, which provides a detailed description of the analysis of impacts to schools.

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	want to know more. I trust you guys' instinct and experience, but I think the City's residents need to have more say in these different scenarios. Not to mention, there's a State investigation going on. I highly doubt some of the motivation behind the scenario proposals. That's from me.	
SUPP-PH1-40	Becky Sanders: [...] Listening to the debate tonight, we have had an interesting marriage between the disparate voices for housing. May I ask housing for whom? Will this housing be made available to the developmentally disabled or the most vulnerable, the low-wage workers, seniors, or to the most privileged, to the people that can afford? Developers understandably seek to maximize the profits. You see the disconnect between cravers of rabid growth and seekers for social justice. I challenge you to how can you solve that disconnect. So much money has been thrown into lobbying for pro-growth in this town. Those of us without the money or the lobbying access are left blowing in the wind. Therefore, I can't in good conscious support Scenario 6 because I believe the housing will go to serve the most privileged.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-41	Council Member DuBois: [...] I was at Barron Park Elementary this weekend. Dr. McGee spoke. I guess there were some recent rankings. Barron Park Elementary has been one of our lower elementary schools. A recent ranking actually ranked it Number 12 in the State. Palo Alto elementary schools are ranked 1-12. Gunn High School is ranked Number 1 in the State. Pretty impressive. We're a community that's very proud of our schools. This body recently discussed over 3 million, close to 4 million square feet of development. I bring this up because I'm concerned that the EIR doesn't accurately capture those impacts to our schools. I did see a couple of letters come in today from the School District. I think it's something we need to be aware of. It looked like there was a need potentially for land for eight new schools.	Please see Master Response 2, which provides a detailed description of the analysis of impacts to schools. At the City Council's direction the Draft Plan has also been amended to include a policy regarding school impacts (see Policy T-2.6).
SUPP-PH1-42	Council Member DuBois: [...] I would also just say as I look at the assumptions, I hope we will take a balanced approach tonight. We need to manage growth in a way that pays attention to the social impacts, the economic impacts. We should be asking ourselves as we look at these scenarios who do they benefit. We've heard a little bit about kind of affordable housing and serving the disabled. I am concerned that with the current scenario outline based on the January 30th meeting without breaks on office development, we may say that we're looking at 6,000 units of housing, but they'll never get built competing with also unfettered office growth.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-43	Council Member DuBois: [...] I'm concerned that we're looking at a scenario with a lot of job growth and a lot of housing growth, and none of our transportation elements are dealing with road capacity. In the EIR, there's significant impacts mostly in the transportation section. If you look at the end, the unavoidable impacts are almost all	Regarding traffic impacts without grade-separated crossings or with only some grade-separated crossings, the February 2016 Draft EIR and Supplement to the Draft EIR consider a range of scenarios in terms of grade-separated crossings, as follows:

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	transportation. I'm concerned about transportation eight, creating demand on our local streets. We may even need to consider increasing capacity in our arterials if we're going to keep traffic away from impacting the local streets. I'd like to understand—the assumption here is that we're going to have grade crossings. I'd like to understand the impacts if we don't have grade crossings or if we only have a subset of grade crossings. It seems to be the most major transportation assumption in the list currently. In terms of land use impacts, there were significant impacts for Scenarios 5 and 6. Again, we've included some recent changes like the S/CAP, but we need to consider future housing in the sphere of influence and the new GUP request that we're getting.	Scenarios 1 and 2 do not include any grade-separated crossings; Scenarios 3 and 4 include grade separations at Meadow Road and Charleston Road; Scenarios 5 and 5 include grade separation at all crossings. Clearly, more specific analysis will be needed once the proposed design of grade separations are better known. Regarding future growth in the SOI and on Stanford lands, please see Master Response 3, which describes recent cumulative development, including under the Stanford General Use Permit, that has been proposed or approved since the NOP for this EIR was issued.
SUPP-PH1-44	Council Member Kou: Let me see here. With regards to the Bay Area Clean Air Plan, I see that it's from 2010. We measure air quality here based on that plan. Do we have our own thresholds? Ms. Gitelman: We have thresholds of significance. One of them is consistency with the Air Plan for the region. We find a significant impact there primarily because it hasn't been updated and it didn't anticipate what we're doing with this General Plan. It's just one of several thresholds we use. Council Member Kou: With the growth in the entire Bay area, if they haven't updated it, then there is a concern there. Is there any way to address that? Ms. Jensen: The Bay Area Air Quality Management District, as I understand it, is in the process of updating the Clean Air Plan right now. They have not adopted an update at this time. That is in process. Certainly if it's available at the Final EIR and if Staff wants to direct us to look at that, we'd be happy to. I will just note that the analysis—there is also a cumulative quantitative analysis in the air quality chapter that includes development outside of Palo Alto. It's not only limited to the City. Council Member Kou: I'm just still very concerned because it's been 6 years since they updated it, and we've been growing substantially. Measuring it based on the past numbers doesn't seem to be right. I hope that we can get answers to that for this EIR.	BAAQMD adopted the 2017 Clean Air Plan, *Spare the Air, Cool the Climate*, on April 19, 2017. The 2017 Plan serves as an update to the adopted Bay Area 2010 Clean Air Plan and continues in providing the framework for SFBAAB to achieve attainment of the California and National AAQS. Similar to the Bay Area 2010 Clean Air Plan, the 2017 Clean Air Plan updates the Bay Area's ozone plan, which is based on the "all feasible measures" approach to meet the requirements of the California CAA. Additionally, it sets a goal of reducing health risk impacts to local communities by 20 percent by 2020. Furthermore, the 2017 Clean Air Plan also lays the groundwork for reducing GHG emissions in the Bay Area to meet the state's 2030 GHG reduction target and 2050 GHG reduction goal. Mitigation Measure AIR-1 states the proposed Plan includes policies to support walking, bicycling, and transit use, as well as policies to reduce emissions, improve air quality, and encourage mixed-use development. These policies are consistent with the goals of both the 2010 and 2017 Clean Air Plans. The analysis and mitigation measures included in the Air Quality section of the February 2016 Draft EIR and Supplement to the Draft EIR are based on the most recently adopted air quality management plan at the time of Notice of Preparation (May 2014) and the latest public draft (the Supplement to the Draft EIR was published in February 2017), which was the 2010 Clean Air Plan. Overall the updated 2017 Clean Air Plan would not affect the EIR's air quality analysis, which is based on current data and 2030

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		projections and compatibility with the goals and control measures of the 2010 Clean Air Plan, which are continued in the 2017 Clean Air Plan.
SUPP-PH1-45	Council Member Kou: […] In terms of the hazardous materials and hazards, I see that the level is not significant. I also know that there are issues with hazards and matters that are close to College Terrace. I'd like to see that those are some of the things that we are addressing as well, especially contamination that's going underground towards a neighborhood. I'd like to see that more addressed and not be a low level of significance.	Please see Response PUB15-06.
SUPP-PH1-46	Council Member Kou: […] As Tom had mentioned about schools, I really do have great concerns that the EIR has not taken into account trying to coordinate the growth of Stanford and growth of MPA and the terms of the impacts. Also, I just want to bring up a development from the past which is Arbor Real. It was estimated that they would have no—it was built based on the assumption that there will be virtually no kids coming out of that development. That was based on national standards at the time. As you know, the minute it was built there were so many kids that did go to our schools and actually overflowed the schools. What Todd Collins wrote in his letter to us, it's really important to note that while you're on this EIR, it's using multifamily apartment unit student generation rate. We really need to look at it differently and add in the single families and the rest of them.	Please see Master Response 2, which provides a detailed discussion of the analysis of impacts to schools. Please also see Master Response 3, which describes recent cumulative development projects that have been proposed or approved since the NOP for this EIR was issued.
SUPP-PH1-47	Mr. Keene: [...] There's certainly going to be the possibility for whether it's actually a mitigation, if it rose to that level, or just policy choices to try to design housing options that actually suppress, if that's what we want to achieve, the impact on schools as far as school-age children. We've talked about micro housing or other sorts of units that could support a different demographic. I'm not saying you would automatically do that, but this idea that there is not going to be policy direction on the type of housing that we're going to build with the concern for the impacts is something that's certainly—whether it's 3,000 units or 4,000 or 2,000 or 6,000, I'm sure the Council will be discussing what the nature of that housing should be.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-48	Council Member Kou: What type of housing. I guess in a way we're not in the position to build housing. These are private property owners or landowners that are going to come in with their proposals. At the end of the day, we have to look at worst case scenario. When you're discussing with the Stanford folks as well as with the school folks, I'd love to also have you bring in the teacher housing. It's not just students; it's also the teacher. I hope that we can learn from the Stanford Medical—the hospital situation where there's no housing provided for their nursing staff. Please take that into consideration as well.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-49	Council Member Kou: […] In terms of hydrology, on paper we have plenty of water. Palo	The City has an Individual Supply Guarantee (ISG) of 19,118 AFY

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	Alto has a large allocation from Hetch Hetchy. When we're in a drought, Palo Alto is told to cut back as well. The water allocation is based on every year being a wet year. We have seen in a drought that we have mandatory cutbacks. All this water supposedly that we have on paper is just a paper commitment. Actual allocations will leave us at the mercy of San Francisco and the State. Consequently, water for new residents and companies would come from cutbacks to current residents and companies. We have to achieve much in terms of conservation of water. I'm concerned about whether the additional measures would generate enough savings to accommodate the proposed levels of growth. I hope the EIR can take this into consideration as well.	from SFPUC. Palo Alto's 2015 UWMP projects the water supply of SFPUC (i.e., the ISG) to be in excess of the City demand for SFPUC water through 2035 (see Table 4-14.3 of the Supplement to the Draft EIR). In particular, the SFPUC supply exceeds City demand by about 65 percent, in all years. Table 4.14-2 of the EIR illustrates that the proposed Plan results in water demand over the 2014 CEQA baseline by up to 785 AFY, or about six percent of the baseline water demand. Thus, the percentage by which the guaranteed water supply (ISG; or supply "on paper") exceeds projected demand (approximately 65 percent) is a factor of ten greater than the additional demand of the proposed Plan (approximately 6 percent). The City's 2015 UWMP notes, "During a severe drought the City could utilize groundwater to supplement SFPUC supplies, but the City anticipates that even in dire circumstances only a small amount of groundwater would be served (e.g., < 10% of overall demand). In response to a severe drought the City would work with residents and businesses to significantly reduce water use, and groundwater from City wells would be considered a supplemental resource." The analysis in the EIR relies in part on the UWMP, which by design and regulation makes reasonable assumptions about drought while comparing supply and demand. The impact of drought conditions on the City will depend on how the shortage is applied to the City. For water shortages up to 20 percent, the Tier One water shortage plan will be applied. For system-wide shortages greater than 20 percent, the SFPUC will follow the Tier One plan up to the 20 percent reduction, and meet and discuss incremental reductions above the Tier One plan with the wholesale customers. The SFPUC has the authority to make final allocation decision for the portion above 20 percent, though the wholesale customers have the contractual right to challenge the proposed approach. The Supplemental EIR concludes that all six scenarios would result in a less-than-significant impact with respect to water supply. This conclusion includes consideration of the underlying problem of water scarcity in combination with increased demand for water. In addition, this conclusion considers the potential impact of

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		growth of jobs and housing during an extended period of limited supply of water.
SUPP-PH1-50	Council Member Kou: […] With regards to transportation, there is some optimism in terms of funding for Caltrain electrification. My colleagues came back from Washington, D.C., and said that they had some good talks with some of the Senators and so forth over there, the bigwigs. Has the EIR taken into consideration the worst case scenario, which means we're not getting the funding for the next 4-8 years? You know why.	All six of the planning scenarios included in the February 2016 Draft EIR and Supplement to the Draft EIR assume the implementation of the Caltrain electrification and modernization project by the horizon year of 2030. The February 2016 Draft EIR and Supplement to the Draft EIR do not evaluate traffic conditions four to eight years from now and, accordingly, do not take into consideration the possibility that the project would not be funded in that time frame. Also, the assumption at the time that the Notice of Preparation was prepared was that the project would move forward and be completed by 2030. Although the near-term prospects for this funding are now uncertain, it is still reasonable to assume that the project will be funded and constructed by 2030.
SUPP-PH1-51	Council Member Kou: […] Also, I would love to see discussion with the Stanford folks for a comprehensive pedestrian/bicycle pathway that is east to west or west to east, basically from the campus to the ballpark trails. That's another thing to discuss.	All six of the planning scenarios include the implementation of the City's Bicycle + Pedestrian Transportation Plan by the horizon year of 2030. If the pathway referred to in this comment is included in that plan, then it is also included in the Comprehensive Plan Update's preferred scenario.
SUPP-PH1-52	Council Member Kou: […] Also, what the impacts and the studies of the ADUs and the JADUs that Council Member Holman had brought up earlier, I would really like to see that analyzed as well. Thank you.	Please see Response SUPP-PH1-01.
SUPP-PH1-53	Council Member Holman: [...] A lot of comments have been made about school impacts; I won't repeat those other than to say in addition to the impacts on the schools themselves, they also imply traffic impacts and additional costs which, to this point in time, the City incurs as opposed to the School District, like crossing guards and any number of other things that the City covers. When looking at the impacts on schools, please consider those other aspects of it.	Please see Master Response 2, which provides a detailed discussion of the analysis of impacts to schools. Master Response 2 also describes the way in which school-related trips were accounted for in the traffic analysis. The purpose of the EIR is to identify potential physical impacts associated with the proposed project and therefore does not address service or staffing issues such as the need for new crossing guards.
SUPP-PH1-54	Council Member Holman: [...] Question about the prior Stanford GUP. Doing an EIR, you're looking at existing conditions. They have 750,000 square feet that still hasn't been built from the prior GUP. I couldn't tell; was that considered in analyzing this, these scenarios?	The EIR includes existing development "on the ground" in 2014 and the analysis of future (2030) conditions includes development projected to occur by 2030. Please see Master Response 3, which addresses cumulative development proposed or approved since the NOP for this EIR was issued.

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SUPP-PH1-55	Council Member Holman: I'll just put this out there. I know what's required is to look at existing conditions and what's foreseen. I agree with a couple of others who have mentioned the new Stanford GUP. I just don't know how we can ignore there's 3 or 4 million square feet likely to come as a result of the newly proposed Stanford GUP. I just don't know how we can possibly ignore that and not account for it.	Please see Master Response 3, which discussed cumulative development, including the Stanford General Use Permit amendment that has been proposed or approved since the NOP for this EIR was issued.
SUPP-PH1-56	Council Member Holman: [...] As I heard at least one of the Council Members say, the ADU Ordinance that the Council has passed could have the potential of a very significant impact depending on who takes up the banner. We can't anticipate that. All we can know is here's how the zoning has changed. That zoning change is what we have to analyze and potential impacts.	Please see Response SUPP-PH1-01.
SUPP-PH1-57	Council Member Holman: […] One other one that the Council has done a little bit inconsistently in one place. I've forgotten; I was reading a lot. One place the Council had voted to consider increasing hotel floor area ratio from 2 to 3, and then 2 to 3 in the Downtown area, and 2 to 2 1/2 in the outside Downtown areas. That was a consideration at one point in time, and then it actually got passed recently. I don't know that there's going to be enough of that to have an impact, but I leave that to Staff.	The February 2016 Draft EIR and Supplement to the Draft EIR analyze a range of development scenarios, including scenarios that include increased heights and densities (Scenarios 3 through 6) as well as increase jobs. While these scenarios did not assume increases in hotel FAR specifically, the physical impacts associated with the height, density, and employment increases would fall within the projections used as the basis of the EIR's evaluation.
SUPP-PH1-58	Council Member Holman: […] Other council members have mentioned too great a reliance—members of the public did as well—on a TMA that is not only unfunded for the most part to this point in time, it's not even proven itself to be—we're hopeful. To this point in time, I don't think we can rely on it like here's our solution. I don't think we can do that. TDM, if we're going to rely on TDM, obviously they have to be enforceable TDMs. Whether it's TMA or TDM, whatever we add in terms of a workforce, if it's a 30 percent reduction in trips, there's still the 70 percent that's traveling by other means that aren't public transit or carpool or however you want to address that.	The Supplement to the Draft EIR analyses post-mitigation conditions for Scenarios 5 and 6 to test the effectiveness of implementation of the transportation-related mitigation measures, including the TDM targets included in Mitigation Measure TRANS-1a. The downtown TMA's efforts to reduce trips related to existing development were not included in the post-mitigation condition analyses. The analyses of post-mitigation conditions for Scenarios 5 and 6 demonstrate that the transportation-related mitigation measures would be effective in reducing traffic, but they would not eliminate the projected impacts. Thus, the EIR does not rely on the mitigation measures to reduce impacts to a less-than-significant level and states that there would still be significant and unavoidable traffic impacts even under post-mitigation conditions.
SUPP-PH1-59	Council Member Holman: […] The physical character, some of the scenarios also talk about considerable changes that could occur to the physical character of the town. It's another reason why I want the ADU recently adopted Ordinance to change. There's a lot of that that, I think, could have a quite significant effect on the physical character. A member of the public mentioned something about—one or two members of the public talked about	Regarding accessory dwelling units, please see Response SUPP-PH1-01. Regarding potential economic and social impacts, please see Response PUB14-09.

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	housing units and for whom. That is a really good point. That could affect both the economics and the environmental impacts.	
SUPP-PH1-60	Council Member Holman: […] While it isn't a in looking at the embodied energy in existing buildings and what it takes to construct new buildings. It goes a little bit beyond—it's more in the LEED category. It's not just the embodied energy, but it's also the energy it takes to recycle materials and the energy it takes to produce the new construction materials and transport them to the site. The last time I read it, it's before a construction product gets from the manufacturing site to the construction site it's transported seven times. These are not insignificant. I don't want to make you regret what you put in your email, Mr. Friend. If the City even looks at its purchasing practices, its greenhouse gas impacts go up quite a bit too. Those are things we all need to consider. We cannot afford to bury our heads in the sand anymore about those kinds of things.	As stated in the EIR, pursuant to guidance from the Governor's Office of Planning and Research and the California Air Pollution Control Officer's Association, lifecycle emissions are not included in the quantification of a project's GHG emissions impacts for CEQA because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known; therefore, calculation of lifecycle emissions would be speculative. The California Natural Resource Agency's Final Statement of Reason (FSOR) for adoption of the amendments to the CEQA Guidelines as a result of Senate Bill 97 (SB 97) states:"As a general matter, the term [life-cycle] could refer to emissions beyond those that could be considered —indirect effects of a project as that term is defined in section 15358 of the State CEQA Guidelines. Depending on the circumstances of a particular project, an example of such emissions could be those resulting from the manufacture of building materials. (CAPCOA White Paper, at pp. 50-51.) CEQA only requires analysis of impacts that are directly or indirectly attributable to the project under consideration. (State CEQA Guidelines, § 15064(d).) In some instances, materials may be manufactured for many different projects as a result of general market demand, regardless of whether one particular project proceeds. Thus, such emissions may not be —caused by the project under consideration. Similarly, in this scenario, a lead agency may not be able to require mitigation for emissions that result from the manufacturing process. Mitigation can only be required for emissions that are actually caused by the project. (State CEQA Guidelines, § 15126.4(a)(4).)"Additionally, the U.S. national GHG inventory, the California state GHG inventory, and the inventory of nearly every city and county in California that has prepared a climate action plan to date have all used the "activity-based" approach for estimating GHG emissions. Of note, the CARB's

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		Scoping Plan pursuant to Assembly Bill 32 and Senate Bill 32, which is the current statewide GHG emissions reduction plan, does not include "consumption-based" emissions outside of California. Thus, in order to put the efforts of Palo Alto's local government in State and regional context, and to support statewide GHG reduction goals and legislation (like AB 32 and SB 32), the GHG inventory used in the EIR is an appropriate basis for evaluation. By estimating GHG emissions using the widely accepted ICLEI Community Protocol, and including the GHG emissions commonly included in GHG inventories for communities across California and the state as a whole, the City is preparing an inventory that can be compared to those other communities, using a common standard, and thus comparing GHG emissions in the city on a common basis with other communities in California. While the S/CAP may address lifecycle pre-consumer emissions embodied in purchase of consumer goods, the proposed Plan and this EIR are not required to do so.
SUPP-PH1-61	Council Member Holman: […] When looking at jobs, we need to be realistic. Like I say, the number of jobs—I don't think we need to be encouraging more office workers. When it comes to housing, what we want and what we can do realistically are not necessarily the same thing. Thank you.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-62	Council Member Fine: [...] I'm taken by the fact that we are talking about future growth scenarios for Palo Alto, and the main thing we're focused on is impacts. I wonder if we can step back for a moment and flip that on its head. In some ways, growth is also a benefit. When we were at this conference at the National League of Cities last week, a few of us were joking that the sessions on economic development were packed. I mean filled up with people from Mississippi and Maine and Pennsylvania and parts of Central California and Washington state. Us Palo Altans and our friends in Menlo Park and Mountain View just laughed them off. That's a privileged place to be. We shouldn't cook our golden goose. I completely agree with Council Member Holman that there is concern about office growth in the City, and we need to do it smartly in a way that supports our community. We shouldn't be cutting off future job growth and development because we rely on it. As a 30-year-old in this community, I hope there are jobs for me here in the future. I would hate to see us restrict those opportunities because I do think it's important to our community and to our residents. Second, on the issue of housing, housing has impacts. So do current residents. There's also enormous benefits of housing. The benefits of housing include	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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	opportunities to access jobs and schools, accessibility for people of different abilities or disabilities. New housing in the right places, smart growth, is the sustainable option going forward. Finally, it contributes to a vibrant, inclusive, and multigenerational community, a diversity of students to fill our schools, and ways to support longtime residents, renters, and seniors who might otherwise be displaced. In a funny way, the primary benefit of housing is the housing itself and the families which will live in it. Let's keep that in mind too. I wish our EIR could measure those things. I know we can't, but maybe next round.	
SUPP-PH1-63	Council Member Wolbach: [...] When it comes to water use, new infill development tends to have much more efficient water use than most current structures and development. The same thing with energy use. ….	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-64	Council Member Wolbach: [...] On the question of schools, I really appreciate the responses from Staff and also from the consultants to the letter, which I found quite puzzling, from School Board Member Collins. Certainly on the City/School Liaison Committee, which I was on with Council Member DuBois last year, the issue of this Comp Plan, the growth scenarios, the EIR, potential for impact for schools came up quite clearly, and it was clearly discussed. If the School Board has not yet agendized a discussion about that, that is not our responsibility, but something they need to do. I'm glad to hear that Staff will continue the collaboration they've already done and are looking forward in the next fortnight to working with the School District staff again. I'm glad to hear that the numbers that we're using for our projections of how many students will be associated with new housing are the numbers—in fact, the higher numbers that we got from the School District themselves. For those who are concerned that future development will be like previous development in that it was not all small units, that's the reason we need to emphasize having more small units. I agree with that. That should be our priority. I think we've all been really clear and the public's been clear that future development of housing in Palo Alto ought to focus on smaller places which, according to the School District, is less likely to create a large impact on the schools. For those who are concerned that we do not have enough school sites, it is certainly unfortunate that the schools sold off or leased off many of its sites many years ago. That doesn't mean that we can't work together, put our heads together, and find future new school sites if that does become a necessity. One of the ways to do that is through coordinated area plans, where you could incorporate a school site along with new housing, places like Fry's or even potentially the Stanford Research Park. In the future, those are options that we ought to explore. The phrasing in the policies and the programs in this Comprehensive Plan point us in that direction and enable us to have those conversations, so that future housing development along with schools and park space can all go together. Back in the fall, there was an email I saw	Please see Master Response 2, which provides a detailed discussion of the analysis of impacts to schools.

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	from—somebody had forwarded to me—School Board Member Collins where he said you can potentially turn it around. Instead of more housing being a threat to the schools, you can make demographic hollowing out, which is what they call it in the rust belt cities, a threat. The kindergarten enrollment decline is a good stat for that. Even School Board Member Collins has indicated that there's a real danger from—as he said, people may say lower enrollment is okay, but if you play it out, we end up losing our identify as a family-oriented school-centric community. Though there is a preference to have more folks being able to live in Palo Alto, those who are already part of our community being able to sleep here at night, the impact to the schools expressed in School Board Member Collins' letter, I would call hyperbolic and inaccurate.	
SUPP-PH1-65	Council Member Filseth: Most of my concerns or comments have already been hit by multiple people. I'm really glad that the EIR is going the direction it is. I'm really glad that it's broader than—when we first said we were going to do this many months ago, I was like, "An EIR is really—but yeah." I think it's broadened beyond air quality and water quality to a lot of things that people in town really care about even though they don't fit the classical profile of an Environmental Impact Report. That's good because at the end of the day we've all got to be asking the question—the things we do, particularly the Comp Plan where it's so long term—why is this good for Palo Alto residents. The EIR, we're covering a lot of that. That's a good thing.	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.
SUPP-PH1-66	Council Member Filseth: [...] Let's see. You know the school thing. I'm really glad that the School Board and the School District communication lines are open. That's really important. We haven't been as close with those guys on this kind of stuff for whatever reason in the past. I'm really glad to see this happening. They're weighing in on the Stanford GUP expansion. Some of the scenarios in our expansion are much, much bigger than the Stanford GUP expansion, so they should weigh in on that too. In this town, the City Council elections are the under-card to School Board elections. That's a really good thing. Glad to see the loop closed and active dialog. The one thing I would say about the EIR is that—Todd Collins, who is a member of the enrollment committee, points out in his letter that the EIR uses K-6 and 7-8 and 9-12, and the School District uses K-5, 6-8. If that could get rationalized, that'd be great. I'm glad the time period is still open. Maybe I'll comment on it later.	Please see Master Response 2, which provides a detailed discussion of the analysis of impacts to schools. Please also see Master Response 3, which describes cumulative development, including under the Stanford General Use Permit that has been proposed since the NOP for this EIR was issued.
SUPP-PH1-67	Mayor Scharff: [...] First of all, I also wanted to say I thought the EIR and the Draft EIR, the supplemental part, were really done well. They dealt with all of the issues for the most part. In fact, I couldn't think of any you didn't deal with. I thought you did an excellent job on that. The EIR is well done and well crafted. I would associate my comments in some ways with Council Member Filseth, who talked about how it was great we went through all	The comment does not address the adequacy of the February 2016 Draft EIR or Supplement to the Draft EIR.

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	of these different things. In fact, I thought we were far more in-depth and thoughtful than a lot of EIRs I've read. I want to tell Staff I thought it was great.	
SUPP-PH2	Planning and Transportation Commission Meeting, March 29, 2017	
SUPP-PH2-1	There are three important variables that impact how housing impacts school capacity. One is the student generation rate from new housing, the second is students from existing housing, and the third is the actual capacity of the schools. So let's talk about each one in turn. The student generation rate for new housing in the DEIR was plugged at a very precise 0.5 students per unit generated. So in each one of those scenarios where there were certain number of housing units generated it was assumed that 0.5 student distributed pro rata across grades K through 12 would eventually be in the system. I probably spent more time with the enrollment forecasting data in Palo Alto Unified than anyone else and I wasn't sure where that 0.5 came from so I went and looked. It comes from this document which is called the Residential Research Summary by a group called Decision Insight who are our demographer forecasters over at the District. And if you look up and it's mentioned multifamily 0.5 it refers you to Appendix B for the source of that. This is Appendix B in its entirety. It's a list of six I'll be happy to give this to you guys. It's a list of six housing developments since 2011 two of which are multifamily. One is Tree House, student generation rate 0.03 per unit and Alma Housing which is 801 Alma, student generation rate 0.7. I think it's a weighted average by which they get to the 0.5, but this is a good example of where the a mean is not a great representative of the population especially when the population consists of two data points. So I think it would be wise to think more broadly about student generation rates. This is something certainly we did in our enrollment planning where we looked at we developed and this is by the way the list from 2009 from our former demographers, I'll give you this too, that shows there really aren't the truth is there really are not many multifamily developments in Palo Alto to look at to figure out what the student generation rates are. So there's definitely guesswork here and I think what the District will recommend is that we that the City use scenarios and or try to use a range of student generation rates to get a better sense of what could happen here. The biggest fear I think it should be that if we guess low and more students show up, significantly more students show up then forecast we will not know what to do. The second piece is the student gen… and I guess just to put a number on it by my calculations if you used the higher end of the actual data points that	The comment states that the source of the student generation rates used in the Supplement to the Draft EIR is unclear. As noted on pages 4.12-3 through 4.12-7 of the Supplement to the Draft EIR, "Student generation rates are based on data provided by Roland Rivera, Land Use Analyst, City of Palo Alto, November 17, 2016. These generation rates are consistent with the generation rates used in the 2015 PAUSD Enrollment Projections prepared by Decision Insite." The commenter correctly notes that these rates are contained within a report entitled Residential Research Summary that is included in the 2015 Enrollment Project report. As noted in Master Response 3, these rates were chosen for use in the EIR based on consultation with the PAUSD. The comment states that student generation rates are based on a small sample of housing development projects and recommends calculating a range of student generation numbers due to the small number of development projects. Master Response 3 applies PAUSD's moderate 2015 student generation rates for the low and high ends of the housing range for the preferred scenario using PAUSD's lowest (i.e., multi-family) and highest (i.e., single-family detached) generation rates to show a range of the potential student generation under the preferred scenario. Please see Master Response 3 for a comprehensive response to several comments received on the schools analysis in the February 2016 Draft EIR and Supplement to the Draft EIR.

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	we saw the student generation rates in the report are 30 to 40 percent lower than what we might actually see. 0.5 versus 0.7 is forty percent; forty percent higher.	
SUPP-PH2-2	Second is students from existing housing. This is incredibly hard to forecast because students from existing housing we do 10 year forecasts from the same group called Decision Insight. We don't look at it past five years because our experience is they have no idea, we have no idea, and they are frequently wrong even within five years. So their ability to forecast out 10 years is very speculative. So I would urge starting at where we are today rather than trying to guess where we're going to be 10 years from now.	The analysis in the February 2016 Draft EIR and Supplement to the Draft EIR evaluate whether development allowed under the proposed Plan would exceed school capacity by calculating the net increase in student enrollment associated with the project net increase in housing under the proposed Plan and comparing that increase to the existing remaining capacity in PAUSD schools under existing conditions. The analysis does not compare projected student enrollment to current enrollment projections.
SUPP-PH2-3	Finally the actual capacity of the schools, the capacity of schools is the capacity of the buildings we already have which is pretty easily known. We've got a certain number of rooms and we know how many kids are in each class, but there's also the amount of land that we have. Because the gating factor in our ability to have schools is to have land to put them on. At our existing schools it takes 5 acres to build an elementary school site, 25 acres to build a middle school site, and 50 acres to build a high school site of the types that we have today. Now it's funny because when I, we sat down with Ms. Gitelman I was pleased and mildly hopeful that when we told her those numbers she was like wow that's a lot of land. And it is! It is very hard when we think about where we can go get sites like that to build more schools if we had to do it we do not know where to get it. We don't know where it will come from. The School District does have an inventory of sites available to it that we've hoarded over the years. As you guys probably all know a whole bunch was sold off, but we've also hoarded a bunch. We have about five sites. One is good for an elementary school actually two are good for elementary schools, one is good for a middle school, one is good for maybe a combination of a middle school and elementary school, none of them are big enough for a high school that's comparable to the high schools that we have today. So there's a finite capacity of both 1 classrooms and land where we can build the kind of schools that are of the size and type that we have today. We can always build different kinds of schools. I think this is worth considering, but I think it shows how impactful these kind of things can become. As someone pointed out in San Francisco you don't have to look very far to find a four-story, you can find many four-story	Master Response 3 acknowledges that PAUSD has identified five sites that could be used for future schools. As noted in Master Response 2, it would be speculative to analyze the impacts of potential future school construction projects in this EIR. The traffic model does, however, account for an increase in school-related vehicle trips and therefore potential associated impacts, such as those related to increased air pollutant, greenhouse gas (GHG) emission, and noise levels, are accounted for in this EIR. Because it is unknown where future school facility expansions may occur, the allocation of those trips within the EIR study area may not match future plans for school improvements. There will be future opportunities to assess the environmental impacts of school expansion or construction projects. The environmental impact of specific school expansion or construction projects would be undertaken by PAUSD as the lead agency when they are proposed.

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	buildings all enclosed with playgrounds on the rooftops built on one or one and a half acre sites. We could do that too. In Los Altos they were looking at doing that. They were going to pay $50 million for a piece of land on El Camino to build a four-story school. They decided not to do it because their next smallest site would be is nine acres, but if we wanted to go to a different type of school site: multi-story, enclosed limited play area, limited open grounds we could do that and we could accommodate virtually any number of kids as we build up and up. So the question is, I mean this is the question for you guys, not for us, the schools will do whatever they have to do. But I think the question for the planners and for the ultimately the City Council is: is that within the vision of what you have for Palo Alto and how do you think that affects the quality of life and the future of Palo Alto if we went to schools that look like that? So I think that there's some work to be done on the student generation rates. There's work to be done in the existing housing, and there's work to be done to think about the capacity. There are a couple other of considerations that I'll just mention quickly.	
SUPP-PH2-4	One is what we call the bubble effect and we are very sensitive to this because we've been living it. When students show up from large developments they don't show up neatly spread out K through 12. They show up in highly concentrated doses in the early grades and we're living this right now from the from the growth of housing that was that came on line between 2008 and 2011 which we officially now call the bubble years. Those students are right now in 7th through 10th grade and they stretched the existing PAUSD capacity to the absolute limit beyond a 100 percent actually for the grades that they're in. And what we've had to do is significantly expand our capacity with portables and teachers moving around to accommodate those grades and then when they leave we have lots of extra space afterwards. So it doesn't show up evenly distributed, it shows up highly concentrated and that creates a real operational challenge for the District.	Master Response 3 discusses the "bubble effect" and acknowledges these concerns. However, as noted in Master Response 3, since the proposed Plan is a citywide, program-level document, it is unknown precisely when and where future development under the Plan will occur, and what the scale of future development projects will be. Therefore, it would be speculative to attempt to provide a quantitative enrollment projection that takes this bubble effect into account. Nevertheless, the City is committed to working collaboratively with PAUSD to ensure that the District is informed on an ongoing basis regarding pipeline development and the proposed Plan includes a policy to ensure regular coordination with PAUSD.
SUPP-PH2-5	The last thing is and I think I know the planners will incorporate this in their next draft is the impact of Stanford expansion on the General Use Permit (GUP). We believe based on our preliminary read of the GUP that the housing built at Stanford 550 single, 550 family housing and over 900 graduate student housing will generate somewhere between 500 and 1,000 students for PAUSD. Just to put it in context 500 students is larger than the size of a single elementary school. 1,000 students it's the size of an entire middle school. So that's a very large population for us to swallow and that's above and beyond and separate	Stanford University's proposed expansion plans are discussed in Master Response 2 (Recent Cumulative Development Projects) and Master Response 3 (Analysis of Impacts to Schools). Stanford's proposal to add 3,150 or more additional housing units/beds, if approved by the County, would enable the university to add a mix of housing types, some percentage of which could accommodate families with school-aged children. The

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	from every number that comes out of the EIR. So I think that's very important to take into consideration as you go forward.	City's traffic model accounts for an increase in school-related vehicle trips and includes assumptions about future growth in the region. Therefore, potential associated impacts are accounted for in this EIR. However, because it is unknown where future school facility expansions may occur, the allocation of those trips within the EIR Study Area may not match future plans for school improvements. The City acknowledges this challenge and looks forward to working with the school district, the University, and the County on this issue as future school facility locations or expansions become known.
SUPP-PH2-6	Commissioner Summa: Ok. And then just a few quick comments, I did find there were three letters there was the one from School Board Member Collins, also one from Superintendent McGee, and one from Penny Elson who's very involved, a citizen advocate with the school for years. And they were all basically the same that they were concerned that the wrong generation rates were being used, etcetera and that might be really lowballing. And that was a concern for me. I'm glad that the staff is has entered in more a more of a conversation about that. I just think we have to… I mean I think the school system is one of the jewels in Palo Alto's crown for sure and I don't think the public would be… I don't think to be palatable to the public to have a scenario that really diminished the quality of our schools. So I think that would really 1 get the room full. So that was one thing.	The comment expresses concern regarding potential impacts to schools, and states that the student generation rates used in the EIR analysis may be too low. As noted in Master Response 3, these rates were chosen for use in the EIR based on consultation with the PAUSD. In its comments on the Supplement to the Draft EIR, PAUSD recommends calculating a range of student generation numbers due to the small number of development projects. Master Response 3 applies PAUSD's moderate 2015 student generation rates for the low and high ends of the housing range for the preferred scenario using PAUSD's lowest (i.e., multi-family) and highest (i.e., single-family detached) generation rates to show a range of the potential student generation under the preferred scenario. Please see Master Response 3 for a comprehensive response to several comments received on the schools analysis in the February 2016 Draft EIR and Supplement to the Draft EIR.
SUPP-PH2-7	The other area where I had questions was in the transportation section and Table 4 point, I mean Page 4.1346 and basically these are the assumptions that rely on Caltrain electrification and Bus Rapid Transit (BRT). I have a concern in general that too many cities up and down and institutions up and down the whole Caltrain corridor are relying on a capacity that will never be there even with electrification. In other words so many people are claiming, so many cities are claiming we'll get people out, we'll give free passes, we'll get people off and I'm just on the train and out of their cars and I'm just really concerned	The Caltrain electrification project was included in the modeling process by including more frequent service during peak hours and faster travel times for passengers. By increasing frequency and reducing travel times, transit was assumed to become a more attractive option and the model assigned more riders to Caltrain. Caltrain has posted an updated chart regarding capacity

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	that that capacity has been wildly overestimated. So there's electrification who knows what the status is of that now because of what's going on in Washington. My understanding is that electrification will only increase capacity by about 20 percent and that lately the annual rate of ridership has been increasing annually 10 percent so we're already kind of behind the eight ball even if electrification happens.	improvements with the electrification project on its website (see www.Caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/Capacity.html). The chart shows a 31 percent increase in system capacity by 2021. Longer term, when the fleet is 100 percent electrified and can run eight-car trains, the system capacity will increase by 57 percent. Based on this information, the capacity increase is expected to be greater than the commenter's estimate of 20 percent. Please also note that the Federal Transit Administration has approved the Caltrain electrification project. Therefore, it is reasonable to assume that the capacity increase from electrification will be available by Comp Plan's horizon year of 2030.
SUPP-PH2-8	And I'm also concerned about the uncertainties with regards to the blended system with high speed rail and I know that Caltrain has already a Memorandum of Understanding (MOU) to have that blended system work. And so is that actually going to then diminish the capacity for Caltrain use? So the idea I think was to have in peak hours, rush hours was to have six, but who knows if this is ever going to happen and this is why I think relying on Caltrain is pretty overly optimistic. So I think the peak hours it was understood in the blended system there'd be six trains for Caltrain and four for high speed rail which might even be a reduction if high speed rail ever comes up the Peninsula which might even be a reduction of our increase. I'm just very concerned that there are too many unknowns and an oversubscribed, overly optimistic, unrealistic dependence on a capacity that really doesn't exist in Caltrain.	Please see Response SUPP-PH2-7. In addition, the City notes that the timing of the Caltrain electrification and high speed rail projects are not yet certain; the assumption at the time that the Notice of Preparation was prepared was that these projects would move forward and be completed by 2030. The City believes it is reasonable to assume that these projects will be funded and constructed by 2030.
SUPP-PH2-9	The other thing on the same in the same page is about BRT. So I'm concerned about that too because BRT to me so the City Council and maybe they'll be a change in the City Council's opinion on this, but they said no to BRT in Palo Alto not too long ago. And I'm also concerned that bus we don't I didn't see in here and I could have missed it because it's a pretty big document. I didn't see ridership, Santa Clara Valley Transportation Authority (VTA) ridership numbers in here and the VTA is currently cutting bus service to the north county because of a lack of ridership. So I'm worried we'll never get BRT and I'm also worried that the BRT does what the 522 bus already does. It's an express system that goes in the same, on same exact, in the same place. So I don't think that any additional capacity	The commenter is correct that the BRT service as included in the model used for the EIR analysis is fairly similar to the existing Route 522: Express bus service on the El Camino Real corridor. The analysis includes queue jump lanes (which allow the buses to get through signals more quickly) in modeling Scenarios 4 and 6, and the preferred scenario, but does not include exclusive lanes for buses. VTA bus ridership estimates for each scenario are included in the

TABLE 5-4 RESPONSE TO COMMENTS MATRIX

Comment #	Comment	Response
	of transit has been added here and I think what we're relying on to as improvements are very unreliable so that concerns me.	Supplemental TIA (see TIA Table 4). The commenter also notes that VTA has proposed (as of the March meeting date) to cut service in north county. The VTA Board has now approved those service changes, which include increased service in some areas, but reduced service in low ridership areas. Please see VTA comments (Letter GOV5) on the Draft EIR for their supportive comments about the ideas articulated in the EIR and the Draft Plan.
SUPP-PH2-10	So it's a schools and transportation oh, and in the hazardous materials area recently because of a lot of the replacement of the original buildings in the Stanford Research Park (SRP) I think there's been a more complete understanding of the nature of the toxic plume under the Research Park. Higher intensities have been found and it's even been found to be drifting off into adjacent neighborhoods. All of that is very up in the air, but I would think it would be appropriate for this EIR to recommend a real comprehensive study of the plume and where it's going. I mean I know that you guys know this has come up in where I live in College Terrace and some it's still under California Department of Toxic Substances Control (DTSC). They're still they haven't made a final determination, but it just seems like it would be good especially since those old buildings are being torn down and repurposed in the Research Park to have a understanding of where that toxic plume is really going and if and then follow up with mitigations if necessary.	The comment is noted. The proposed Plan does not include any policies or actions that would exacerbate existing hazards. As noted in Chapter 4.7, Hazards and Hazardous Materials, compliance with applicable existing laws and regulations regarding cleanup and reuse of a listed hazardous material sites would ensure that no impacts would occur as new development is allowed under the proposed Plan. The proposed Plan includes policies intended to address concerns regarding existing hazards, including Policies S-3.2 and S-3.3. Under Policy S-3.2, the City will continue working with appropriate agencies to identify and clean up hazardous waste sites and contaminated groundwater. Under Policy S-3.3, the City will require, as part of development review, property owners and private entities to disclose the presence of contaminated soil or groundwater, identify potential health impacts, prevent vapor intrusion, and remediate contamination.

PLACEWORKS

Comprehensive Plan Update Final EIR

for the City of Palo Alto

Volume 2: Appendices

August 30, 2017

SCH # 2014052101

PLACEWORKS

August 30, 2017
SCH # 2014052101

Prepared By:

PlaceWorks
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709
510.848.3815
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Comprehensive Plan Update Final EIR

for the City of Palo Alto

Volume 2: Appendices

In Association With:

Hexagon Transportation Consultants, Inc.
MIG | TRA Environmental Sciences, Inc.

COMMENT LETTERS

COMMENTS ON THE FEBRUARY 2016 DRAFT EIR

County of Santa Clara
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org

April 11, 2016

Elena Lee
City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301

Subject: Notice of Availability & Completion of a Draft Environmental Impact Report for the Palo Alto Comprehensive Plan Update

Dear Ms. Lee:

The County of Santa Clara Parks and Recreation Department ("County Parks Department") is in receipt of a Notice of Availability & Completion of a Draft Environmental Impact Report (DEIR) for the Palo Alto Comprehensive Plan Update.

The County Parks Department's comments are primarily focused on potential impacts to countywide trail routes as outlined in the *Santa Clara County Countywide Trails Master Plan Update*, a component of the Parks and Recreation element of the County General Plan that the Board of Supervisors adopted on November 14, 1995. Additional comments pertain generally to public access to recreational facilities and regional parks.

Relationship to the *Santa Clara County Countywide Trails Master Plan Update*
The following are trail routes found within the Project's Sphere of Influence. The DEIR should describe these countywide trail routes and evaluate the potential impacts to these trails as a result of the project. GOV1-01

- ***Juan Bautista de Anza NHT*** (Route R1-A) – designated as an off-road cycling route; trail route within other public lands.
- ***Juan Bautista de Anza NHT*** (Route R1-B) – designated as a hiking and off-road cycling route; trail route within other public lands.
- ***Bay Area Ridge Trail: Santa Cruz Mountain*** (Route R5-A) – designated as a trail route within other public lands for hiking, off-road cycling and equestrian use.

- ***Stevens Creek Sub-regional Trail*** (Route S2) – designated as a hiking, off-road cycling and partially equestrian route; trail route within other public lands.
- ***Adobe Creek Connecting Trail*** (Route C2) – designated as a hiking and off-road cycling route; route within road right-of-way East of Miranda Ave.; route within other public lands.
- ***Matadero Creek-Page Mill Sub-regional Trail*** (Route S1) – designated as an on-street bicycle route with parallel trail; route within road right-of-way.

GOV1-01 cont.

Section 4.12: Public Services and Recreation

The County Parks Department, in partnership with other public agencies, is charged with furthering the implementation of a number of national, regional and local trails in Santa Clara County. Section 4.12 of the DEIR discusses the *Santa Clara County Countywide Trails Master Plan Update* under Local Regulations. Upper Stevens Creek County Park was not mentioned as one of the regional parks on pg. 4.12-43, so we request that the Upper Stevens Creek County Park be included in the Regional and State Parks list.

GOV1-02

Impact PS-7: Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards.

The DEIR states that "future development under the proposed Plan would be subject to existing regulations and procedures, including requirements to dedicate or provide funding for new/improved parkland. However, the location of new parkland has not been identified; therefore the impact from new park construction would be potentially significant, requiring mitigation under all four scenarios." (pg. 4.12-46) The County Parks Department agrees with this impact statement. In addition to the policies and programs suggested in Mitigation Measure PS-7, we recommend policies promoting alternative recreation spaces, such as linear parks and urban trails, and partnering with park and open space agencies to maintain parks and recreation facilities.

GOV1-03

Cumulative Impact PS-8: Implementation of the proposed Plan would result in substantial cumulative adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

The County Parks Department makes similar comments as Impact PS-7, since the Mitigation Measure is the same as above.

GOV1-04

Section 4.13: Transportation and Traffic

Section 4.13 does not discuss the *Santa Clara County Countywide Trails Master Plan Update;* the Regional Agencies, Plans, and Policies Section (pg.4.13-5) should be edited to include it. The County Parks Department also strongly encourages that proposed local and regional trails be

GOV1-05

constructed concurrently with the Project's planned road improvements. In addition, the DEIR should include an analysis of potential traffic and circulation conflicts and opportunities in relation to the regional trail routes and Upper Stevens Creek County Park, and mitigations incorporated where appropriate.

GOV1-05 cont.

Thank you for the opportunity to comment on the Notice of Availability & Completion of a DEIR for the Palo Alto Comprehensive Plan Update. Please add our agency to your distribution list for the Final EIR when the document is available for public review. We look forward to reviewing the EIR when it becomes available. If you have any questions regarding these comments, please feel free to contact me at (408) 355-2228 or via email at Hannah.Cha@prk.sccgov.org.

GOV1-06

Sincerely,

Hannah Cha
Park Associate Planner

cc: Annie Thomson, Principal Planner, County Parks Department
Kimberly Brosseau, Senior Planner, County Parks Department

Community Development Department • Planning Division
500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540 • (650) 903-6306 • FAX (650) 903-6474

May 3, 2016

Elena Lee, Senior Planner
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. Lee:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) to the Comprehensive Plan Update. The City of Mountain View has the following comments on the February 5, 2016 letter we received from your office regarding the DEIR.

Mandatory

San Antonio Housing Site. The 2015-2023 Housing Element Site identified along San Antonio, and proposed in Scenarios 1 and 2, borders industrial land uses in Mountain View that are potentially incompatible with the proposed residential use. Please study mitigation measures to limit the impacts of the industrial and residential uses between each other. GOV2-01

Page 21 (App G - TIA). Please include the following roadway segments to be studied: GOV2-02

- El Camino Real (San Antonio Road (SAR) to Grant/HWY 237)
- Middlefield Road (SAR to HWY 101)
- Charleston Road (SAR to HWY 101)

Page 22 (App G - TIA). Please revise Figure 1 to include a list of all intersections. Include all CMP intersections on ECR within the City of Mountain View as well as the intersection of Charleston Road/Independence Avenue and Middlefield Road/Old Middlefield Way. GOV2-03

Page 3-34, Figure 3-8 Scenario 3 Concept, Page 3-40, Figure 3-9 Scenario 4 Concept. The proposed Caltrain trench will affect our utilities (water, sewer, and storm). How will Palo Alto mitigate the impact to our system/customers? How will any impacts to Adobe Creek be mitigated? GOV2-04

Section 4.8 Hydrology and Surface Water Drainage (p.24). Please correct statement to include a portion of Mountain View also discharges into Adobe Creek. GOV2-05

Section 4.14 Impact Discussion (p.38, 39, 41). Please confirm how at 34 MGD, where the treatment capacity is at 87%, is compliant with the Basic Agreement where the partnering agencies agree to conduct an engineering study when their respective service area reaches 80% of their contractual obligations. GOV2-06

Section 4.14 Impact Discussion (p. 40). Please confirm whether the treatment capacity is 40 MGD (Long Range Facilities Plan for the Regional Water Quality Control Plant (Carollo, May 2012)) versus 39 MGD. GOV2-07

Section 4.14 Impact Discussion (p. 43). There is an existing portion of Palo Alto (west of Del Medio between El Camino Real and Alma) that discharges into the City of Mountain View. While the flow is negligible (about 100 homes), it does contribute to the City's meter flow discharge into a Los Altos main. There is a contractual limitation, and if this area was to redevelop it would change the flow dynamics and could require amendment to an agreement. GOV2-08

Page 4.14 Impact Discussion (p.56). Please include a table showing total square footage of additional building/structure footprint (estimated) for all 4 scenarios. GOV2-09

Discretionary

Section 4.8 Sea Level Rise (p.35). Please consider whether Regional Water Quality Control Plant (RWQCP) protection is needed from sea level rise. GOV2-10

Editorial

Section 4.14 Existing Conditions (p.9). Mountain View would like to consider opportunities to install another intertie at Nita Avenue, Middlefield Road or Charleston Road. GOV2-11

Section 4.14 General. While the Comprehensive Plan Update does not appear to impact the overall treatment plant capacity, the narrative could clarify the proportional flows of the City of Palo Alto along with the total treatment plant partner capacity. This document appears to mix the two and should not consider these flows as interchangeable. Palo Alto flows are a subset of the overall treatment capacity. GOV2-12

Section 4.14 General. Please include a clarifying statement that the projections are compliant with the partners per the Basic Agreement. The partnering agencies agree to GOV2-13

conduct an engineering study when their respective service area reaches 80% of their contractual capacity rights.

Thank you for the opportunity to provide comments. Please let me know if you have any questions.

GOV2-13 cont.

Sincerely,

Martin Alkire
Principal Planner
City of Mountain View

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

May 5, 2016

Elena Lee
Department of Planning and Community Environment
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

SUBJECT: Notice of Availability of a Draft Environmental Impact Report
Palo Alto Comprehensive Plan Update

Dear Ms. Lee:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review Draft Environmental Impact Report (DEIR) and is submitting the following comment(s).

1. The County commends the City for focusing on aggressive transportation demand management (TDM) goals to handle future growth. However, the report identifies that the ultimate finding is "Significant Unavoidable", meaning it is anticipated that these aggressive TDM measures may not fully mitigate the transportation impacts. The County operates two major expressway arterials providing access to and for circulation within the City: Page Mill-Oregon Expressway and Foothill Expressway. The County requests that the proposed improvements for these expressways identified in Expressway Plan 2040 be listed as potential mitigation measures to receive traffic impact fee (TIF) or fair-share contributions for traffic impacts from new developments, should the reduction targets and/or the goal of no net increase in peak period motor vehicle trips proves unattainable. **GOV3-01**

2. Scenario 2 incorporates grade separations at Page Mill Road/Junipero Serra Boulevard-Foothill Expressway and Foothill Expressway/Arastradero Road, widening of Page Mill Road between I-280 interchange and Peter Coutts Road, and intersection improvements at Page Mill Road/El Camino Real. County's Expressway Plan 2040 also lists intersection improvements at Page Mill Road/Hanover Street. All of these improvements should be included in the City's TIF. **GOV3-02**

3. Page 4.13-43 of the DEIR notes that two expressway intersections, Foothill Expressway/Junipero Serra Boulevard and Page Mill Road (#9) and Foothill Expressway and Arastradero Road (#10), would need about 96% and 75% reduction of trips respectively, to operate at acceptable level of service (LOS). The report further states such a large reduction would not be feasible even with an extremely aggressive TDM program. Should the City decide not to support Expressway Plan 2040 grade separation projects at these locations, the County requests that the City identify alternative routes or plans for the overflow traffic from these intersections. **GOV3-03**

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

4. Page 4.13-72 of the DEIR, Mitigation Measure TRANS-8 states

   "Develop a proactive neighborhood traffic calming program with a tool box of specific improvements that can be used to discourage non-local drivers from using local, neighborhood streets to bypass traffic congestion on arterials"

   This mitigation measure is consistent with the stated mission of the expressways to relieve local streets of through traffic. However, if Page Mill Road-Oregon Expressway and/or intersections of Page Mill Road/Junipero Serra Boulevard-Foothill Expressway and Foothill Expressway/Arastradero Road are operating at severe congestion levels, it will be difficult to keep the cars on the expressways. If the City does not prefer to implement the improvements identified in the Expressway Plan 2040, the County recommends that the City identify parallel City arterials for overflow expressway traffic. **GOV3-04**

5. The traffic impact analysis in the DEIR fails to include the interchanges of I-280/Page Mill Road and US 101/Oregon Expressway. Please provide the analysis for these locations. If the analysis results in significant impacts, appropriate mitigation measures should be identified. **GOV3-05**

6. When individual development projects are to move forward, please provide a Transportation Impact Analysis (TIA) for these projects. The TIAs should be prepared following the latest adopted Congestion Management Program (CMP) TIA Guidelines to identify significant impacts. The preliminary Expressway Plan 2040 should be consulted for a list of mitigation measures for significant impacts to the County roadways. Should the Expressway Plan 2040 list not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document. If proposed projects plan to use TDM and goal of no new peak period trips to avoid significant impacts, County recommends to include Expressway Plan 2040 improvements as mitigation measures in case these TDM goals prove unattainable. **GOV3-06**

If you have any questions or concerns about these comments, please contact me at (408) 573-2462 or aruna.bodduna@rda.sccgov.org.

Sincerely,

Aruna Bodduna
Associate Transportation Planner

cc: MA, AP, DSC

City of East Palo Alto
Community & Economic Development Department
Planning Division
1960 Tate St. East Palo Alto, CA 94303

Elena Lee
Senior Planner
Department of Planning and Community Environment
City of Palo Alto
250 Hamilton Ave.
Palo Alto, CA 94301

May 5, 2016

RE: City of East Palo Alto Comment Letter for Draft EIR

Dear Elena Lee:

Thank you for the opportunity to review and comment on the Draft EIR for the City of Palo Alto Comprehensive Plan Update. The City of East Palo Alto recognizes the many years of hard work that went into the production of the Draft Comprehensive Plan and DEIR.

Traffic and Transportation – Comment #1
The traffic mode shares in Table 4.13-15 used for the four scenarios have highly optimistic assumptions about the use of modes of transportation other than driving, especially transit use. Currently, transit, bike, and walking trips account for 16% of all current trips. Depending on the Scenario, the transit, bike, and walking trips account for between 34% and 43% of all new trips. The traffic model projects that, depending on the scenario, the percentage change from existing conditions will range between 8% and 11% for drive alone trips; 41% and 76% for transit trips, 23% to 35% for biking trips, and 13% to 26% for waking trips. The Santa Clara Valley Transportation Authority recent "Transit Choices Report" noted that between 2000 and 2015, transit ridership declined by 23%. Assuming such a high portion of new trips are transit, biking or walking trips understates the traffic impacts at the study intersections and the green house gas analyses based on the traffic study. This is a highly optimistic assumption about mode share that is not supported with corresponding policy provisions within the document. What is the basis and documentation supporting this assumption of major increases in transit, bike, and walking mode shares? What is the basis and documentation supporting an assumption of a 41% to 76% increase in transit trips from existing conditions? GOV4-01

The use of optimistic mode share numbers call into question the adequacy of the analyses and impacts on all the traffic analyses and the green house gas analyses. To adequately analyze and disclose the potential impacts, the study should prepare traffic and greenhouse gas analyses with more realistic assumptions about mode share. GOV4-02

Traffic and Transportation – Comment #2
The traffic study did not analyze the critical intersection at University Ave. and Woodland Ave. The traffic analysis analyzed the US 101/University highway ramps, but not the intersection at Woodland Ave. and University Ave. This intersection is a key gateway to the City of Palo Alto GOV4-03

and is shared with East Palo Alto. To adequately review the potential impacts, this intersection would have to be included in the analysis. Please analyze this intersection within the traffic study. GOV4-03 cont.

Traffic and Transportation/Air Quality – Comment #3

The Tables 4.13-13 and 4.13-14 have different VMT amounts from the Table 4.2-7. For example, Table 4.2.7 has 2,937,470 in Existing Daily VMT while the Table 4.13-14 has 5,320,931 in Daily Existing VMT. Please explain this difference. GOV4-04

Air Quality – Comment #4

The VMT numbers derive from assumptions for extremely large increases in transit use. The VMT numbers should be calculated again using more realistic assumptions. Without assuming that transit trips increase 41%- 76% over existing conditions, the impacts in the VMT section might be significantly different and the VMT impact might change from LTS to Significant and Unavoidable. GOV4-05

The BAAQMD standard is that projected VMT increase is less than or equal to projected population increase. The DEIR analysis instead uses the service population, which includes population plus the number of new jobs. Section 2.7.1 of the BAAQMD CEQA Air Quality Guidelines, Updated May 2011 states that the calculation is based on "population," rather than the "service population" standard used by the DEIR. This calculation should be based on the BAAQMD "population" standard. GOV4-06

Population and Housing Comment #5

The proposed General Plan continues the existing jobs housing imbalance. The Jobs to Employed residents ratio remains steady at above 3. (Table 4.11.20) This means that the growth projections are imbalanced because they preserve the existing condition of imbalanced job growth of 3 jobs per employed resident. This is a significant impact. The burden placed on the region by cities that have imbalanced land uses is significant. The threshold is not the existing imbalance, but whether the growth brings the city closer to a balanced growth pattern. The growth projections for all scenarios identify significant imbalances that remain unchanged. The DEIR identifies this as a Less than Significant Impact. This is a significant impact due to the imbalanced growth included in the growth projections for all scenarios, and the resulting regional housing and traffic impacts. GOV4-07

Thank you again for the opportunity to comment on the Draft Comprehensive Plan EIR. The City of East Palo Alto appreciates the years of effort that went into producing these documents. The City of East Palo Alto looks forward to continuing our collaborative relationship with the City of Palo Alto. If you have questions, please feel free to contact me.

Sincerely,

Sean Charpentier
Assistant City Manager
scharpentier@cityofepa.org
(650) 853-3150

Cc: Carlos Martinez, City Manager

SANTA CLARA
Valley Transportation Authority

May 5, 2016

City of Palo Alto
Planning Department
P.O. Box 10250
Palo Alto, CA 94303

Attention: Elena Lee

Subject: Palo Alto Comprehensive Plan Update

Dear Ms. Lee:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Comprehensive Plan Update. We have the following comments.

Land Use Alternatives

The DEIR analyzes the impacts of four land use/transportation scenarios that grew out of a series of public workshops in mid-2014 (pg. 3-10). VTA's understanding is that the Preferred Alternative will be developed at a later date and will include elements of one or more of the analysis scenarios, but is not expected to be identical in every respect to any single scenario.

VTA recommends that the City include the land uses, land use policies, and transportation framework of Scenario 4 as described in the DEIR, which would "concentrate growth in transit-rich areas of the city where there are ample neighborhood services, and seek to address the impacts of employment growth rather than slowing or controlling the rate of growth" (pg. 3-38). This scenario was shown in the transportation analysis to result in the lowest vehicle miles traveled per capita, the lowest "Drive Alone" mode share and the greatest increase in transit ridership among the scenarios studied (pgs. 4.13-49 – 4.13-50). VTA notes that this scenario also includes the greatest increase in housing units compared to new square footage of employment uses, which would increase the mix of land uses in the City and likely lead to further reductions in automobile trips and vehicle miles traveled.

GOV5-01

Transportation Analysis

VTA commends the City for including an analysis of multimodal performance measures such as vehicle miles traveled, mode share, pedestrian and bicycle facilities, and congestion impacts on transit travel times in the DEIR. Inclusion of such measures provides for a more balanced approach to transportation analysis and mitigation than a more traditional approach focused solely on automobile level of service and other measures of vehicle delay.

GOV5-02

Congestion Impacts on Transit Travel Times

VTA commends the City for including an analysis of congestion impacts on transit operations in the DEIR. The DEIR identified a significant impact to transit operations as a result of increased vehicle congestion, and included a Mitigation Measure for the City to "Provide traffic signal prioritization for buses at Palo Alto intersections, focusing first on regional transit routes. Also, provide queue jump lanes and curbside platforms for buses on El Camino Real." (p. 4.13-68) VTA supports the proposed mitigation measure and looks forward to working with the City to implement transit improvements in Palo Alto. GOV5-03

Transportation Demand Management - General

Mitigation Measure Trans-1a would require new development projects to prepare and implement Transportation Demand Management (TDM) Plans to achieve vehicle trip reductions of 20% - 45%, depending on location within the City. The DEIR notes that "TDM Plans must be approved by the City and monitored by the property owner on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets are not met" (pg. 4.13-51). In addition, Mitigation Measure Trans-1b requires the City to establish and implement a policy that eliminates ("unbundles") free or subsidized parking in new commercial and residential development (pg. 4.13-52), and additional parking management measures, such as parking charges at existing workplaces with over 50 employees and paid parking in Downtown and California Avenue Areas, are included in Scenario 4 (Table 3-3, pg. 3-16). GOV5-04

VTA commends the City for including these forward-thinking TDM measures and goals in the DEIR. However, VTA recommends that the City require that TDM monitoring be performed by the City or a third party, to provide more reliable monitoring results.

Transportation Demand Management – Transit Incentives

The DEIR notes that paid transit passes would be provided to employees in workplaces with over 50 employees in all Scenarios (pg. 3-12), and Scenario 4 includes a measure to provide "free transit passes for all Palo Alto residents in transit accessible areas based on the VTA's EcoPass program" (pg. 3-43). VTA supports these measures and requests that the City coordinate with VTA on their implementation VTA also notes that these measures would help implement the Bay Area Air Quality Management District (BAAQMD) Regulation 14, Rule 1, which requires employers with 50 or more full-time employees to offer commuter benefits. GOV5-05

Freeway Impacts and Mitigation Measures

The DEIR identifies significant impacts to five directional segments of US 101 and two directional segments of I-280, based on the CMP LOS standard. Mitigation Measures proposed in the DEIR include TDM programs (see above) and a proposal for the City to "Take a leadership role in regional transportation planning and advocating for specific multi-modal freeway improvements, such as dynamic pricing, express bus service, transit and HOV priority, GOV5-06

and other enhanced mobility options" (p. 4.13-60). With these Mitigation Measures, four of the impacts remain significant and unavoidable.

VTA notes that certain cities in Santa Clara County have identified contributions to regional transportation improvements as mitigation measures for significant freeway impacts. VTA recommends that the City include voluntary contributions to projects in VTP 2040 that provide congestion relief and additional transportation options along the impacted corridors, including:

- US 101 Express Lanes (VTP ID H1)
- I-280 Express Lanes (2040 VTP ID H11-13)
- I-280 Ramp Metering Implementation
- I-280 / Foothill Expressway Improvements (2040 VTP ID H45, H35)
- I-280/ Page Mill Rd Modifications (VTP 2040 X15)

These projects range from short-term to long-term. VTA would be happy to work with the City to identify appropriate projects for contributions as specific development projects implementing the Comprehensive Plan come forward. Please see the March 6, 2014 Report to the VTA Board of Directors (Agenda Item 6.18), available online at http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001LwZYIA0, for further information about Voluntary Contributions to Transportation Improvements.

GOV5-06 cont.

CMP Intersection Impacts and Mitigation Measures

The DEIR indicates significant impacts to three CMP Intersections. The DEIR identifies Mitigation Measures to adopt TDM programs, work to advance grade separation projects at intersections along the Caltrain tracks, and take a leadership role in advancing transit improvements, however, these impacts remain significant and unavoidable (pgs. 4.13-51 – 4.13-52).

In addition to the proposed Mitigation Measures, VTA also recommends that the City prepare an area-wide Multimodal Improvement Plan (previously "Deficiency Plan"), to address these CMP Impacts. The California CMP legislation requires Member Agencies to prepare Deficiency Plans/Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic LOS standard. The preparation of a Multimodal Improvement Plan can be an opportunity to implement multimodal (non-automotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular level of service impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs. For further information on Multimodal Improvement Plans

GOV5-07

please see VTA's Deficiency Plan Requirements located online at:
http://www.vta.org/cmp/technical-guidelines.

GOV5-07 cont.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

PA1401

VTA Development Review Program Contact List

Last Updated: 4/22/2016

Please route development referrals to:

Environmental (CEQA) Documents, Site Plans, other miscellaneous referrals
Roy Molseed – Roy.Molseed@vta.org – 408.321.5784

Transportation Impact Analysis (TIA) Reports and Notification Forms:
Robert Cunningham – Robert.Cunningham@vta.org – 408.321.5792
Eugene Maeda – Eugene.Maeda@vta.org – 408.952.4298

Electronic/email referrals are preferred, but please mail any hardcopy documents to:

[Name of recipient(s) as detailed above, depending on type of document]
Planning & Program Development Division
3331 North First Street, Building B-2
San Jose, CA 95134-1906

Contacts for specific questions related to VTA comments on a referral are below by topic area:

Transportation Impact Analysis (TIA) Guidelines (General Questions)
Robert Swierk – Robert.Swierk@vta.org – 408.321.5949
Robert Cunningham – Robert.Cunningham@vta.org – 408.321.5792

Auto LOS Methodology
VTA Highway Projects & Freeway Ramp Metering
Shanthi Chatradhi – Shanthi.Chatradhi@vta.org – 408.952.4224

VTA Transit Service, Ridership & Bus Stops
Rodrigo Carrasco – Rodrigo.Carrasco@vta.org – 408.952.4106
Nicholas Stewart – Nicholas.Stewart@vta.org – 408.321.5939

TDM Programs
Congestion Management Program (CMP)
VTA Eco Pass Program Questions Before Project Approval (e.g. when writing Conditions of Approval)
Robert Cunningham – Robert.Cunningham@vta.org – 408.321.5792

VTA Eco Pass Program Questions After Project Approval (e.g. Program Implementation)
Dino Guevarra – Dino.Guevarra@vta.org – 408.321.5572

BART Silicon Valley Extension
Kevin Kurimoto – Kevin.Kurimoto@vta.org – 408.942.6126

VTA Bicycle & Pedestrian Projects
Lauren Ledbetter – Lauren.Ledbetter@vta.org – 408.321.5716

VTA Real Estate
Kathy Bradley – Kathy.Bradley2@vta.org – 408.321.5815

VTA Permits (Construction Access Permit, Restricted Access Permit)
Victoria King-Dethlefs – Victoria.King-Dethlefs@vta.org – 408-321-5824
Cheryl D. Gonzales – Cheryl.gonzales@vta.org – 408-546-7608

Other Topics and General Questions about VTA Comments
Roy Molseed – Roy.Molseed@vta.org – 408.321.5784

ARCHITECTURAL REVIEW BOARD CITY OF PALO ALTO
Meeting Date: 6/2/2016

From: Wynne Furth, Board Member

Subject: Additional Comments on Comprehensive Plan Update Draft EIR

RECOMMENDATION:
Consider forwarding this memorandum to the City as a supplemental response to its request for comments on the Comprehensive Plan Update Draft EIR.

BACKGROUND:
On April 21st of this year, the Board held a public hearing on the Draft EIR for the Comprehensive Plan Update and made a number of comments. Vice Chairman Alec Lew and I agreed to meet and report back on any additional comments, arising from the ARBs areas of responsibility, that might be useful. We focused on impacts likely to arise under any of the alternative scenarios being considered by the City Council, including the "no project" alternative. The public comment period closes on June 8, 2016. We met to discuss the issues but did not produce a joint report. This memorandum is based upon my notes of our discussion. GOV6-01

Because Architectural Review is focused on on-site/nearby aspects of new development of commercial and multiple family projects, we looked at site-specific impacts that are of cumulative importance:

- The prevalence of site ***redevelopment***, including the demolition of "perfectly sound" buildings which have not yet reached the end of their useful life but can be replaced by more profitable structures. We do not have adequate metrics or policies to evaluate this aspect of a project. The EIR should analyze the environmental effects of such demolitions and propose mitigation if needed, including considering re-use first.
- The protection of scenic vistas, including those from El Camino Real and San Antonio Avenue. Site-by-site analysis may need to be supplemented with block-by-block analysis. GOV6-02
- The ***reduction of landscapin***g on a site when it is redeveloped, or the failure to increase the scale of landscaping to match newer, larger buildings. There is evidence that areas with more "biomass" are not only more appealing to humans but positively affect health. In reviewing projects, the Board has observed that code-compliant projects may still result in substantial reduction in the mass of plants on site – sometimes a conflict between parking and planting. Smaller trees and more compact and formal plantings provide less relief from hardscape. Extensive underground parking can significantly reduce the surface area in which plants can actually tap into native soil and the water table. Landscaping is converted into large-scale container gardening. Consider mitigation measures that require maintenance or intensification of on-site greenery, both to retain Palo Alto's characteristic look and to improve the comfort and livability of the City as temperatures rise. GOV6-03

- The increased use of highly reflective ***walls***, which can create problems of glare, excessive illumination, and heat gain in the vicinityConsider mitigation measures which add new standards or metrics to address these issues. **GOV6-04**
- The need for better tools for assessing how a a proposal will increase or decrease the "***heat island***" characteristics of a site, and the desirability of requiring that new development in fact *decrease* the site's heat generation. The ARB is required to address heat island issues in evaluating landscaping under its existing standards but does not have metrics to do so. The US EPA and others have formulated strategies for quantifying and reversing heat island effects. Consider as a mitigation measure for new development standards requiring reduction of heat island effects – cooling the City. **GOV6-05**
- The problem and opportunity created by increased building/redevelopment in areas where ***ambient noise lev****els* are so high that outdoor use areas are too loud for comfort. City codes require usable outdoor spaces and developers propose them as amenities but noise studies are often focused on indoor areas. Mitigation measures requiring evaluation and mitigation of noise impacts on outdoor spaces in high "noise contour" areas should be considered for commercial and multiple family development. **GOV6-06**
- More intense and ***"multi-modal" use of sidewalks*** should consider both on-site and public ROW improvements. All of the scenarios described in the Draft EIR contemplate worse and worse congestion for motor vehicles, as VMT per capita decreases less quickly than population increases. That support should be for the full range of people who walk and bicycle and push strollers, not just the fittest. Architectural Review looks at bicycle and pedestrian support building by building; for adequate mitigation the City should consider setting standards by block or frontage as well and systematically supplementing private development with its own efforts. **GOV6-07**
- The need to revise ***standards for on-site bicycle parking*** so that a larger percentage of a building's users can be confident that bike parking will be available when they arrive. The City's bicycle parking formulas do not seem to have kept pace with either the actual increase in bike use or the City's desired increase in bike use. In addition, provision for parking for the larger bicycles used to transport small children seems to be non-existent. Correcting these problems would help mitigate anticipated mobility losses. **GOV6-08**
- The need to aggregate and integrate the City's existing development standards in a ***comprehensive matrix*** so that applicants and reviewers can in fact implement the numerous and often far-sighted standards and projects that the City Council, with the advice of its boards, commissions and citizenry has already produced. Any mitigation and monitoring plan for the Comprehensive Plan Update should include provisions for creating and maintaining that matrix and assessing the City's compliance with it. **GOV6-09**

Comments on the Draft Environmental Impact Report (DEIR)

dated February 5, 2016
Palo Alto Comprehensive Plan

Keith Bennett, Ph.D. for Save Palo Alto's Groundwater

The following comments are relevant to the discussion of groundwater, both the "shallow" and "deeper" groundwater layers in **Section 4.8 of the DEIR, Hydrology and Water Quality**. ORG1-01

The DEIR completely misses the point on the shallow aquifer.

"*The proposed Plan would result in a significant impact to hydrology and water quality if it would:*

… Substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level." --- DEIR, pg. 4.8-46 ORG1-02

There is no <u>quantitative</u> discussion on the impacts of construction dewatering on either the shallow or deep aquifer layers, nor any projection on the future amount of construction dewatering expected to occur under any of the Scenarios in the DEIR.

1. In 2015, the amount of groundwater removed for construction dewatering was approximately equivalent to 50% to 100% of the total annual aquifer recharge from precipitation within Palo Alto estimated by Todd Engineers[1].
2. The volume of water removed during construction dewatering is currently not limited by the City, and has roughly tripled in the last 10 years.
3. Although basement construction and dewatering are currently generally concentrated in a small area of Palo Alto, **construction dewatering is very likely to expand dramatically into areas of Palo Alto "south" of Oregon Expressway, for example in the single story overlay districts that are not in the flood zone.**

ORG1-03

4. There is little acknowledgement of the serious consequences of groundwater overdraft[2,3]. ORG1-04

[1] Gloria Way Water Well Production Alternatives Analysis & East Palo Alto Water Security Feasibility Study, Table 8, Todd Engineers (2012). Approximately 7,000 acres of Palo Alto are within the San Francisquito Cone Sub-basin, and would therefore contribute about one-half (440 to 880 acre-feet) of the total of 880 to 1760 acre-feet estimated for recharge by precipitation.

[2] The Hidden Costs of Groundwater Overdraft
http://waterinthewest.stanford.edu/groundwater/overdraft/index.html

[3] Groundwater depletion adding to global sea level rise.
http://www.desertsun.com/story/news/environment/2015/12/19/groundwater-depletion-global-sea-level-rise/77587028/

5. There are no metrics for the “temporary, localized impacts hh at o uld our to the shallow a uifer dur ng the dewatering proes s,” which potentially could be unlimited as the number of base ents constru ted us ng dewater ng s unlimited **ORG1-05**
6. ere are no ons derat ons of the umulat ve impa ts of dewater ng from multp le dewater ng s tes and over mult ple years, inl uding drought years, or the time and ondit ons required for reo very. Are the impacts truly “temporary,” or do the impacts accumulate for years **ORG1-06**

e shallow a uifer la ers should be ell icitly cons dered, and **valued as a resource** by i t Policies

- e shallow a uifer provides environmental servie s in the ground. It is well-n own that **removing groundwater can result in ground settling and subsidence**, as noted on page .8-27 of the DEIR. Settling r s is espei ally h gh where the ground s support ng buildings or strutu res that provide fores on the ground.
- **Shallow groundwater** has multp le benef cial uses
    - Histor al ly and urrently, **water from the shallow aquifer layer is used and usable by individual households for domestic purposes.** In the vast ma or ty of Palo Alto, water n the shallow a uifer is usable for irrigat on w thout further treatment, and ould eas ly subst tute for urr ent uses of potable water for rr gat on, thereb reducing potable water o nsup t on.
    - Most shallow groundwater is **likely potable with minimal further treatment**. The City of Palo Alto s cons der ng produ tion of “purified” water from treated sewage water, and water n the shallow a uifer s generally of muh h igher qualit than untreated sewage or br ne (be ng ons dered for desalinat on ee small areas of toxic plumes in groundwater are doum ented in the DEIR. tt er from these areas reu ires addit onal treatment to be usable and are ust be tae n when pumping groundwater that the toxi plumes do not migrate **ORG1-07**
    - In uh of Palo Alto, **the natural groundwater table is 3 to 10 feet below ground surface**, and through apillary at ion inrease s soil oisture a few feet below the ground surfae, provid ng **moisture to trees and other vegetation within their root zones.**
    - In **a severe emergency, water in the shallow aquifer levels could be accessed through many existing private wells**, or us ng hand tools to rapidly (1 day) dig a new well and a manual pu p**,** or, f solar) ele tr cit ava lable through an ele tr al pu p. Flow rates from even shallow wells an be high – over 50 gallons per minute his water o uld support human life w th f ltrat on and or boiling, and would be e tremely welcome if, due to disaster and fa lure of other emergency water s stems, other water was not ava lable
    - **Deep aquifer zone recharge.** ee only loal -or gin soure of water for deep au ifer rehar ge w thn Palo Alto s pre pitat on, wh h must pero late through the shallow a uifer zones to reah the deeper au ifer In addit on, models of groundwater reharg e used b the ty of st Palo Alto for the r wells nl ude imported water soures within the shallow aquifer zones in Palo Alto: leaage from water supply and sewage pipes, and rr gat on These soures are at r s due to water conservat on measures and nfrastrutur e upgrades, suh as replai ng ag ng p pes See the Groundwater anagement Plan, Cit of ast Palo Alto,

uu gust, 2015 prepared by Todd ngineers http://wwwii .east-palo-alto.ca.us/Document enter View/2045.

- The importance of the shallow a uifer for **storing, filtering and draining storm waters** (without using the storm drains is not considered at all.

ORG1-07 cont.

This DEIR ignores many real and potential conseu ences of the unregulated pumping out of our groundwater such as its contribution to sea level rise, streamflow losses, damage to infrastructure, etc Additionally, the DEIR simply ignores many important valuable and beneficial uses of the shallow a uifer; apparently, only potable water coming out of the tap is valuable

ORG1-08

Specific comments:

Pg. 4.8-18: Awahnee Principle for Water Efficient Land Use

e o f the stated goals of the Awahnee Principle is "recharging groundwater." City policies permitting discharge of water from construction dewatering directly contradicts this principle, and the amount of water discharged from construction dewatering is very significant**: in calendar year 2015, using estimates from City Staff, the volume of water discharged to storm drains from residential basement construction alone (~400 acre-feet) was roughly equivalent to the *total* amount of rainwater on city streets (199 miles by 30 feet average width) for the year,** or **50 times the total amount of water stored in the new El Camino Reservoir.**

ORG1-09

Pg. 4.8-18: Basement Exterior Drainage Policy

In practice, this policy appears to be partially circumvented simply by placing a slab, perhaps with imperfect waterproofing, below the main basement slab, and connecting drainage pumps in collection depressions above the lower slab. For an eam ple, see the new construction at 736 rl and not replaced into the a uifer, for ea mple if discharged either to the storm drain or sanitary sewer, even a slow, gallon / minute leaage resul ts in groundwater depletion of over 25,000 gallons / year 1.6 acre-feet for a single residence e ery year. This is enough water to irrigate 15 typical alo Alto residences for the year; when multiplied by the large number of residences epe cted to be built with basements in permanent groundwater such pumping becomes a very mao r continuous contributor to groundwater depletion.

ORG1-10

Pg. 4.8-19: Construction Dewatering System Policy

The **DEIR does not state the estimated amount of groundwater pumped and discharged for construction dewatering in 2015**, or **compare this amount to (shallow) aquifer recharge rates.**

The number of construction dewatering sites permitted in 015 is incorrect The **correct number of construction dewatering sites in 2015 is fifteen** (14 residential, commercial The addresses are:

1. 19 Newell
2. 21 Webster
3. 1820 et rr te
4. 14 Har er
5. 713 o uthampton
6. 38 Grove
7. 22 Louis
8. 12 Newell

ORG1-11

9. 385 h erman (commercial, this site ay not need to dewater permit was issued to minimize disruption of construction)
10. 897 o utha pton
11. 736 rl and
12. 684 ells ur
13. 21 Byron
14. 51 ordan Place
15. 804 Moreno

ORG1-11 cont.

Pg. 4.8-19. Unless dewatering policies are further revisedt he current policies emphasize protection of property, but generally treat groundwater as a construction waste product, **and do not value groundwater as a resource.**

ORG1-12

Groundwater

Pg. 4.8-27. e **statement that the shallow groundwater is "non-potable" is misleading.** Palo Alto is considering the use of "recycled water" and "purified water," both of which are generated from sewage, which are surely "non-potable." In generalsha llow groundwater ua lity is far superior to untreated sewage andff or irrigation, generally superior to current recycled water as the salt content is lower. Further ore use of on-site shallow groundwater for irrigation requires less energy than either rec cled or imported water

ORG1-13

Groundwater Depth Map in Palo Alto

Pg. 4.8-27. Terradex constructed a comprehensive groundwater depth mapusi ng data from a er large number of geotechnical surve s for construction in Palo Alto:

http://savepaloaltosgroundwater org/files_PaloAlto_Shallowr oundwaterpd ate_wPlumes_V3_red.pdf
ee a ove ap also shows the o undaries of the flood o nes and toxic waste plumes

ORG1-14

Pg. 4.8-28. ere is **no discussion of the source(s) and locations of water for recharge of the deep aquifer levels.**

e only sources of deep aui fer recharge within Palo Alto must e from the shallow a uifer and n Francis uito Creek. Table 8 attached of the Gloria Way tt er Well Production Alternatives Analysis & st Palo Alto ater ecurit a sibilit ud y 2012, Todd Engineers) for the City of East Palo Alto's oo undwater Master Plan attributes more than 85% water a aila le for their (deep) a uifer for their wells to sources within or through the *shallow* a uifer, with a significant fraction of that from Palo Alto. e impacts of construction dewatering on the supplies of water for Palo Alto and East Palo Alto's municipal wells is not *quantitatively* analyzed

ORG1-15

e interaction et ween the shallow and deep au ifer la ers is complicated, and further ore water flows laterally in the shallow a uifer Cross sections provided [9] the Bay Area ater pply and Conservation Agency BAWAA) [4] indicate lateral connectivity in the shallow a uifer ao e the clays

ORG1-16

[4] ack ish ou ndwater Desalination as ibilit Assessment – BAWSCA's Strategy Groundwater Model Development a ft Tas 5-D Memo 2013), Figure - and Table 6-1

from the areas of construction dewatering to the high recharge areas west of El Camino e al. e moving water from the shallow a uifer (for ea mple near Community Center) causes groundwater to flow from above the high recharge areas to replace the water pumped, reducing the water pressure and recharge rates. Additionally, this model indicates significant flows to the deeper au ifer layers from the shallow a uifer for the "Southern ocus Area," located in Menlo Par , which is geologically ery similar to the areas with significant construction dewatering in Palo Alto.

It insufficient to simply state that the shallow au ifer and deep au ifer layers are separated by clays in the area of a construction dewatering site, and therefore removing water from the shallow a uifer does not affect deep au ifer recharge. he dynamics are more complicated, and if the assertion were true, the sustainable, local supply of groundwater in the deep au ifer is less than currently belie ed.

ORG1-16 cont.

Pg. 4.8-44

HYD-2 Ground Water Resources

The proposed Plan could substantially degrade or deplete ground water resources or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Potentially Significant and Mitigable – All Four Scenarios).

ORG1-17

Pg. 4.8-45

Temporary, localized impacts could occur to the shallow aquifer during the dewatering process.

he te t of the DEI uses the word "temporary" in multiple places to describe the effects on the shallow a uifer of dewatering. o wever, there is neither data nor analysis of the **cumulative effects of multiple basement dewatering projects** either in a single year, nor evidence that **natural aquifer recharge rates are sufficient to *completely* replace the water in the shallow aquifer** in the following rainy season, particularly during periods of drought. nl ess the water removed from the shallow a uifer is *completely* replaced in the following rainy season, deficits will accumulate from year to year, resulting in the **long-term lowering of the shallow groundwater table.**

E idence for **lowering of shallow groundwater levels by groundwater pumping** is provided by the groundwater depth map generated by errade ee e comments for page . -27 The 20 foot depth groundwater contour is significantly deflected near the pumping site at Alma and regon Epre ssway, which pumps about 200 acre-feet of groundwater annually. Groundwater pumping for construction dewatering in Palo Alto already significantly ece eds this amount, and without regulation, is lie ly to further increase.

ORG1-18

u rthermore, an indii dual owning and operating a well for geothermal heating and cooling with records for 40 years including pre ious periods of et ended local drought in the late 1970's and again in the late 1980's) has reported that this winter was the first time ever that their well has been dry, even though both the winters of 20 – 20 and 2015 – 2016 were normal rain years locally, again suggesting that the shallow a uifer water le els and flows are being lowered by construction dewatering.

Pg. 4.8-47

Mitigation Measure (HYD-2)

The DEIR does not support the conclusion that the impacts are "less than significant after mitigation." The proposed mitigation measures do not address the core issue, which is protection of groundwater.

1. There is absolutely no quantitative analysis of the amount of groundwater pumped currently or expected to be pumped in the future, which under current policy is unlimited.
2. The additional recharge expected from C.3 programs is not quantified.
3. The parties pumping groundwater are not required to pay for recharge programs to replace the groundwater, and no specific programs for shallow aquifer recharge are proposed.
4. No sustainable source of replacement groundwater for mitigation has been identified.
5. The analysis does not include any measures to address water continually pumped from basements that slowly leak.
6. Applicants are not required to pay the costs of replacing the groundwater that is removed, as is generally required for other pumping of groundwater in the Santa Clara Valley Water District area, with the exception of construction dewatering. This exception is inappropriate considering the amount of construction dewatering now and expected in the future in Palo Alto.

ORG1-19

It is unlikely that the implementation of LID measures and onsite infiltration, as specified under the C.3 provisions of the MRP, would increase the groundwater recharge adequately to offset the amount of water removed by construction dewatering. The amount of water removed by construction dewatering in 2015 was approximately equivalent to the total rainfall on 5% of the *entire* city area. Most of the city residential areas, excluding streets, already drain to soils. For example, downspouts from older homes drain to the soils from which water is absorbed, and not to storm drains.

Strengthening outreach on the water cycle and value of fresh water flows to storm drains, creeks, and the Bay.

The DEIR does not provide any analysis on the impacts of additional freshwater flows into the Bay, and is contradicted by materials from the Santa Clara Valley Water District stating encouraging reductions of fresh water inflows into the Bay. Matadero Creek already receives approximately 200 acre-feet of year of pumped groundwater from the Oregon Expressway / Alma underpass, and the Regional Water Quality Water Treatment Plant discharges over 10,000,000 gallons / day of fresh water. This claimed benefit needs to either be definitively supported with scientific evidence showing that the benefits of water to the Bay, in the specific areas that receive the fresh water are greater than the environmental benefits of groundwater, including consideration of sea level rise.

ORG1-20

Mitigation measures should be prescriptive building practices that require:

- Use of best-practice construction methods, such as clay barriers or sheet pilings that minimize the amount of groundwater removed during construction, particularly for residential construction.
- **All** water removed be either used for beneficial purposes or infiltrated into the soils so as to recharge groundwater, with a possible exception for discharge of water of low quality requiring treatment before discharge.

- ri ctly reu ire an enforce provisions to ensure that basement leaage o es not result in groundtt er epl etionff or example y strict inspection of construction to ensure that basements are actually leapro of an reu iring any basement rai nage pumps to i scharge to highly pervious soils**.**

ORG1-20 cont.

Table 8. Estimated Annual Groundwater Recharge
San Francisquito Groundwater Subbasin

Irrigation Return Flow	Annual Water[2] Importation (AFY)	Surface[2] Water (AFY)	Groundwater (AFY)	Total Water Use (AFY)	LOW 30% Used for Irrigation (AFY)	HIGH 50% Used for Irrigation (AFY)	Percolation to Groundwater LOW Low x 10% (AFY)	Percolation to Groundwater HIGH High x 15% (AFY)
Redwood City[1]	5,383			5,383	1,615	2,691	161	404
CWSC -Atherton and Menlo Park[3]	8,426	834		9,260	2,778	4,630	278	695
Private			880	880	264	440		
Menlo Park MWD	3,574			3,574	1,072	1,787	107	268
East Palo Alto	1,935			1,935	580	967	58	145
Palo Alto	12,311			12,311	3,693	6,156	369	923
Santford	2,396	809	342	3,547	1,064	1,774	106	266
						Irrigation Percolation Total	**1,080**	**2,701**

Water Pipeline Leakage	Total Water Use (AFY)		Leakage to Groundwater LOW - 3% (AFY)	Leakage to Groundwater HIGH - 5% (AFY)
Redwood City[1]	9,689		291	484
CWSC -Atherton and Menlo Park[3]	16,668			
Private	1,584		48	79
Menlo Park MWD	6,433		193	322
East Palo Alto	3,482		104	174
Palo Alto	22,160		665	1,108
Stanford	6,385		192	319
		Water Pipeline Leakage	**1,492**	**2,487**

Sewer Pipeline Leakage	Total Water Use (AFY)		Leakage to Groundwater LOW - 0.5% (AFY)	Leakage to Groundwater HIGH - 2% (AFY)
Redwood City[1]	9,689		48	194
CWSC -Atherton and Menlo Park[3]	16,668			
Private	1,584		8	32
Menlo Park	6,433		32	129
East Palo Alto	3,482		17	70
Palo Alto[1]	22,160		111	443
Stanford	6,385		32	128
		Sewer Leakage	**249**	**995**

Surface Water Infiltration		Recharge to Groundwater (AFY)	Recharge to Groundwater (AFY)
San Francisquito Creek	Surface Water Infiltration	**950**	**950**

Recharge from Precipitation	Basin Area (acres)	Annual Rainfall (feet)	Rainfall on Basin Area (AFY)	Rainfall Percolation to Groundwater LOW - 5% (AFY)	Rainfall Percolation to Groundwater HIGH - 10% (AFY)
Alluvial Basin	14,080	1.25	17,600	**880**	**1,760**

Subsurface Inflow	Watershed Area (acres)	Annual Rainfall (feet)	Rainfall on Watershed Area (AFY)	Percolation to Upland 5% (AFY)	Subsurface Inflow to Alluvial Basin LOW - 25% (AFY)	Subsurface Inflow to Alluvial Basin HIGH - 50% (AFY)
Uplands	23,936	2	47,872	2,394	**598**	**1,197**
Total					**5,001**	**10,089**

AFY - acre-feet per year
CWSC - California Water Service Company
MWD Municipal Water Distict

[1] SFPUC use reduced by half since only approximately half of city within San Fancisquito Subbasin.

[2] FY 2009-10 usage reported in BAWSCA Annual Summary

[3] Assume 70% of CWSC Bear Gulch SFPUC Purchases go to Atherton and Menlo Park

ORG1-21

COMMENT LETTER # ORG2

From: Save Palo Alto's Groundwater [mailto:PAgroundwater@luxsci.net]
Sent: Thursday, May 05, 2016 4:52 PM
To: Lee, Elena
Cc: ritavrhel@sbcglobal.net; enigenda@yahoo.com; pagroundwater@luxsci.net
Subject: Additional Comments, DEIR, Comprehensive Plan

elena.lee@cityofpaloalto.orgDear Ms. Lee,
Please find additional comments from Save Palo Alto's Groundwater related to the DEIR for the Comprehensive Plan.
In particular, not the section on impacts of basements on groundwater flows and impacts on flood risks.

Best regards,
Keith Bennett

ORG2-01

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Save Palo Alto's Groundwater
PAgroundwater@luxsci.net

Proposed Updates to City of Palo Alto Policies Pertaining to the Pumping of Groundwater for Basement Construction

Prepared by Save Palo Alto's Groundwater
http://savepaloaltosgroundwater.org

April 2016

Introduction

Using a construction practice known as “dewatering”, in which very large amounts of groundwater are pumped to build basements when construction site soils are saturated with water, residential basements have been permitted and constructed in Palo Alto at a rapidly increasing rate, from an average 5 per year from 2006 to 2008[1] to 14 in 2015 (Attachment A).

In 2015, it is estimated that approximately 126 million gallons, or 16.8 million cubic feet, of water were pumped from the area’s shallow aquifer for residential basement construction in Palo Alto. This is enough water to supply one average Palo Alto residence for 1,500 years, based on average July 2015 residential consumption of 226 gallons per day[2], or more than 50 times the amount of water stored for Palo Alto’s emergency water in the El Camino Park Reservoir.

An estimated 98-99% of this extracted groundwater is discharged directly into City storm drains despite regulations mandating “fill stations” for public use of the groundwater at each site. Only 1-2 % of the extracted groundwater is beneficially used.

We believe aquifers and groundwater are an unseen public trust resource and play an important role in supporting the geological foundation for Palo Alto’s infrastructure, public and private structures, providing moisture for our canopy and plants, recharging aquifers supplying water to public and private wells, and handling storm water.

ORG2-01 cont.

The nearly 300% increase in approved dewatering permits and over 100 million gallons of groundwater extracted during the 2015 do not appear to have been anticipated by the authors of the City’s existing dewatering policies and regulations. Current dewatering regulations do not accurately address localized impacts of dewatering, including, but not limited to: potential ground settling; reduced soil moisture for trees and vegetation; public compensation for the private use of community groundwater; potential impacts on public and private water supplies; and necessary changes in public policy in an era of climate change. Additionally, the longer-term and cumulative impacts of basements on aquifer flows and storm water drainage are ignored.

Although the winter of 2015-2016 is expected to benefit from “El Niño” with above normal rainfall, NOAA’s long range forecast for January to February 2017 is a 30% chance of below normal precipitation. (Attachment B)

For these reasons, which are discussed in greater detail below, we believe City policies and regulations regarding dewatering should be ***immediately*** *and* ***significantly*** **revised**. Specifically builders should be required to achieve performance-based outcomes using best-practice construction methods. These include practices such as restricting the pumping duration and quantity of groundwater that can be pumped maximizing re-use of pumped groundwater for purposes where it can substitute for potable water (such as irrigation) or replacing the groundwater into the aquifer nearby.

Background

A number of residents, especially those in neighborhoods where dewatering has occurred, are very concerned about the effects of dewatering, as well as the waste of groundwater, an increasingly scarce and vital community resource. While dewatering has been a community concern for over 13 years, the level of concern has intensified because of the unexpected increase in dewatering projects in 2015 and the global focus on the limited supply and value of groundwater, especially during periods of prolonged drought.

The Palo Alto City Council is planning to discuss City policies related to basement construction dewatering at its February 1, 2016 meeting.

City policies regarding dewatering are based primarily on the 2004 EIP Associates report, http://www.cityofpaloalto.org/civicax/filebank/documents/13500. This report was last reviewed by City staff in 2008 in response to citizen complaints and in consideration of Green Building policies.

Staff analysis, discussion and final report, which were reviewed at the September 24, 2008 Planning and Transportation Commission meeting may be viewed at: http://www.cityofpaloalto.org/civicax/filebank/documents/13737

Additional relevant facts not accounted for in Palo Alto's current dewatering policies are summarized below:

ORG2-02

Staff memo 13500 includes a 7/19/2008 letter of expert written testimony from Dr. David Stonestrom (Attachment C), a Palo Alto resident and professional hydrologist (Ph.D., Hydrology, Stanford University). His letter provides an analysis of the issues related to dewatering including ground settling, impacts of basements on groundwater flows during rainfall, and the importance of soil moisture for plants. Dr. Stonestrom concluded: **"basements must be restricted to areas that have adequately thick unsaturated zones – not all areas of Palo Alto are suitable. Large-scale dewatering should not be permitted. Groundwater is a City resource so precious that no one should be permitted to squander it on grand scales."** Three other local hydrologists (Dr. Leah Rogers, Dr. Allen Moench, retired from the US Geological Survey, who focused on developing analytical methods for well hydraulics and stream/aquifer interaction, and provided analysis for the Palo Alto Baylands, and Roger Pierno, a civil and environmental engineer professionally familiar with the aquifers in Palo Alto) have also provided written commentary (Attachments D, E, F) on expected impacts of dewatering, including spatial extent of the lowering of the groundwater; settling; deep aquifer recharge; soil moisture; and groundwater flows.

The amount of groundwater being removed by dewatering is substantial. Per City staff, the amount of groundwater extracted per basement issued a dewatering permit is typically 8 to 10 million gallons over a 3- to 6-month period[3]. For any specific basement,

the quantity of water pumped may be more or less than this estimated range. For the 14 single-family residential basement dewatering permits issued in 2015, at an average of 9 million gallons per basement, the total amount of groundwater extracted equals 126 million gallons, approximately 16.8 million cubic feet or nearly 400 acre-feet of groundwater, and excludes dewatering for other construction. This quantity of groundwater water pumped is visualized in Figure 1. There are currently no limitations on either the depth of the basement or the amount of community groundwater that can be removed, or any requirement to measure the amount of water pumped.

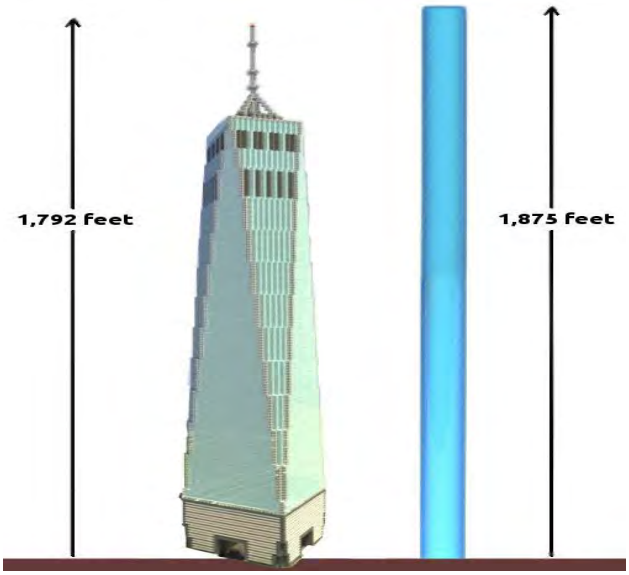


Figure 1. Height of groundwater water extracted during residential basement construction in Palo Alto in 2015, assuming an average of 9 million gallons per basement, if placed on an 8,000 ft^2 lot and compared to the height of One World Trade Center.

ORG2-02 cont.

Alternatively, this same amount of water is equivalent to:

- More than 50 times the amount of water in Palo Alto's El Camino Emergency Water reservoir
- 50,400 full 2500-gallon water tank trucks;
- Enough water to fill a football field including end zones to a depth of 275 feet[4];
- Enough to lower the existing water table by 14 inches over an area of two and one-half square miles (1600 acres) assuming a soil porosity of 20% and no inflow;
- 4,200 gallons per Palo Alto household, or
- More than the current 2016 Santa Clara Valley Water District allocation of untreated, non-potable water from the State Water Project (10,000 acre-feet for 1.9 million persons) [5] on a per capita basis.

A typical 10-foot-deep, 2500 square foot basement with a 3-foot-thick foundation on an 8,000 square foot lot will require dewatering to a depth of 15 feet, per current City regulations[6]. Assuming the extractable groundwater is 20% of the soil volume, the maximum amount of water attributable to the lot to be pumped would be 24,000 cubic feet. (8,000 ft^2 x 15 ft. x 0.2 = 24,000 ft^3). In contrast, the City estimates the typical amount of groundwater pumped per basement to be 9,000,000 gallons or 1.2 million cubic feet. Therefore, at most, 2% (24,000 / 1,200,000 x 100% = 2%) of the groundwater extracted is from the property being dewatered up to a depth of 15 feet. The remaining 98% is either from surrounding properties, or from a much deeper depth than required by current building regulations.

Dewatering has the potential to affect plants, especially trees, unless compensated for by surface watering. In the areas where most residential dewatering has occurred, the groundwater is typically between 7 to 13 feet below the surface, with a seasonal variation of 1 to 2 feet. (City map supplied, Attachment G). While the roots of most trees in Palo Alto extend 7 feet or less below the surface[7], capillary action in soils typically brings moisture several feet above the level of saturated soils, and therefore into the root zone of some plants. In addition, the open trench for basement construction dries the surface soils on adjacent properties.

ORG2-02 cont.

All extracted groundwater discharged into a storm drain is required to be tested for contamination per City and Regional Water Quality policies. If contaminant levels are below accepted standards, it may be dumped into the storm drains without treatment other than sediment removal. This groundwater is usable for irrigation and other beneficial uses[8]. Moreover, with routine treatment, or perhaps simply boiling, water of this quality is potentially potable.

The City charges the applicant approximately $634 for a 6-month dewatering project, which includes the dewatering permit ($142) plus $82/ month[6]. The Santa Clara Valley Water District (SCVWD) specifically exempts payment of fees for groundwater extraction for construction projects. By comparison a resident who installed a well and extracted the same amount of non-potable, untreated groundwater to irrigate their garden would be charged approximately $24,585 by the SCVWD[9], and moreover are prohibited from extracting groundwater from depths less than 50 feet[10] !

The amount of extracted community groundwater diverted into the storm drain system during a residential basement dewatering project is equivalent to approximately 480 years of discharge into the storm drain system from one residence.

Deficiencies of 2004 EIP Associates Report

We believe the 2004 EIP Associates report used by the City as the basis for current policy is inadequate and inaccurate when viewed under current conditions. Also of concern is the concentration of the 14 permitted residential dewatering sites within an area of about one square mile in 2015.

ORG2-03

The EIP Associates report, while offering a general overview of the basic geology and aquifers in Santa Clara County, had many deficiencies, as it:

- Did not provide geological maps covering the detailed geology and hydrology of Palo Alto or quantitative groundwater modeling.
- Primarily considered only the long-term effect of groundwater pumping due to "one or several simultaneous dewatering operations" on groundwater stored within the entire Santa Clara Valley Sub-Basin. This basin extends from the Coyote Narrows in southern Santa Clara County into San Mateo County.
- Did not accurately analyze the local impacts of dewatering. It did not consider the pumping depth or duration, groundwater extraction rate, or include local analysis of site soil characteristics. (The report did acknowledge dewatering would cause "temporary and local effects.")
- Stated, incorrectly, that the shallow and deep aquifer are not connected, when in fact a 2013 groundwater model prepared for the Bay Area Water Supply and Conservation Agency (Figure A5) indicates that Palo Alto groundwater is a significant source of water for recharge for the deeper aquifer. Todd Engineers also modelled sources in the shallow aquifer and surface soils within Palo Alto as a significant contribution to sustainable supply of groundwater available for wells into the deeper aquifer (Attachment H). See also Supplementary Materials A for a discussion of Palo Alto hydrology.
- Did not provide a quantitative analysis of the expected impacts or cumulative effects from multiple simultaneous dewatering operations in Palo Alto.
- Assumed single year impacts from dewatering would automatically be corrected the following year, regardless of extended drought conditions or the amount of dewatering.
- Assumed incorrectly that the total amount of water pumped was negligible compared to the local recharge rate of the aquifer system and capacity (i.e. implied that the aquifer system is an infinite resource).

ORG2-03 cont.

Impacts of Dewatering

Impacts from dewatering for basement construction are both "local"; i.e., primarily affect locations near the dewatering site, and "global"; i.e., affect the aquifers more generally.

Local Impacts

ORG2-04

Local impacts occur primarily within the dewatering site's zone of depression, the region where the water table is lowered due to the groundwater extraction. The zone of depression may extend well beyond the dewatering site and depends upon the duration and rate of groundwater extraction, local soils characteristics, such as buried gravel beds and channels and/or the cumulative effects of multiple dewatering sites occurring

in the same geographical area. Reducing the depth or duration of pumping, or both, reduces the extent and depth of the zone of depression. The zone of depression may be spatially asymmetrical (i.e. not conically-shaped) depending upon soil structures and pumping conditions, and pumping from multiple sites may interact, but are potentially significant 1,000 feet from the pumping site.. In general, to determine the zone of depression accurately, field measurements are required. See comments from Dr. Rogers, Attachment D.

The three main local impacts of dewatering are ground settling; effects on vegetation, especially trees; decrease of the amount of soil available to absorb and associated risks of flooding during storms.

1. **Ground Settling.** The soils in Palo Alto expand and contract depending upon their water content, as they contain smectite clays. There are normal seasonal fluctuations in the soil moisture, i.e. doors may be tighter in one season than another due to uneven soil expansion and contraction. When dewatering lowers the water table below the normal seasonal range, soil that has historically been saturated becomes unsaturated and may contract. This contracted soil may not re-expand even when water returns, possibly resulting in permanent settling. Since water is removed faster from soils closest to the dewatering site, the reduction in soil moisture may not be uniform across the property (and neighboring properties), resulting in uneven settling and possible cracking of foundations, walls and masonry. The potential impacts of uneven ground settling are likely to be exacerbated during periods of drought when the water table is already abnormally low. **ORG2-04 cont.**

   Save Palo Alto's Groundwater is concerned because:

   - Careful analysis with measurements of settling of ground supporting loads such as buildings, caused by dewatering has ***not*** been made.
   - ***Neither*** estimates ***nor*** measurements of the rate of water table recovery at and around dewatering sites have been made.
   - Possible impacts on public and private infrastructures have ***not*** been carefully considered. Even temporary settling can cause permanent damages.
   - The cumulative effects of multiple, nearby dewatering sites in a single "season" are not considered, either locally or area wide? How much water can be pumped in total per year, and is that figure dependent upon the yearly precipitation or aquifer levels?

2. **Effects on Vegetation, Especially Trees.** The 2008 Planning and Transportation Commission's report stated tree roots can extend up to 7 feet below the ground. Soils wick moisture several feet from the water table due to their capillary action. Tree roots are not "in" the aquifer, but instead benefit from moisture in the soil from the aquifer pulled up by capillary action. Trees including **ORG2-05**

City street trees and other vegetation benefit from the water normally occurring in soils.

Normally, residential irrigation (using potable water) provides an additional source of moisture for trees. The effects of mandated residential watering restrictions suggest trees are more dependent upon soil moisture to meet their water needs in times of drought.

City Memo 13500 report stated: "A Planning Arborist reviews all basement construction projects to determine if the proposed basement will adversely impact an adjacent tree's root system and plans would need to be identified if adverse impacts are identified[6]…". However, we believe without accurate site-specific measurements of soil moisture and groundwater levels, it would be difficult for an arborist to make the required review; we further believe that planning arborist reports are currently generally pro-forma.

ORG2-05 cont.

Area-wide Impacts of Dewatering

As California's Water Action Plan[11] states, "historically, inconsistent and inadequate tools, resources and authorities have made managing groundwater difficult in California and have impeded our ability to address problems such as overdraft, seawater intrusion, land subsidence, and water quality degradation. Pumping more than is recharged lowers groundwater levels – which makes extracting water more expensive and energy intensive. Under certain conditions, excessive groundwater pumping could mobilize toxins that impair water quality and cause irreversible land subsidence which damages infrastructure and diminishes the capacity of aquifers to store water for the future."

ORG2-06

Relationship between Shallow Groundwater and Potable Water

Aquifers are underground layers of water-bearing permeable rock, rock fractures or unconsolidated materials (gravel, sand, or silt) from which groundwater can be extracted by using water wells. Aquifers store and transport water, but they do not create water. The Bay Area Water Supply and Conservation Agency (BAWSCA) utilizes a four-layer model for the aquifers around Palo Alto. There is the upper water-bearing zone (the "shallow aquifer") and two lower water bearing zones (the deep aquifer), separated in some areas by a layer of clays which are relatively, but not completely, impermeable.

ORG2-07

The deeper aquifer is used for Palo Alto's Emergency Water supply (Carollo Engineers)[12] and is currently being studied for new municipal supply wells in East Palo Alto (Todd Engineers)[13], and as a source of brackish water for desalination (BAWSCA)[14]. In addition, both the deeper and shallow zones of the aquifer currently supply public and private wells in Palo Alto, East Palo Alto, Menlo Park, Atherton and other cities[15] (See also Attachment H, Table 9, and Figure A5) .

City staff and others have stated that the groundwater removed during dewatering is non-potable. Additionally, it is said that as this groundwater is extracted from the shallow aquifer, all or most of it would normally flow into the Bay, and therefore, dewatering has no impacts on water available for beneficial uses, including potable water. However, these assertions are misleading for several reasons:

1) Groundwater in the shallow aquifer is generally suitable for irrigation of most plants without any treatment, and can partially or completely substitute for potable water for this purpose. Groundwater removed during dewatering can be used for irrigation, replacing and reducing the use of potable water. This extracted groundwater is too valuable to waste and not reuse.

2) The shallow aquifer is the source of most of the water that recharges the deeper aquifer. It is this deeper aquifer that currently supplies active and emergency wells[13, 14].

The shallow and deep aquifers underlying Palo Alto are connected. Relying on the EIP Associates 2004 report, Palo Alto's staff has long held that the shallow aquifer's water did not recharge the deeper aquifer. **However, all other studies evaluating the quantity of groundwater sustainably available for municipal supply wells, including Palo Alto's, have modelled the shallow aquifer in Palo Alto as the source of most of the freshwater recharge to the deeper aquifer[12,13,14].** Most relevantly, the recent groundwater model prepared by BAWSCA details extensive extraction and use of water from the shallow aquifer and models flows both within the shallow aquifer and to the deeper aquifer. See Supplementary Materials A.

ORG2-07 cont.

The flows of water in the shallow aquifer are similar to other water flows in Palo Alto, such as those in the San Francisquito Creek. Water flow rates are highest during and after the rainy season and this period accounts for most of the shallow aquifer water flows into the Bay. Yearlong, including during the dry season, water flows are slower and occur mainly from the shallow aquifer by percolation into the deeper aquifer, or are extracted by pumping. However water remains year around in the shallow aquifer section, including water trapped in pockets ("perched groundwater") that never naturally flows to the Bay. Supplementary Materials A includes a discussion of aquifer hydrogeology and a map of the estimated aquifer recharge rates.

Permanent Impacts of Basements on Amount of Water-Absorbing Soils and Associated Risks of Storm Flooding

ORG2-08

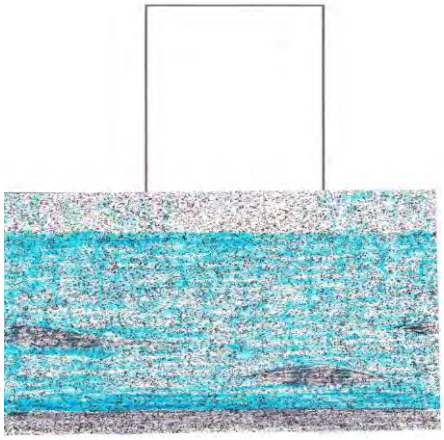
None of the above referenced reports consider the impacts of new basement construction on the lot's absorption of storm water runoff or the potential impacts of basements on neighboring homes. Palo Alto staff and the public have both expressed

concerns regarding existing storm drain capacity and increased risks of flooding from severe rainstorms. Several of the streets identified as requiring storm drain improvements are in the same areas as basements are now being constructed, including Lincoln Avenue and Clara Drive (Attachment I)[16]. The City Council is considering a ballot measure for additional storm drain funding after the current storm drain fees expires in 2017.

- The soil which is removed and replaced by a basement is no longer available to absorb water, thereby reducing the total amount of rainwater that is absorbed. Palo Alto and the SCVWD provide rebates to encourage residential use of permeable paving materials to reduce the load on storm drains. This program assumes soil can absorb rainfall allowing for slow percolation into the aquifer and flow to the Bay.

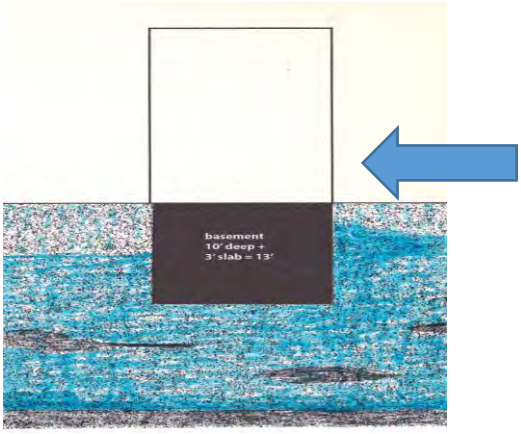
ORG2-08 cont.

- Basements are dams in the unseen "river" flowing through the soils and aquifers beneath Palo Alto. (Figure 2.) The majority of new residential constructions which include basements may cover one-half or more (of the width) of the property. A basement requires groundwater to flow around it. If the groundwater cannot flow along its natural pathway, it becomes elevated by basement "dams," and may flow into older non-watertight utility basements or into the storm drain system. If the storm drain capacity is exceeded, this redirected and unabsorbed rainfall may flood City streets and properties, potentially causing serious damage.

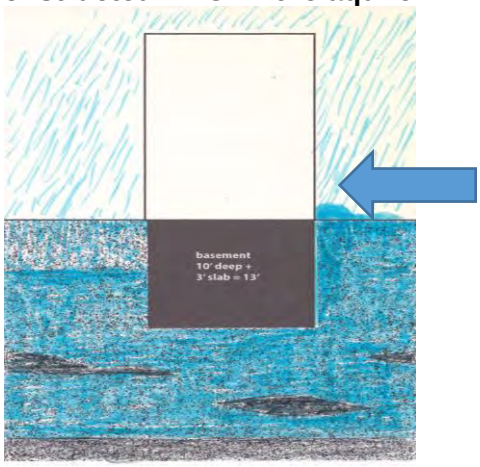


House without a basement

House with a basement bottom constructed ABOVE the aquifer



House with a basement extending into the aquifer showing water flow blockage



House with a basement constructed in the aquifer showing the overflow of subsurface water during heavy rain

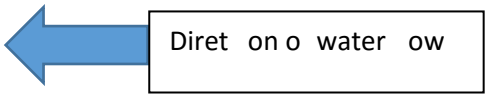


Figure 2. Illustrations of the interaction of homes with basements and the aquifer. Without appropriate engineering, basements extending into the aquifer block groundwater flow and, like a boulder in a river, cause "upstream" elevated water levels.

ORG2-08 cont.

Lower Impact Construction Alternatives

Palo Alto's policies regarding dewatering for basement construction provide no incentives for builders to minimize the amount of groundwater extracted. As a result, community groundwater is treated as a construction waste, not as a valuable resource.

We believe use of construction best practices could significantly reduce the amount of groundwater pumped during basement construction. Methods of reducing the amount of groundwater extracted during basement construction include:

- Minimize the allowed pumping duration. The amount of groundwater removed is approximately proportional to the pumping duration. Limit pumping to the shortest duration consistent with construction best practices. Dewatering occurring over a 4-week period, instead of 16 weeks, could reduce the amount of groundwater extracted to approximately 1/4th of amount extracted in 16 weeks.

- Reduce the placement and the depth of the dewatering pumps. In Palo Alto soils, flow rates are highest through the gravel layers of former stream beds. Avoiding these stream beds would reduce the groundwater flow rate. Usually groundwater nearer the surface is at a lower pressure than deeper groundwater, and flows more slowly. Placing the dewatering pumps closer together would reduce the pumping depth required to achieve the required drawdown. Using horizontal, perforated pipes with a few pumps could achieve the same outcome.

- Sheet piles could reduce and/or block groundwater flow into the construction site and allow for faster construction. Additionally, sheet piles can be used to create a watertight basement wall and support vertical loads, i.e. they become the foundation of the home. They can also be used to anchor the basement to the soil, and prevent the house from "floating." Doing so greatly reduces (70 – 80%) the amount of concrete required, greatly reducing greenhouse gas emissions from concrete. It is commonly, but incorrectly, believed that installing sheet piles are noisy and involves either large shocks and/or vibrations. "Silent" hydraulic sheet pile installation equipment, available since 1975 from Giken and others is a viable alternative. (https://www.giken.com/en/. A short video of the method is available at https://www.youtube.com/watch?v=66cD5xyOFgo. Construction services for press-in pilings are available in the Bay Area from Blue Iron, Inc. http://www.blueironinc.com/). When used as the foundation for the building, the costs of sheet pile – based basement construction are comparable to that of conventional construction, but with the additional advantage of significantly faster construction.

ORG2-09

Recommendations

In consideration of the potentially significant impacts cited in this document and ongoing citizens' concerns regarding dewatering, we respectfully request Palo Alto's City Council

ORG2-10

and staff consider and implement modifications to the City's basement construction and dewatering policies in two phases following the guidelines set out in the City's Sustainability Policy to use performance-based guidelines:

"Use er rane as ed rat r tn re sr ti ve a roae s to ui ld n and enery onservat on rell at ons in order to en oura innovat on used on t outoe s t ouni t wants not ne essar ly on t atay s to a hieve ts e outoes nsi der t e sae aroa r l ann n and develoe nt su as roaati mit gation ea sures reui r n outoes and impacts wi le ei n as fle il e as os s l e on t est wa to a hieve ts e outo es"

Effective prior to the issuance of **2017 dewatering permits**. A program that does not permit any water to be discharged into the storm drains from construction dewatering, with some limited possible exceptions for public buildings.

1. **Remove restrictions on pumping duration.** Pumping can continue as long as necessary, consistent with best-practices construction methods and contingent upon meeting the requirements for total water pumped and zero-discharge into the storm drains.

2. **R-1 Residential basement construction requiring dewatering shall be subject to Individual Review,** as is the currently the case for multi-story homes. Such Individual Review shall encompass the site-specific dewatering plan. **ORG2-10 cont.**

3. **All extracted groundwater shall be metered and accurate measurements of such extracted groundwater and monitoring well data kept in a City managed electronic data base.** This will provide information the City can use for monitoring, analysis and sustainability purposes.

4. **Applicants issued dewatering permits shall pay all costs incurred by City dewatering policies, including, but not limited to, collection of monitoring well data and costs associated with reuse and/or recycling of the extracted groundwater.**

5. **Groundwater pumped and not recharged on-site shall be limited to no more than 5 cubic feet (37.5 gallons) per square foot of lot, i.e. 50,000 cubic feet or 375,000 gallons for a 10,000 square foot R-1 residential lot.** This amount is derived from criteria which take into account sustainability and the amount of groundwater extracted from surrounding properties and is possible with appropriate design and construction methods, such as the use of sheet piles or slurry clays..

6. **All groundwater removed during construction shall be used in a manner that substitutes for potable water use,** such as irrigation, and/or used to recharge the aquifers and such uses and method of replacement into the aquifer

shall be described in the submitted Site Specific Plan. **Directing extracted groundwater into any storm drain shall be prohibited.**

7. **Require designs for basements that do not impede the flow of water through the surrounding soils during periods of exceptional rainfall.**

8. **Strictly require and enforce provisions to ensure that basement leakage does not result in groundwater depletion**, for example by strict inspection of construction to ensure that basements are actually leakproof and requiring any basement drainage pumps to discharge to highly pervious soils**.**

9. **Data in soil studies and associated hydrology reports prepared for basement construction will be public domain and not subject to copyright restrictions for non-commercial use.**

ORG2-10 cont.

Conclusion

Many Palo Alto residents are deeply concerned about dewatering during the construction of residential basements in their community. Reasons for their concerns range from personal experience and observations of damage to their properties and public infrastructures that correlate with nearby dewatering to firm beliefs that shunting millions of gallons of extracted groundwater into the storm drain is simply wasteful and inconsistent with sustainability. Residents believe the City and the property developer each have the responsibility to ensure current dewatering practices are not harming neighboring properties or the environment. For many residents, their current home is truly their "dream house."

ORG2-11

The 2004 EIP report upon which the City has relied upon to justify current policies for dewatering is simply inaccurate and inappropriate to support policy in the current context. To support our recommendations for policy revision, this White Paper includes statements and references from four professional geo-hydrologists, including a civil engineer familiar with the local area providing scientific and technical bases that support resident's concerns.

ORG2-12

Appreciation of the value of groundwater as a resource, and as an (emergency) water supply has greatly increased as a result of the recent drought, and this White Paper includes a discussion of the relationship between water pumped for dewatering and water supplies. Summaries and references to multiple studies performed to analyze the potential of groundwater as a municipal supply source for Palo Alto, East Palo Alto and in San Mateo County show that rainfall percolation, irrigation and leaking pipes within Palo Alto (separate from Stanford) are the main sources of aquifer recharge, including recharge to the deeper aquifer levels. Specifically, the recent groundwater model prepared by Bay Area Water Supply and Conservation Agency[17] clearly shows Palo Alto's shallow groundwater as a major source of deep aquifer recharge, and contradicts the assertion that (all) water pumped for dewatering would "flow into the Bay anyway."

ORG2-13

Simply put, dewatering removes water from the sources that recharge the aquifers which we and nearby cities are designating as our emergency water supply as well as a possible supplemental water source during droughts.

ORG2-13 cont.

Mature, proven, economically practical technologies that greatly reduce the need for dewatering, such as the use of sheet piles with "silent" driving technology are available, and contractors working in this area can provide the required construction services.

ORG2-14

Finally, we have provided recommendations for modification to City policies in two phases: Phase 1 to be implemented prior to the issuance of dewatering permits for 2016, and Phase 2 to be implemented prior to issuance of dewatering permits for 2017. These policies simply require the adoption of best practices for basement construction that treat groundwater as a valuable resource, and not as construction waste.

ORG2-15

Future groundwater sustainability includes the need to consider predicted severe droughts, severe rainfall events and flood risks expected because of global climate change in planning[18]. To quote the California Water Foundation: "When it comes to water, one could say that right now California *[and Palo Alto]* has 19th century laws and 20th century infrastructure to deal with 21st century challenges."[19] *(Italicized text added.)*

We look forward to working with the City Council and Staff on this vital issue and may be contacted at info@savepaloaltogroundwater.org.

ORG2-16

Supplementary Materials A
Summary of Groundwater Studies and Geology Reports

e dr o eolo y o Palo Alto s ee n stud ed by te Geoloi cal Surve and several engineer n firs t latter to evaluate t ote nt al r us n oundw ater as a water sul y soure and to ette r understand t r s o salt water intrus on from t Bay into t au fer **Every study[12,13,14] has modelled sources in the shallow aquifer in Palo Alto (east of El Camino Real) as the major source (>80%) of water to recharge the aquifer system. This is the aquifer that is drained by dewatering.** e ll low n suar is t stud es and t ol leti ve onl us ons

I. Hydrogeology

Palo Alto lies w ti n t Santa Clara ll le Groundwater Basin wi ch is de ned by t e Calirni a arr t ent o te r e soures (DWR e Santa Clara ll le Basin is d v ded by t DWR into ur su -bas ns San te o Pla n Niles ne, East Bay Pla n and Santa Clara su - as ns

e Geolo ia l Surve oee wt) ar trar ly dei nes t San aa ni su to ne as a oundwater su -as n w ti n te Santa Clara su -as n e reort by Metzger (2002)[20] inl udes a detailed descr ti on o t e dr o eolo y o t area This San aa ni su to ne su - as n en oassed mi^2 in sout ern San te o and nortrr n Santa Clara unt ies under the alluv al n red by San aa ni s u to and s aller cree and is bisete d by San aa ni su ito Cree

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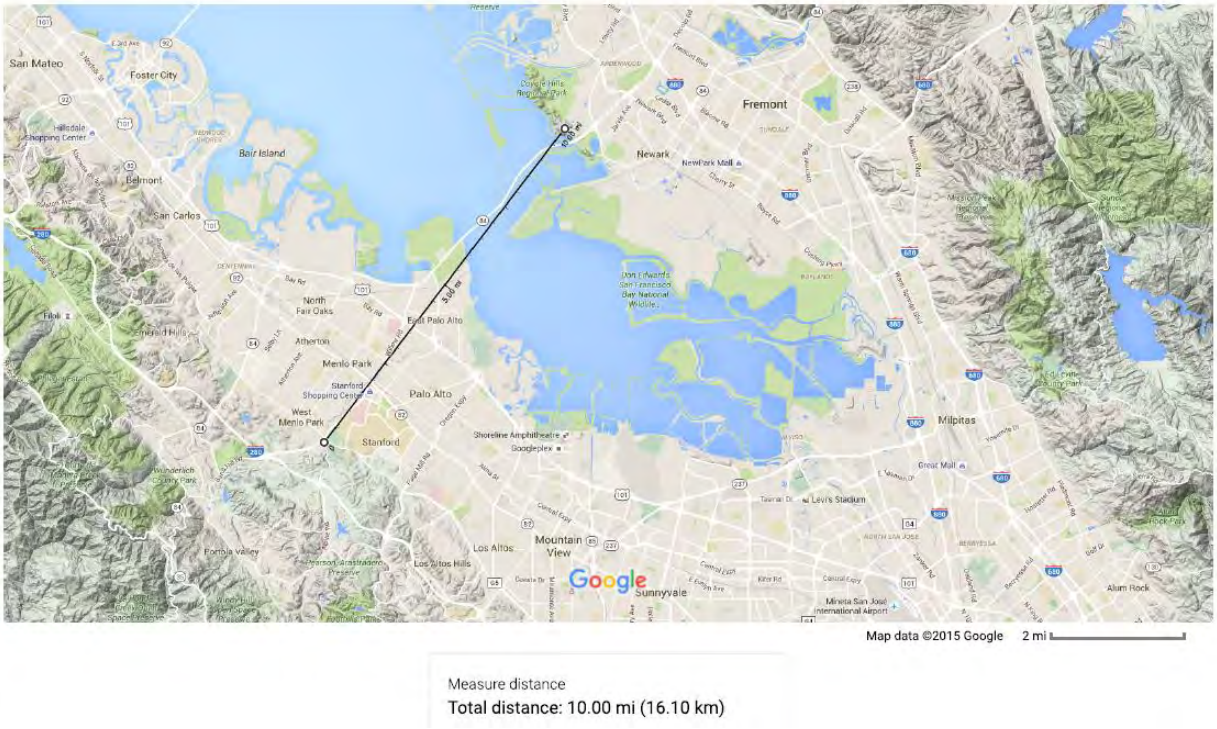
Layer 2: Layer 2 is aout ee t ti ck, and rere sents ri a r ly t regional con n n e d ene at t e Bay Pla n and interior valle areas e oni n n ed restr ts t vert cal oveent o water etwee n te sl low and deee r water ‑ ea r n zones ss loe o te Bay Pla n wre fine-gra ned eds are less ont nuous la er 2 rere sents an intered ate ne etwe en s allow and dee water ‑ ea r ng zones

ORG2-17



i gure A1 Approi mate location o t ransect or representative cross-section o BAWSA our -layer groundwater model

ORG2-17 cont.

Layer 3: The upper part o the deep water ‑ e aring zone (the deep a uier) is represented by layer 3. This primary or "main" production zone, which includes Palo Alto's Emergency tt er Supply wells, is ei ng investigated as a source o water inta e y East Palo Alto or new wells[21]. yy er 3 is 0 to 70 feet thic and located ene ath the regional coni ning ed. The thice st portions o thi s main zone occur eneath the central part o the Sa nta l ara alley.

Layer 4: The lower part o the deep aui e r is represented y layer . This deep lower part underlies the screen intervals o most e traction wells. The layer e tends rom the otto m o layer 3 to edroc, and can e up to 7 0 ee t thic.

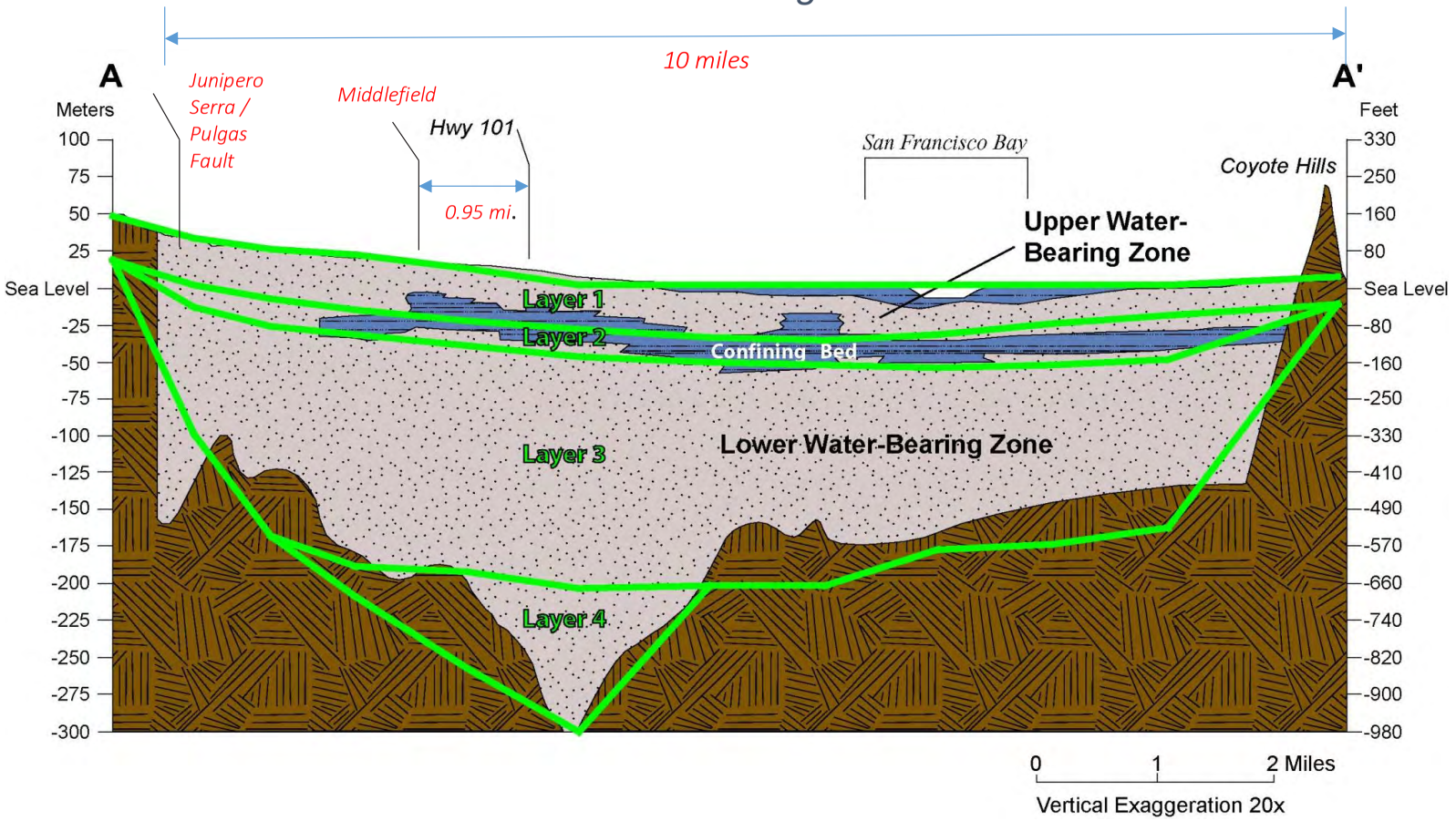
Note that the aui ers go under the a y and, on the west side, end at edr oc approi mately along ni pero Serra oul evard along the western edge o th e Stanord ampus.

Prior to 19 3, when Palo Alto and Stanord received greatly increased allocations o water rom the San ranci sui to Pul ic ii lities i strict, including water rom Hetch Hetchy, it is estimated that Palo Alto and Stanord used approi mately ,5 00 acre-ee t yearly (AFY) o groundwater, and a total o 7,00 A Y rom the San ra ncisui to one. This resulted in a decline o greater than 1 0 e et in the deep aui er water level used to supply the wells[1] , and was clearly unsustainal e. ***Documented adverse impacts include land subsidence of more than two feet in Palo Alto and salt water intrusion of 2 to 3 miles inland[21].*** In the mid-1970's, the chloride

4-Layer Model

Representative Model Cross-Section

West to East Near Dumbarton Bridge



Fire A er esentat ve Groundwater odel ross-set onoo m BAWSCA[14], Fig 4-2.
tat ons r u n ero S erra Pul ss a ult, Middlei eld and d stanes add ed.

ORG2-17 cont.

concentration of Palo Alto's Hale well peaked at 215 mg/l in 1958 and the chloride concentration of i nconada ll l peaked at 25 mg/l in 192 , but has since declined as improved fresh water flows have displaced the saline water[21].

II. **Sustainable groundwater yield in Palo Alto**

Sustainable fresh groundwater i eld is the ma imum long-term quantit of water that can be withdrawn annually without causing an undesirable result, such as lowering of groundwater levels, reduction of groundwater storage, saltwater intrusion, degraded water qualit , land subsidence, and surface water depletions with adverse effects on beneficial uses

te r balance is a ke element for determining sustainable i eld, and is simply water accounting aa nge in storage = inflows – outflows Sustainable i eld requires that the change in storage be positive or zero over the long term, and that "natural" outflows are adequate to protect the aquifer and environment

The East Palo Alto Groundwater nage ment Plan (215 [21] summarizes some knowledge of the water balance in the San anci squito Creek ne sub-basin, although the BAWSCA groundwater model provides additional information and detail (**emphasis** ours):

> *[Section 3.9 Water Balance]*
> *". . . .the Groundwater Feasibility Study (Todd, 2012), [which] provided a general water balance with rough estimates on an average annual basis. A detailed evaluation of the San Francisquito Cone Subbasin water balance has not yet been conducted that accounts for average, wet and* ***especially dry years*** *. . . . "*
>
> *[3.9.3. Change in Storage]*
> *. . . .This suggests that the low estimate of inflows may be more reliable and/or that subsurface outflow is greater to the bay and to the lower portions of streams.*
>
> *Review of the water balance reveals the following:*
> - *Review of the recharge estimates indicates that* ***municipal water supplies, providing recharge as landscaping return flows and pipeline leakage, account for about half of the total recharge.*** *Local municipal supplies are predominantly SFPUC water (BAWSCA, 2014, Table 3c) and represent importation to the groundwater system.*
> - *The importance of return flows suggests that substantial* ***water conservation in recharge areas potentially could have an adverse impact on groundwater supply.*** *Replacement of imported water with other sources (e.g., recycled water or gray water) should be considered, with due consideration of water quality impacts.*
> - *Review of the discharge estimates indicates that* ***natural outflows to the bay and streams are not well known;*** *understanding these outflows as they occur along miles*

ORG2-17 cont.

of bayshore is critical in developing groundwater supply while preventing saltwater intrusion.

*• Review of the [freshwater] recharge and discharge reveals **the importance of human activities(e.g., importing water and pumping groundwater**) in the groundwater system.*

• The water balance estimates are uncertain and could be improved with additional monitoring data and a detailed water balance investigation. Hydraulic gradients in the deep aquifer zone accounting for tidal influence could be evaluated, and rates of groundwater outflow estimated. Given the uncertainty of subsurface outflows (and their importance in preventing saltwater intrusion) development of a subbasin-wide three-dimensional groundwater flow model would be most useful."

Alto u t ere are s gnifia nt uner ta nt es in est ate s o ot fres water re har and use o oundw ater and tr ere t e net aount ava lal e it is l ear tt susta nal e fresh oundwater sul ies are ur rently ui te limited, and ta t esh water rechar e o au fers is ri a r ly o soure s w ti n in t sl low au fer. Add t onall ot un cipalit es and ri vate interests des re to inr ease their use o ound water Longer-ter ma ro factors adversely affect n oundwater resoure s inl ude inre as n oul at on (and associated redut ons in t ava labilit o imorted water , and une rtaint es associated w t l imate change. Although t re cise iaa cts o ound water pumpin r ase ent onstr ut on and d srr are not own t ao unt o ou ndwater u ee d and d sh ard is s gnifiant oare d to total est ate d re ar ee waterin in Palo Alto *alone* is 5 – 10% o t e est a ted re harge r t ent re San aa ni s u to ne; dewater n in nl o Par Atr ton and otr cit es inr eases ti s ao unt and most lill y redue s t aount of groundwater ava lal e rr otr uses in ot t sll low and dee au rs). an ase , we can ti n o no reasons tt ui ng inrea ses t ava lai lit of groundwater

ORG2-17 cont.

III. **Groundwater (aquifer) flows and recharge**

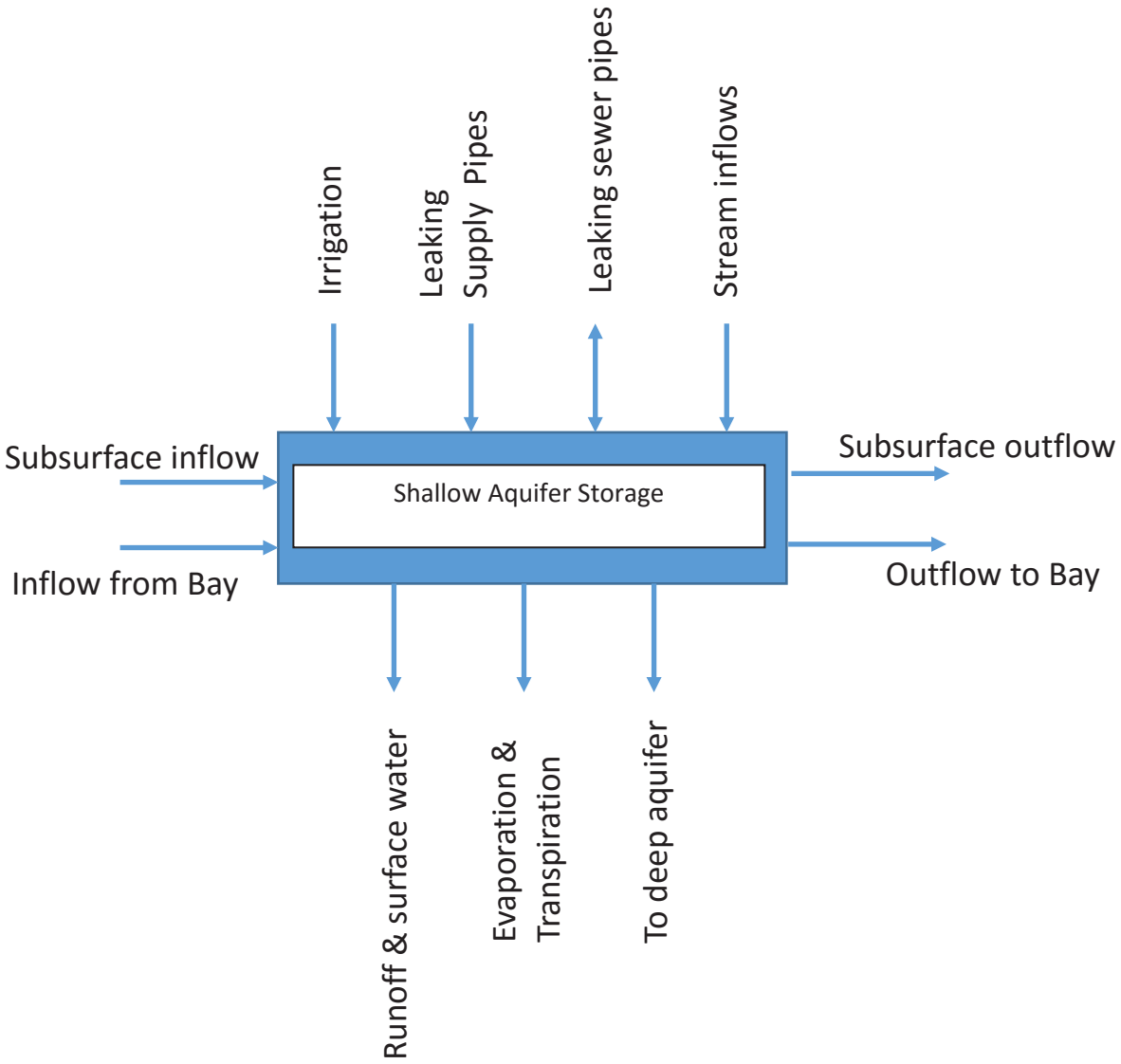
nee tual water and oundwater flows in t sl low au rr are so wn in Fire A3 Inflows o water inl ude re cipitat on iorted water (irr gation lea n water sul y pies and leakin sewer pipes alon w t sure water tr eas oundwater inl ows and inl ow from the Bay Inflow from the Bay oours e is saline and detrimental to water ual it.

Outflows inl ude runo evaorat on trans rat on (by l ants ound water pumpin sure flows, susu rface out ows to otr areas o t e sl low au fer and susure flows out o t sl low au fer, eitr to t dee au rr or t y .

As an e seen from histor cal well level re ords so wn on t Palo Alto sl low groundwater det aD ra phs in Atta ee nt G , t seasonal flutua t on o te water level in t sl low au fer is only 1 – 2 feet at ost loat ons and soewt ore r ll l 4 loated near El Camino e al and tad ero e a u rr does not dra n o ll etely dur n t year As ared

in the main text, dewatering removes enough water from the shallow aquifer to lower the water table level by more than one foot over a large area, and is therefore likely to lower the water level over an extended area below the historical "low" levels, especially during drought periods when replacement from irrigation is significantly reduced

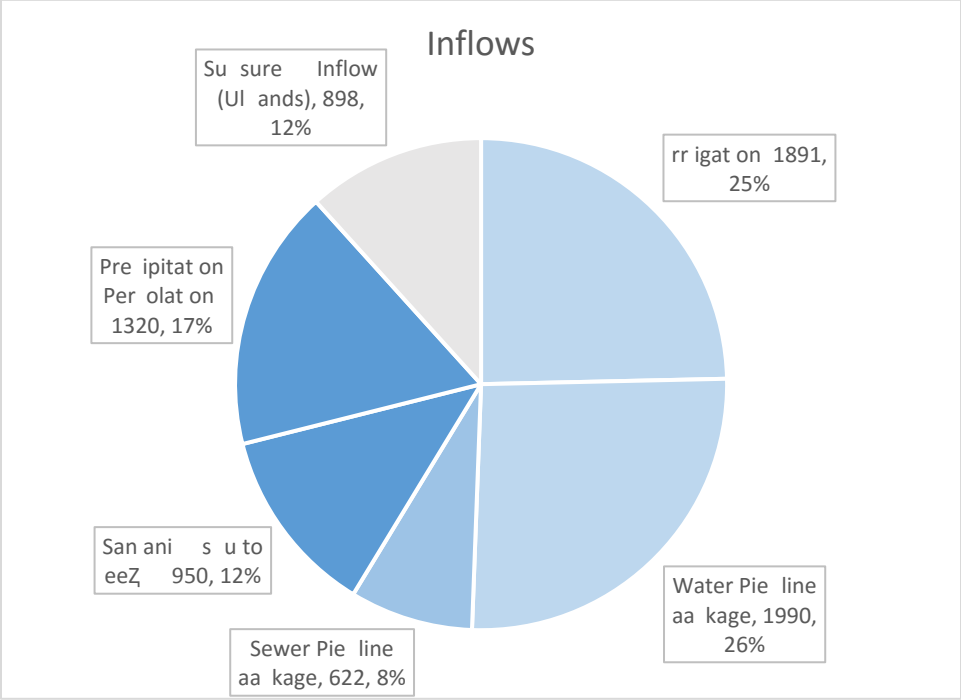
The rates of flow for each component will vary seasonally and with aquifer status, likely in a manner analogous to flows in San Francisquito Creek ur ing rainy periods, San Francisquito Creek discharges a significant amount of water into the Bay, while during the summer months, San Francisquito Creek "dries up" upstream from El Camino Real as water flows into the shallow aquifer levels, and potentially from there into the deeper aquifer levels. know of no *direct* natural recharge routes to the deep aquifer.



ORG2-17 cont.

Fire A S ll low au r water al an e on e tual d agram. nly 5 – 15% inl ows o irr gation and re ipitat on are est mated[12] to enter t au fer ste . T re a inder ec oes ru noff, sure so ls water or evaorate s o te t t au rr water oul d e trr lea into or out ot au r i nto sewer i es n flows o the Baar e de endent uon t wate r tal e level.

Todd i neer ng (201 est ate s oSan a ni sui to Creek ne Su -as n total (shallow and deep) aquir rerg e sour e and e tra tion are taul ated n Attaent Han d suar idd n re A ased uo n t do nts ot est a te ran esand total re harge of 7 A Soures w ti n Palo Alto ro v de a out one l f ot total rechar As noted n Seti on -II, it s lill y t at nl ows are towards t l ower end ot ran Groundwater pumpinest ate d at ,500 AY unsusta nal de l eted t au fer.



Fire A4. Estia ted inflows (in AFY) and soures o oun dwater in t e San aa ncisu to ne us n mido ints etwe en low and hi ran s o t est a tes Blue sa d n ind a te soures w ti n t sll low (surfae) au rr level. Total rechar e 7,670 AFY. r ti s water to be usel r u n cia l sul ies it ust enter t deeer au fer levels Data o Todd Engineer n .

More tn ll f (59%, lit l ue sa d n) o t est a ted au fer rechar is due to iorted water (irr gat on leaking water pipes and lea n sewer pies , and all soure s e e t sewer and water piel ine leaka are at ris , dur n er iods o drout [66% o t total sul y].

ORG2-17 cont.

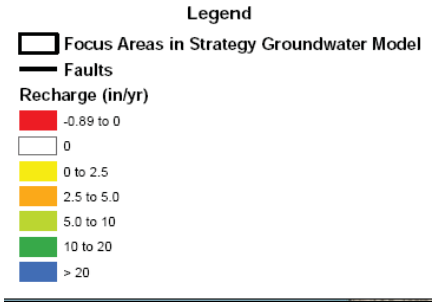
Note also that 88% of the deeper aquifer recharge is from shallow aquifer sources; only 12% is o su -surface inl ow o t ul ands. For water to e ava lal e for un cipal rodut on wellswater ust flow into t dee au rr levels e vels and wn they are not l l.

BAWSCA has stud ed t sat al d str ut ons o au fer rechar e as art o t Strate y Groundwater del Stud [14]. Fire A5 rov ides detail o fires over n t Palo Alto area so w n geographia l reren e water pumpin and aui rr rechar areas. Note ta t recharge o ur s in almost all o Palo Alto and Stanrd Furt rore st as water an flow o an imer eal e set on o avee nt into ad e nt so ls tt asor water, water an flow in and touh te sure so ls and sl low au fer to areas wre rechar e our s and onversel y, water pumped o areas wre recharge rates are low an e rel aed by flow o areas wre re har rates are high, t ereby reducin flows into t dee er au fer levels..

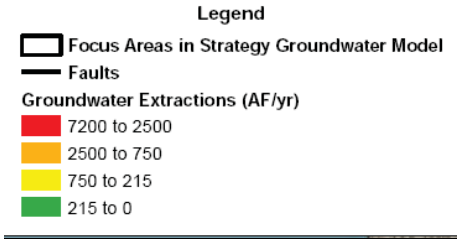
em ovinwater o *any* water-e ar nne lowers water levels and oundwater stora .

ORG2-17 cont.

aGeora hi cal reerence o r and c)roo BAWSCA, F ure -1. The area outlined n l ac s the "Southern Focus Area."



b) Siul ated sa t al distr but on o **aquifer recharge** show n rechare in ost o Pa lo Alto southwest o h ghway 101. ter n the shallow au er au er can flow to areas o h gher dee acui red rechare i the water level n the high dee a u er is lowered. Also, pumpin can cause water to l ow ro aov e h gh dee au er rechare areas to rel ace pumped water reducin dee au er rechare rate ; r o BAWS F ure 4-2.



c) Ma show n locat ons o roundwa ter u n. te the lar e nuer o os tly ri vate wells n Palo Alto Atherton and nl o Parro BAWS F ure 4- BAWSCA est mated that r vate wells on averae eract aout .a cre-ee t per ear. Construction dewater n is not ncluded.

F ure A5. s ro the Str ategGroundwater del , BaAr ea te r Sul y and nservat on Aenc 2 01.. [14]

ORG2-17 cont.

e B AA study i nl udes a water al ane o r the Southern Fo us Area, as shown in the tal e rom the study , reprodue d el ow

Table 6-1. Summary of Water Budgets for the Northern, Central, and Southern Focus Areas*

Focus Area	Recharge (AF/yr)	Flow From/To Bay (AF/yr)	Flow From/To Surrounding Area (AF/yr)	Flow Down to Deeper Aquifers (AF/yr)	Pumping (AF/yr)
Northern	130	360	-290	-210	-10
Central	840	-1,400	800	-180	-60
Southern	190	-440	870	-190	-430

* - Negative values indicate flows are leaving the focus area

e Southern Fous area is a portion o the San Frani s uito r ee Su -asi n generally us t northeast o Palo Alto hown in l a outline, Figure A5a . Note that even though the Southern Fous Area includes very little area with high reharge rates (Figure A5c), the Strategy Groundwater Model shows oth l ow down to the deeper aui e r and l ow to the a y. ee ma or water soure is inl ow rom surrounding area, with a large ra tion liel y rom Palo Alto. o te also that the outl ows to the ay and pumping are roughly eu ivalent. is liel y that signii ant pumping o groundwater or asem ent onstruti on would redue the l ow rom Palo Alto into the Southern Fous Area, therey redui ng the groundwater l ows oth to the ay and to the deeper aui e r, assuming that pumping remains onstant . e dui ng groundwater l ows to the ay generally inrease s the ris o saltwater intrusion into the aui e r.

IV. Summary

ORG2-17 cont.

ere have ee n multiple studies o the geohydrology in Palo Alto and the San Fran isui to r ee su -asi n. ree studies (a rollo, dd Engineering, and A WSCA are intended to uanti tatively estimate the sustainal e yield o groundwater or munii pal supply or Palo Alto, East Palo Alto and ra i sh groundwater desalination in San Mateo ounty, respe ti vely.

these, the Strategy Groundwater Model prepared y Hydroo us, In. or BAWSA is the most ompr ehensive and uanti tative, and uses a 4-layer groundwater model with an upper water-eari ng layer hal low aui er a oni ning layer, and two deeper water-e aring layers. Using data rom wells and drilling logs, maps with reasonal y high spatial resolution ee tter than 1 i ty block) were constru ted o the vertial and horintal soil o nduti vities ha t is, the rates at whih wate r l ows vertically and horinn tally through soils under a pressure gradient

e ey points o these studies are:

- Historial ly, Palo Alto has over-drate d groundwater, resulting in susi den e o 2 to 4 ee t in Palo Alto and salt water intrusion 2 – 3 miles inland to the inonada wel l.
- Sustainal e, unalloate d resh groundwater in the San Frani sui to r ee su -asi n area is ui te limited, espe ially during droughts. For example, East Palo Alto's Groundwater Management Plan states "the importan e o return l ows suggests that sustanti al *water conservation in recharge areas potentially could have an*

adverse impact on groundwater supply. e l aee nt o imorted water w t otr soures (e.g recycled water or gray water so uld e ons dered, w t *due consideration of water quality impacts*."

- Susur e out ows are ortant r revent nsal twater ntrus on
- Sur e soures w ti n Palo Alto seara te o soures w ti n Stanrd or San aa ni su to ee aa re t aa r ontr ut on to au rr recharge.

It is precisely these sources that dewatering for basement construction depletes, thereby increasing the risk of saltwater intrusion and reducing deeper aquifer recharge.

ORG2-17 cont.

References

[1]City Managers Report, 13 Septem ber 2008, pg. 2, httpwwi tyofpaloalto orgii vica ii leban ocuments 3500

[2]"Your Home Water Report" for July 8 - August , rec eived from City of Palo Alto tilities

[3]September 24, 2008, Planning and ransporta tion Committee Meeting Minutes, Bob Morris, Public Wors, pgs . 13-,, httpwwi tyofpaloalto orgii vica ii leban ocuments 3737

[4]An American oo tball field is 60 160 feet = 57,60ft [2], httpwwpo rtsn owhow com ootballii eld-dimensionsfl -football-field-dimensionstml

[5] Department of Water Resources, California State Water Proe ct, 16 State Water Proe ct Initial Allocation pe rcent, December , 2015,http wwwatera .govwpa oo cs otices1 5-07.pdf

[6]Construction Dewatering System Policy and Plan Preparation Guidelines, City of Palo Alto, httpwwi tyofpaloalto orgii vica ii leban ocuments 727

[7]City Manager's Report, Basement Construction and Dewatering Impacts, June 20 CMR:2668, pg 3, http://www.cityofpaloalto.orgi vica ii lebanoo cuments 286

[8]Groundwater Pumping from Building Sites, reuentl y Ased ue stions, City of Palo Alto, httpwwi tyofpaloalto orgii vica ii leban ocuments 7001

[9]SCWD charges 94 per acre-foot acre-foot = 43,ftt [3] = 325,8 gal lonsfor u ntreated groundwater pumped by the customer in Palo Alto's zone W-2. he amount o f groundwater pumped for a typical basement is acre -feet, httpal leywaterrgervi cesat erChargessp

[10]Santa Clara al ley Water District, Guide for the Private Well w ner, pg httpww alleywater.orger vicesl eanel iableaa ter Where Does Your Waterome rr omro undwaterr oundwaterual ityui de orhe ri vate Well wner sp

[11]California Water Action Plan 2016 pda te, California atural Resources Agency, pg 2, httpe sourcesaov /docsal iforniaa ter ctionl ani nal California Water Actionl a ndf

[12]Groundwater Supply Study for the City of Palo Alto, Carollo ngi neers, 00,, httpwwi tyofpaloalto orgii tyagendaubl ishac -meetings 1930.pdf

[13]Gloria Way Water Well Production Alternatives Analysis & a st Palo Alto Water Security Feasibility Study, o dd ngineers, November 2012, httpwwi ast -palo-alto casd ocumentcenter/view6

[14]Braci sh Groundwater Desalination e asibility Assessment – BAWSCA's Strategy Groundwater Model Development, Draft as -D Memo 0 13),

ORG2-17 cont.

http://www.bawsca.or /docs/BAWSCA%20Phase%20IIA%20TM%20G %20odel %20Mar%2012%202013%20FINAL v3 w Fires .pdf

[15] ibid. Fig 4-1

[16] http://www.paloaltoonline.com/news/2015/09/23/palo-alto-ay -go-to-voters-for-new-stor -dra n-projects

[17] e f 14, Table 6-1

[18] Washinon Post ll ine https://www.washingtono st.comati onal/healt -si en eoda -drout -in-te -west-is-not n -o ar ed-to-wt -ay -e -coming/2015/02/12/0041646a-b2d9-11e4-854b-a8 d13486bastorll

[19] te r undat onal inw itoutP›P resent and ture , http://calirni awater undat on rdrou htact on

[20] Metzger, LorenStre amflow Ga ns and s ses alon San an isu to Creeand aa ra ter zation o Sur e -ter an d Ground-Water ua lit, Soutrn San te o and Nort rn Santa l ara unt es, Californ a, 1996–97, U.S. GEOGG ICAL SURVEY, Water-e soures nvest gations e ort0 2-4078

[21] Groundwater naent Pl an r st P alo AltoT odd Groundwater Aust2 015)

ORG2-17 cont.

ATTACHMENTS

Attachment A: Dewatering Site Map

Attachment B: NOAA Long Term Precipitation forecast for January – March, 2017 (made January 21, 2016)

Attachment C: Letter from Dr. David Stonestrom to Council and Planning and Transportation Commission, from Attachment I of the City Manager's Report 13500.

Attachment D: Letter from Dr. Leah Rogers to the Palo Alto City Council summarizing her comments to Council

Attachment E: Communication from Dr. Allen Moench, US Geological Survey (retired) to Dr. Keith Bennett

Attachment F: Statements from Roger Pierno on Nextdoor.com for Palo Alto and Palo Alto Online (www.paloaltoonline.com)

Attachment G: Groundwater depth map supplied by the City of Palo Alto. Graphs show temporal variation in groundwater depth at wells corresponding to the numbers on the map.

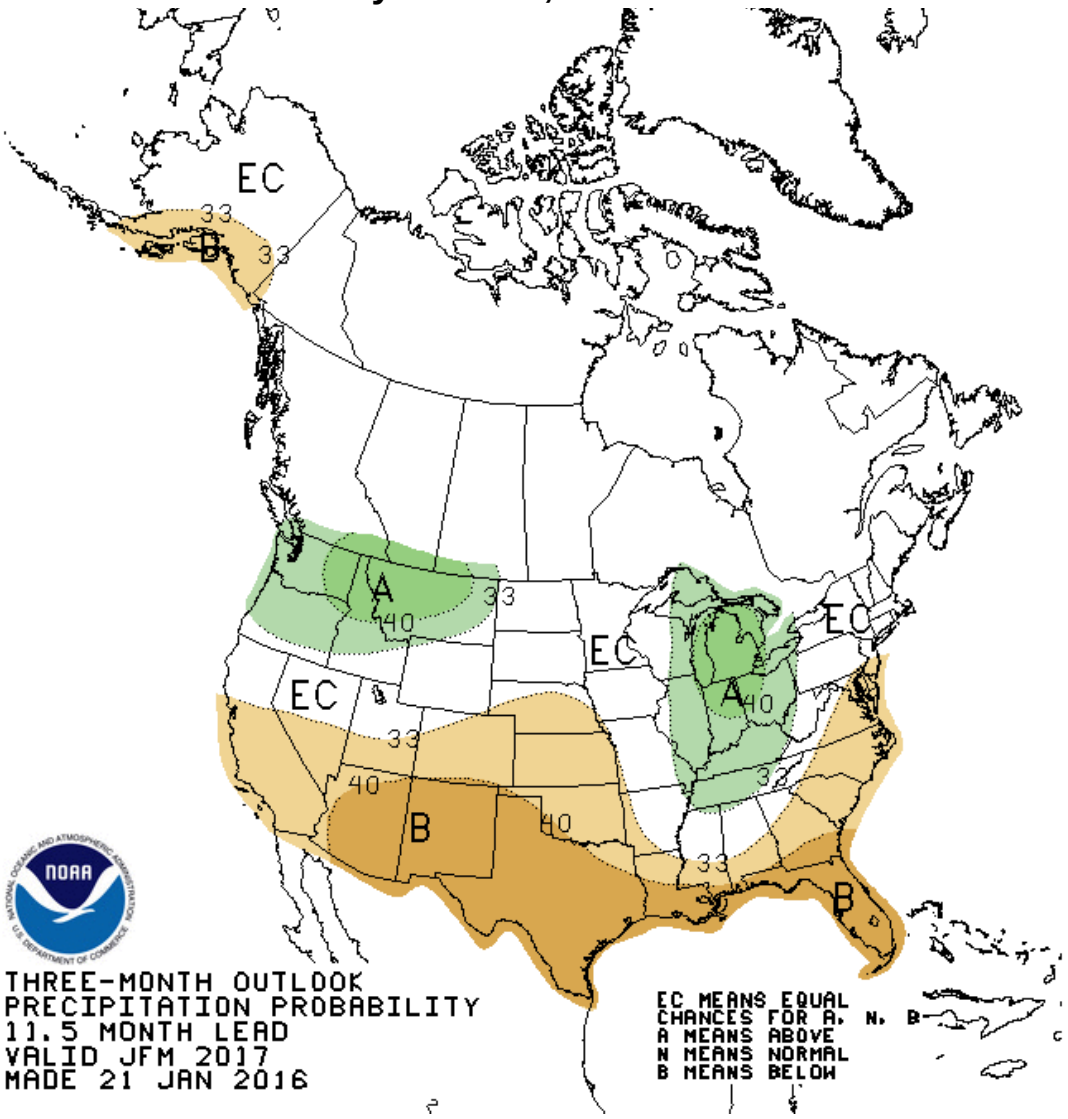
ORG2-17 cont.

Attachment H: Todd Engineering aquifer recharge model

Attachment I: Proposed storm drain capital improvement map (2005 ballot measure)

Attachment B

Long Term Precipitation Forecast from NOAA for January – March, 2017



ORG2-17 cont.

As of January 21, 2016, NOAA is predicting a 30% chance of below normal precipitation in California, including Palo Alto and the Sierra for the primary months of rainfall for the winter of 2016 – 2017.

From:
http://www.cpc.ncep.noaa.gov/products/predictions/long_range/seasonal.php?lead=12
(retrieved 1/21/2016)

www.JazzPharmaceuticals.com

May 27, 2016

Elena Lee, Senior Planner
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, California 94301

Re: Jazz Pharmaceuticals Comments on the City of Palo Alto Comprehensive Plan Update Draft Environmental Impact Report

Dear Ms. Lee,

Jazz Pharmaceuticals, a global biopharmaceutical company, has been a business resident of Palo Alto's Stanford Research Park for 11 years. Our core values – integrity, collaboration, passion, pursuit of excellence and innovation – define our corporate practices and demonstrate our commitment to our mission of improving patients' lives. We have remained committed to Palo Alto for many reasons, including that the City, its residents and its attraction to businesses focus on innovation, technology and meaningful impact.

Palo Alto has been an ideal location for our current employee base, many of whom have lived in the Bay Area for years. Many started their careers with local biotechnology companies. We also have close ties with Stanford University and their School of Medicine. As a result, we find Palo Alto to be central to where our employees live and the development of our product line. Jazz Pharmaceuticals is committed to Palo Alto, and importantly to collaborating with the City and the Stanford Research Park to find solutions to an important issue of increasing traffic congestion. We recognize that the City and its residents, many of whom are our employees, are concerned with the impact of traffic congestion they attribute to local business activity. As the Stanford Traffic Demand Management group has introduced programs to help alleviate congestion, Jazz Pharmaceuticals has eagerly introduced them to our employees. In turn, many of our employees have taken advantage of these programs and we expect the trend to continue. ORG3-01

While we understand that the City Council has a mandate to preserve/enhance the quality of life in Palo Alto, several measures being discussed could have a detrimental effect on our ability to develop our products. For example, quotas on headcount allowed within our facility could restrict our ability to hire the professionals required to guide a new drug through clinical trials and FDA approval. On March 30, 2016, the FDA approved our drug, Defitelio. Defitelio is used for the treatment of adult and pediatric patients with hepatic veno-occlusive disease (VOD). VOD is a life-threatening organ dysfunction following stem-cell transplantation. Defitelio is currently the only treatment for patients with VOD. Jazz Pharmaceuticals hired dozens of specialists in Palo Alto to design, administer and manage the clinical trials and approval to ensure Defitelio would be available for patients in dire need of this life-saving drug. Having the ability to ramp up our headcount for special projects is very important to us. ORG3-02

Jazz Pharmaceuticals®

www.JazzPharmaceuticals.com

Jazz Pharmaceuticals would like the opportunity to repeat this type of success with other products to address unmet medical needs. We plan to continue our involvement with the Stanford TDM and work toward reducing traffic congestion for not only the residents of Palo Alto, but for our employees who come to our facility in the SRP as well.

ORG3-02 cont.

Sincerely,

Ronald Malouf
Director of Facilities
Jazz Pharmaceuticals
3180 Porter Drive
Palo Alto, CA 94304

vmware

VMware, Inc.
3401 Hillview Avenue (877) 486-9273 main www.vmware.com
Palo Alto, CA 94304 (650) 427-5001 fax

June 2, 2016

Elena Lee, Senior Planner
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. Lee:

VMware respectfully submits this letter to communicate our concerns regarding the City of Palo Alto's Draft Environmental Impact Report for the Comprehensive Plan Update (Draft EIR). We appreciate the City's desire to ease traffic congestion; however, measures to regulate employee headcount and traffic mitigations contained in the Draft EIR, coupled with the recent proposal to implement a head count tax on local businesses, are unsettling. Prior to taking action that will inadvertently hinder economic stability and impede our current efforts to reduce traffic congestion, we encourage the City to further analyze the proposed mechanisms and mitigations, utilize the additional data to make informed decisions and engage in further outreach with the business community. VMware is confident a concerted effort from interested stakeholders will produce a thoughtful plan to mitigate traffic congestion while simultaneously allowing the City, its residents and businesses to continue to thrive. **ORG4-01**

As a multinational company, VMware is proud to be one of the largest tenants in the Stanford Research Park (SRP) and headquartered in Palo Alto. We have historically enjoyed a mutually beneficial relationship with both the City and SRP. VMware cares deeply about this community, our people and our campus. We share the City's concerns regarding traffic congestion as it impacts directly our people (many who live in Palo Alto) and our ability to recruit and retain top talent. **ORG4-02**

VMware has long been motivated to offer our employees various commuting alternatives. We voluntarily and privately fund several transportation demand management programs aimed at reducing single occupant vehicle (SOV) commutes during peak hours. Additionally, because we see the value in working collaboratively with the local community, we are actively involved in the SRP TDM Working Group. In that organization, we are capturing the benefits of leveraging the efficiencies and opportunities of having several SRP employers pool our resources to provide additional shared transportation options. As you are likely aware, collectively, we SRP employers **ORG4-03**

have implemented a robust EcoPass purchase program, a carpool ridesharing program (SCOOP), a guaranteed ride home program, bicycling events and clinics, and an SRP Transportation website, to name a few. And, we expect to launch a point-to-point shuttle bus program to/from San Francisco this summer. Individually, VMware's commitment to transportation is also evidenced by the fact that we have a full-time Transportation Manager on our staff to represent VMware within the SRP TDM Working Group and to implement new programs run exclusively by VMware. We care deeply about and respect the fact that what we do is a model for others in SRP, that our programs meet the needs of our people and the community, and that what we do is sustainable (environmentally and financially). We have invested significant funding in such programs given VMware's commitment to solving these issues that impact the entire City.

ORG4-03 cont.

Our concern is that we will be forced to divert a substantial share of those financial resources to pay for a head count tax that is contemplated to solve the same issues we are solving. Furthermore, we understand the head tax would provide general funds to the City, which means the City would not be obligated to spend the head tax revenues on local infrastructure or TDM programs that would benefit residents and businesses alike. Additionally, while the City officials are stating such general funds would be targeted towards mitigating traffic, such City initiatives are currently undefined in scope, timing and cost. VMware remains concerned regarding the lack of clarity and substantiated analysis of the proposed tax-funded solutions, and therefore VMware urges the City to approach these highly impactful policy decisions with great care. For VMware, a head count tax of $100 per person per year drastically undermines our ability to fund our own transportation management programs and the SRP TDM programs, all of which are proving to be effective in reducing traffic impacts in SRP and beyond.

ORG4-04

VMware has also made substantial investments in our Palo Alto headquarters and in partnership with the City and Stanford University, we have developed a master building plan that covers our 1.6 million square feet of R&D and office space (existing and future space). The master plan provides for measured and reasonable growth, which we rely on to maintain a flexible workforce that is able to respond to the cyclical employment demands of product innovation.

Therefore, we have particular concerns regarding the consideration of a Zoning Code Amendment to regulate employment densities or control the proportion of office and R&D uses in new or existing buildings through a discretionary Conditional Use Permit process, which would subject VMware to lost productivity and unreasonable risk. We believe such a measure would impede on our ability to quickly adapt to a changing workforce, as product innovation moves quickly, and being agile is paramount to success. There are additional measures contemplated in the Draft EIR, such as requiring companies with over 50 employees to charge for parking, which also appear to have a punitive nature on businesses without evidence that such a program will produce the desired result of reduced vehicle trips to SRP.

ORG4-05

ORG4-06

The proposed density restrictions and traffic mitigation regulations contained in the Draft EIR have potentially adverse consequences for VMware and create uncertainties for the business community, which must remain agile in order to succeed.

As the second largest employer and a long standing member of the City's business community, VMware has a vested interest in ensuring the continued culture of innovation and success that Palo Alto is known for. We believe our significant investments in time, personnel and funding to date evidence our strong commitment to working to reduce traffic congestion in the City. In our commitment to working with the City and Stanford to reduce traffic congestion, it is essential to VMware that all traffic congestion management methods we fund are effective, measurable, and substantiated by robust data analysis, and most importantly, such methods must not impede our ability to successfully conduct business operations within Palo Alto or undermine our robust TDM efforts to date. **ORG4-07**

Thank you for your consideration.

Sincerely,

LindaMarie Santiago
Director, Real Estate & Workplace
VMware, Inc.

June 2, 2016

Mayor Pat Burt
Vice Mayor Greg Scharff
Fellow Council Members
250 Hamilton Avenue
Palo Alto, CA 94301

RE: MZ Comments on the City of Palo Alto Comprehensive Plan Update and Draft Environmental Impact Report

Mayor Burt, Vice Mayor Scharff, and Fellow Council Members:

We are writing to express our concern with the Draft Environmental Impact Report ("Draft EIR") for the Comprehensive Plan Update. In particular, we are concerned about the proposed mechanisms in the Draft EIR that are supposed to address traffic congestion.

First and foremost, as a Palo Alto born and raised company, we have and will continue to be proactive, responsible neighbors and community members. Having operated in downtown Palo Alto at 555 Hamilton for six years, we understand the community's concerns with traffic congestion. Even at 555 Hamilton, we encouraged our employees to use alternative modes of transportation in an effort to neutralize our Company's presence downtown. When we moved to our new location at 1050 Page Mill Road, we made a commitment to doing what we, as a company, could to help alleviate the traffic problem. Below is a list of some of the traffic mitigation measures that we currently offer:

1. **CalTrain GoPass:** MZ is an active participant in this program, offering all employees working more than 20 hours per week a GoPass at no charge. This program is advertised during new hire onboarding and reminders are sent to current employees. To further encourage participation in this program, we, along with our Landlord Sand Hill Property Company, offer a shuttle to and from the California Avenue CalTrain station to our campus.

2. **Core Hours:** MZ's core business hours are intentionally set from 10am to 7pm daily so our employees can avoid peak traffic hours during their daily commute. This also then takes our employees off the road and lessens traffic for fellow commuters.

3. **HQ Relocation Bonus Program:** MZ offers eligible employees financial assistance to relocate closer to the Company's headquarters in Palo Alto. Any active, full-time employee in good standing with the Company who relocates their primary residence to within 8 miles of the Company's headquarters shall be eligible for relocation assistance.
4. **Alternative Transportation**: MZ provides ample indoor bike racks (which are well used), which provide our employees with a secure option should they choose this method of transportation to work.

ORG5-01

5. **Carpooling app:** MZ recently launched the carpooling/ridesharing app called Scoop, which allows our employees to coordinate carpooling/ridesharing options on a flexible basis. Not only does this option take cars off the road, but it provides an opportunity for our employees to significantly reduce their commuting costs.

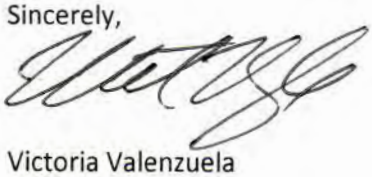
In addition to these company-specific TDM programs, we are also members of Stanford Research Park's ("SRP") TDM group and are working in collaboration with other SRP companies to come up with programs to further drive tangible results. For example, MZ has adopted, along with other SRP-based employers, the carpooling/ridesharing application called Scoop. This program was brought to our attention by the SRP TDM group and has been well-received by our employees. The SRP TDM group shares a common goal with the City to reduce traffic and can leverage the group's collective technology and expertise to innovate, adapt, and self-fund various programs. **ORG5-01 cont.**

Some of the measures, in particular the CUP and limit on employee density, among other proposed measures to regulate business and a means to regulate traffic, would have a serious, detrimental impact to our operations, including, but not limited to, our need for flexible hiring on critical, time-bound projects. Further, since MZ works during off peak hours, such measures would unfairly impact us since we do not have same impact on peak hour traffic as others similarly situated to us. MZ, and our fellow SRP employers, are willing to commit to addressing such problems, but need to have the flexibility to come up with effective and relevant solutions. **ORG5-02**

Further, the recent proposal for a head tax is also of particular concern to us. As mentioned earlier, we have already committed substantial funds towards traffic-mitigating measures and are highly motivated by our own business interests to continue to do so. The proposed additional head tax appears to target the same problem(s) we are currently working on and solving with the SRP TDM group. To impose such a tax would undermine funding that we have already earmarked for TDM solutions. As we understand, this head tax would provide general funds to the City, which means that the city would not obligated to spend this tax revenue on TDM measures, within the SRP or even on local infrastructure that would benefit local residents and businesses. We are quite concerned that the proposed tax lacks clarity in its implementation and allocation of funds. We strongly urge the City to analyze proposed solutions to make sure that decisions are well-informed and will yield real results for those being asked to carrying the financial burden. **ORG5-03**

We strongly encourage you to please engage with MZ, the SRP and other members of the business community before taking any action. We believe that we can work collaboratively with the City to effectively and efficiently address these issues.

Sincerely,



Victoria Valenzuela
General Counsel
MZ

cc: Elena Lee, Senior Planner, City of Palo Alto

Stanford University

June 3, 2016

Elena Lee, Senior Planner
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301

Re: Stanford Research Park Comments on the City of Palo Alto Comprehensive Plan Update Draft Environmental Impact Report

Dear Ms. Lee:

Stanford University provides the following comments on the Draft Environmental Impact Report for the Comprehensive Plan Update (the "Draft EIR"). These comments focus on the Stanford Research Park ("SRP"). Our principal concerns with the Draft EIR relate to specific proposed mechanisms for addressing traffic congestion and the insufficient analysis of these mechanisms.

At the outset, we want to emphasize that we share the City's desire to reduce traffic congestion. Stanford and the employers within the SRP are deeply invested in tackling the challenge of reducing employees' commute trips, and we are motivated to experiment with new programs and see our efforts produce results. This consensus has been the basis for forming, staffing, and privately funding the Stanford Research Park Transportation Demand Management ("TDM") Working Group, a Stanford-led consortium of SRP employers working together to develop and offer TDM programs tailored to the needs of employees working within the SRP. As we reported to the City Council on March 14, 2016, we have piloted programs such as EcoPass, a series of bicycle advocacy events and services, a guaranteed ride home program, a custom transportation planning service (www.SRPgo.com), Scoop carpool planning service, and a soon-to-be-launched long distance shuttle to San Francisco. We are working with all major employers in the SRP, and as we stated in March, we need time to implement our first round of programs, monitor the results and report back to the City on our progress. Both in this early phase and going forward, we will need the flexibility to innovate and adapt. We are excited about the momentum we have built. **ORG6-01**

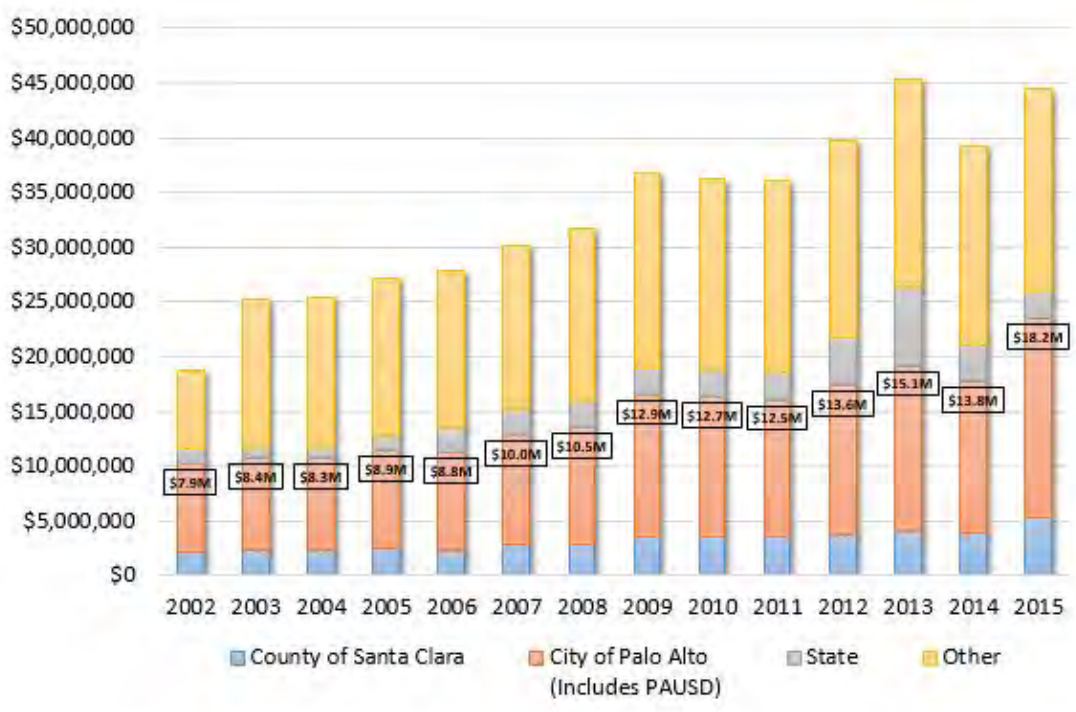
The Draft EIR proposes measures to regulate density and mitigations to reduce trips that could have detrimental and perhaps unintended consequences for the economic vitality of the Stanford Research Park. At the same time, the Draft EIR does not analyze the effectiveness of such policies in preventing future increases in traffic congestion. We have outlined below the risks we see in implementing the proposed policies, followed by some more technical Draft EIR comments that request further traffic analysis. **ORG6-02**

I. Risks to the Stanford Research Park Business Community and Palo Alto

A. Economic Contributions from the Stanford Research Park

First, we believe it is important to understand the economic benefits to the City of Palo Alto and community generated by the Stanford Research Park. From its inception, the SRP lands were annexed into the City of Palo Alto so that the property taxes and other tax revenues would benefit Palo Alto citizens. As reflected in Figure 1 below, total tax revenue generated from the SRP has more than doubled in the past 14 years. In 2015 alone, the SRP generated $45 million in total tax revenues, of which $18.2 million flowed to Palo Alto and Palo Alto Unified School District, as highlighted below. Total tax revenues are comprised of (i) property taxes, which are reassessed as long-term ground leases are sold or as investment in existing properties occurs, (ii) sales and use taxes, which generally result from certain companies' decisions to locate point of sale in Palo Alto, and (iii) transfer taxes, which are paid when ground leases are sold. This steady increase in total taxes produced from the SRP results from City policies that thus far have supported renewal and investment in the existing building stock, the buildout of additional square footage, and the liquidity of SRP leaseholds. It is noteworthy that it has taken six decades to achieve this trend of revenue growth for the City of Palo Alto and other entities, working within the legislative framework of Palo Alto's zoning code.

Figure 1. Total Tax Revenues Produced by Stanford Research Park Since 2002 (with Total Tax Revenues to City of Palo Alto and PAUSD highlighted in orange)



ORG6-03

Palo Alto and Stanford have made the Stanford Research Park a world-renowned epicenter for research, discovery, and innovation by globally-recognized businesses, including Varian Medical, VMware, HP, Hewlett Packard Enterprise, SAP, Merck, Tesla, Jazz Pharmaceuticals, Skype, Nest, and Ford, to name a few. These employers have given us feedback about their election to locate or remain in the SRP. They tell us they elect to come to the SRP because they believe they will be able to grow within a clear and consistent set of parameters, and they believe they will benefit from a flexible zoning code that allows their businesses to evolve over time. In addition, they are permitted by the City to improve their aging facilities to remain competitive in their respective industries. We hear that another important benefit of locating in the SRP is the competitive advantage that comes from adjacency of traditional research and development businesses to best-in-class support services. R&D tenants say the well-rounded business ecosystem, which includes professional service providers (*e.g.*, investors and attorneys) expedites the time to market for R&D intellectual property. Finally, employers tell us they desire flexibility to adapt their business models to an increasingly competitive global economy, including hiring employees as needed. For example, SRP employers may need to hire specialists to run a new clinical trial for an extended period of time, to bring in contractors to support peak development cycles that are commonplace for many companies, to recruit summer interns, or to rebuild a team after experiencing a cycle of downsizing.

ORG6-03 cont.

Thus far, the City's long-standing balanced, predictable, and objective set of rules and codes has supported the economic vitality of this unique Palo Alto asset.

B. Concerns with the Traffic Congestion Measures Identified in the Draft EIR

We believe that the success of the SRP can be easily diminished if legislative and policy choices are not made with care and are not based on robust data analysis. We and the employers of the SRP have the following significant concerns with the traffic mitigation approaches proposed in the Draft EIR:

ORG6-04

- *Limitation on Employment Densities through Conditional Use Permitting.* Three of the four scenarios studied in the Draft EIR (pp. 3-15, 3-31, 3-36, 3-41) consider a Zoning Code amendment to regulate employment densities in office and R&D uses by requiring a conditional use permit for new office and R&D uses, including new uses in existing buildings. Although the Draft EIR does not clearly explain this concept, such a limitation could have several negative consequences in the SRP:

    - First, employee density regulations and CUPs would discourage new companies from locating in the SRP. If business leaders believe they may be hindered from hiring new employees as their business needs change, or hindered from sub-leasing space if their business contracts, they will certainly consider locating elsewhere. For a company to decide to locate in Palo Alto, their leaders need predictability and flexibility to grow and/or contract within existing space, repurpose existing space to meet evolving business needs, or "exit" space by sub-leasing excess space to another entity, whose employee headcounts would be outside of their control.

ORG6-05

    - Second, employee density regulations and CUPs would impair the SRP's continued ability to support the most vibrant and broad mix of R&D businesses as the economy evolves decade after decade. During the SRP's 65-year history, we have seen the local and national economy transition from a focus on the production of advanced goods (hardware, pharmaceuticals, medical devices and aerospace components) to advanced services (enterprise software, data processing, and consumer software) to today's tech and "innovation industries," which reflect the convergence

ORG6-06

between technology and content. Palo Alto has been able to participate in – and often lead – all of these changes because of the R&D and office uses currently permitted in the SRP. Changing this system to require a CUP based on a change of labels between "R&D" and "office", or any other use categories, would expose Palo Alto-based businesses to the uncertainties of discretionary review, delay and approval risk. Imagine a company like Tesla being required to first secure a CUP for increased headcount or a change in use within its existing building before it could adapt to the evolving competitive landscape around electric vehicle production. Such a process would put Palo Alto-based companies at a disadvantage relative to their non-Palo Alto-based competitors.

ORG6-06 cont.

- Third, a limitation on employment densities could inadvertently lead to construction of more building square footage, in Palo Alto or elsewhere, to accommodate the same amount of employment growth, as opposed to increasing employment densities in existing, smaller building footprints. Such a policy cuts against current thinking about sustainable land use, and could result in an inefficient increase in energy consumption and unnecessary consumption of building materials associated with new buildings elsewhere. Equally important, concentration of employee density is a necessary factor in achieving successful trip reduction programs.

ORG6-07

We also note that the Staff Report for the May 16, 2016 City Council meeting indicated that when new Comprehensive Plan scenarios are analyzed, those scenarios may not include a CUP requirement per se, but are likely to include an "alternate mechanism…for moderating employment densities, either through regulation or revenue collection." Such an alternative mechanism would likely raise most of the same practical concerns as a CUP requirement and would send the same message – businesses are hindered in their ability to remain nimble, evolve or grow within Palo Alto.

ORG6-08

- *Parking Charges for Employees on Private Land.* Scenario 4 in the Draft EIR (pp. 3-16, 3-43) considers adoption of a parking charge program for existing businesses with more than 50 employees; the charge would be imposed on employees as a disincentive to drive. Because numerous SRP sites include a mix of businesses with fewer than 50 employees, often in multi-tenant buildings, implementation of such a policy would be infeasible and could create spill-over parking and other enforcement issues. We also have questions about how this mechanism relates to the measures set forth in the City's 2016 Sustainability and Climate Action Plan Strategy T-INC-2.1 through T-INC-2.4.

ORG6-09

- *Annual Cap on New Commercial Square Footage.* Scenario 2 in the Draft EIR (p. 3-25) considers imposition of an annual limit on new office and R&D development citywide, distinct from both the current interim cap that applies only in certain areas of Palo Alto and from the larger commercial square footage cap from the 1998 Comprehensive Plan. An annual development limit could eliminate the flexibility SRP employers have to expand up to the square footage allowed under existing zoning if and when their businesses need additional space. The types of businesses that occupy the SRP want to know that they can at least seek a discretionary permit from the City to add square footage in any year, given that their business needs can evolve quickly. For instance, in February 2015, both Hewlett-Packard and Varian Medical stated in letters to City Council that a then-proposed annual growth limit effectively would eliminate their ability to plan for an efficient, timely build out of their remaining square footage available under zoning because in both cases the unbuilt square footage would exceed the amount allowed under

ORG6-10

the annual growth limit. It is unreasonable to expect an SRP company to win the beauty contest two or three years in a row before being able to expand and modernize its campus.

ORG6-10 cont.

- *Traffic Mitigation for Individual New Projects*. Draft EIR Mitigation Measure TRANS-1a (p. 4.13-51) would apply to all four scenarios. The measure would require individual new development projects to implement a TDM plan to achieve a specified reduction in peak period motor vehicle trips (30 percent in the case of the SRP) from the relevant rates identified in the Institute of Transportation Engineers' *Trip Generation Manual*, with the project's TDM program to be approved by the City, and enforcement mechanisms or penalties accruing if targets are not met. Mitigation Measure TRANS-1a (p. 4.13-52) also would require individual new development projects to offset remaining peak period motor vehicle trips by directly contracting with a third party to reduce trips generated from another site or by paying an annual fee to the City.

ORG6-11

    - Our approach to reducing trips is based on leveraging all SRP employers' efforts and resources to offer all SRP employees a comprehensive set of alternate commute options. We are concerned that achieving a 30 percent reduction in peak period trips compared to ITE rates would be difficult on an individual business-by-business basis, and would undermine the comprehensive TDM Program underway in the SRP. For example, if an individual business or project were required to meet TRANS-1a through the provision of private shuttles for its own employees, this would undermine the impact of a long-distance shuttle program currently planned as part of Stanford's SRP-wide TDM program, which is based on providing scaled services to employees from multiple SRP companies.

ORG6-12

    - We are also concerned that achieving the additional 70 percent reduction could only be accomplished with a fee, as currently written, and we are furthermore concerned with how the fee would be determined and allocated. Given the SRP TDM program already involves cost-sharing among SRP employers, we are concerned that paying a fee to the City would undermine our effort to sustain SRP employers' private investment in our SRP-wide program. If this mitigation measure were nevertheless adopted after greater coordination with Stanford University and the SRP companies, it would be appropriate for the 70 percent fee generated by SRP projects to be invested in the SRP TDM program.

ORG6-13

In short, we are concerned that adoption of these policies described above would cause companies to look outside the SRP when they need to choose a location or expand, which would in turn undermine the SRP's ability to keep pace with the emergence of new technology industries, evolving scientific discovery, and increased competition.

ORG6-14

II. Insufficient Analysis on the Effectiveness of Traffic-Mitigating Measures Identified in the Draft EIR

Despite the various proposed mechanisms to limit traffic congestion, the Draft EIR does not analyze the effectiveness of these approaches. Specific examples of insufficient analysis include the following measures that apply to future changes in land uses or new development:

ORG6-15

- Scenarios 2, 3, and 4 include a new conditional use permit ("CUP") requirement that would be designed to regulate employee densities if there were a change in use on a site. *However, the Draft EIR does not attempt to identify any vehicle trip reduction attributed to this new conditional use permit requirement.*

- Scenario 4 includes a requirement that there be no new net new car trips as a result of new office development. *However, the Draft EIR does not show any beneficial effect at all from the "No Net New Trips" component of Scenario 4. The underlying Traffic Impact Analysis does not list "No Net New Trips" as one of the factors taken into account in analyzing Scenario 4 and the resulting analysis does not assume any reduction in future trips associated with increased office growth.* **ORG6-16**

- Mitigation Measure TRANS-1a requires that, as a condition of new office and R&D development, vehicle trips must be reduced by 30 percent below Institute of Traffic Engineers ("ITE") rates, and applicants must pay a fee to fund measures designed to offset the remaining 70 percent of new trips. *However, the Draft EIR does not quantify the effect of Mitigation Measure TRANS-1a. It only provides a qualitative analysis and assumes the resulting trip reductions will be modest.* **ORG6-17**

The additional measure that appears to apply to existing businesses in existing buildings includes:

- A program to require businesses with more than 50 employees to charge for parking. *However, there is no information about how this measure would be implemented. Nor is it clear in the Draft EIR how much automobile trip reduction if any, has been assumed for a program to impose parking charges.* **ORG6-18**

The Draft EIR results in more questions than clarity. The lack of data and careful analysis behind these proposed policies is disconcerting to the SRP business community, given how detrimental many of the policies would be to their ability to conduct business. It is necessary to fully analyze the environmental impacts of these measures – positive and negative – in the EIR. We also request that you conduct outreach with the SRP business community on all of these matters before taking action. **ORG6-19**

Thank you for considering Stanford University's comments on the Comprehensive Plan Update Draft EIR. Please do not hesitate to contact us with any questions.

Respectfully submitted,

Tiffany Griego
Managing Director
Stanford Research Park
Stanford Real Estate

Jean McCown
Associate Vice President
Government & Community Relations
Office of Public Affairs

Stanford University

June 3, 2016

Elena Lee, Senior Planner
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301

Re: Stanford University Comments on the City of Palo Alto Comprehensive Plan Update Draft Environmental Impact Report

Dear Ms. Lee:

Stanford University provides the following comments on the Draft Environmental Impact Report for the Comprehensive Plan Update (the "Draft EIR"). We are pleased to continue playing an active role in the Comprehensive Plan Update process and appreciate the City's consideration of these comments. We also are submitting comments on behalf of Stanford Research Park under separate cover. Those comments are provided separately to highlight issues with the Draft EIR that are specific to that unique employment district. ORG7-01

This letter is divided into two sections. First, we provide clarification regarding land use regulation of Stanford lands and potential cumulative impacts from campus growth in unincorporated Santa Clara County. Second, we provide comments on individual sections of the Draft EIR addressing various environmental resources.

I. The Draft EIR's Analysis of Stanford Lands Within the City's Sphere of Influence

A. Unique Regulatory System Applicable to Stanford's Lands in the Palo Alto Sphere of Influence

The Draft EIR discusses Stanford lands that are outside Palo Alto's city limits but within Palo Alto's sphere of influence. Normally, a city's general plan must address areas within the city's sphere of influence due to an expectation the area may be annexed to the city within the general plan's time horizon. Here, in contrast, an existing three-party agreement between the City, Stanford, and Santa Clara County largely precludes annexation of Stanford lands by the City.[1] ORG7-02

[1] *See* 1985 Land Use Policy Agreement: Policies Governing Unincorporated Stanford University Lands in Santa Clara County, entered into by the County of Santa Clara, the City of Palo Alto, and Stanford University, *available at* https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/1985Policy.aspx.

The three-party agreement provides for the County to retain regulatory control over these lands. The agreement states:

> Unincorporated Stanford lands in Santa Clara County are subject to the Santa Clara County General Plan and zoning ordinance, the general use permit for Stanford University lands adopted by Santa Clara County, and pertinent review and approval procedures employed by Santa Clara County.[2]

As this provision indicates, when the County acts on land use approvals for unincorporated Stanford lands, it considers only the County General Plan and zoning ordinance, the general use permit issued by the County, and County review and approval procedures. The County does not consider Palo Alto Comprehensive Plan land use designations or policies, or the City's zoning ordinance. The Palo Alto Comprehensive Plan and zoning ordinance affect only Stanford property that lies within City limits:

ORG7-02 cont.

> Stanford lands annexed to the City of Palo Alto are subject to the Palo Alto Comprehensive Plan and Zoning Ordinance, any area plans adopted by the City of Palo Alto, and pertinent review and approval procedures employed by Palo Alto.[3]

The Comprehensive Plan Update and mitigation measures in its EIR, therefore, will not govern or affect Stanford lands in unincorporated Santa Clara County during the applicable planning period.

The Draft EIR's discussion of the City's sphere of influence on pages 3-5, 4.9-1, and 4.9-2 should be revised to acknowledge the unique regulatory structure governing unincorporated Stanford lands due to the agreement between the County, the City and Stanford that such lands will not be annexed by Palo Alto.

ORG7-03

Additionally, to reduce the potential for public confusion regarding which general plan land use designations govern Stanford's lands in unincorporated Santa Clara County, we request that the City remove Comprehensive Plan land use designations from such lands as part of the Comprehensive Plan Update process. If the City retains land use designations for any Stanford lands in unincorporated Santa Clara County, the Comprehensive Plan should be amended to make such designations consistent with the land use designations provided for Stanford lands in the Stanford University Community Plan, part of the Santa Clara County General Plan, as shown on Figure 4.9-3. If any City land use designations for these areas continue to be shown on Figure 4.9-2, a note should be added beneath the figure to advise readers that such designations have no present legal effect and are provided for reference only.

ORG7-04

[2] 1985 Land Use Policy Agreement, sec. 2(c).
[3] 1985 Land Use Policy Agreement, sec. 3(d).

B. Effect of the Stanford University Community Plan and General Use Permit

Included within the Santa Clara County General Plan is the Stanford University Community Plan. The Community Plan is "an integral part" of the County's General Plan and, as such, is not subordinate to the General Plan. *See* Stanford University Community Plan at ii. Rather, the Community Plan "refines the policies of the General Plan as they apply to Stanford lands within the County" and, for each General Plan element, "tailor[s] the treatment of each subject to those aspects of an element most applicable and pertinent to Stanford."[4] *See* Community Plan at i, ii.

Stanford's academic campus lands are zoned by Santa Clara County as A1. Under the A1 district, university uses are allowed with a use permit. *See* Santa Clara County Zoning Ord. § 2.20.020. The Stanford University General Use Permit, approved by the County in December 2000, fulfills the zoning code's use permit requirement and is the "principal means" of implementing the Community Plan. The General Use Permit requires all development that occurs under it to be consistent with the Community Plan, as well as with General Plan and zoning designations. *See* Community Plan at iii; General Use Permit at 2, 4.

The General Use Permit authorizes incremental net new academic and supporting square footage and net new housing units above the levels existing when it was adopted in 2000, subject to specific conditions to address areas of environmental and community concerns. The table below shows housing existing in 2000, additional housing allowed under the General Use Permit, additional housing that has been completed and/or approved to date, housing capacity remaining under the General Use Permit, and total current housing, including approved projects.

ORG7-05

Table 1: Stanford University Housing Within Unincorporated Santa Clara County

	Undergraduate Beds	**Graduate Beds**	**Faculty/Staff Housing Units**
Before 2000 GUP Approval	**5,730**	**4,215**	**891**
Additional Development Authorized by the 2000 GUP	3,018 net new (combined)		

[4] Accordingly, where appropriate, the Draft EIR should cite Community Plan policies specific to Stanford in place of countywide General Plan policies. *See, e.g.*, Draft EIR at 4.3-6 (citing County General Plan goals and policies relevant to biological resources instead of the applicable Community Plan policies (pp. 99–111) that govern Stanford lands).

	Undergraduate Beds	**Graduate Beds**	**Faculty/Staff Housing Units**
Development to Date Under the 2000 GUP (Completed and/or Approved)	886 net new	1,467 net new	51 net new
Remaining Capacity Initially Authorized Under the 2000 GUP	614 net new (combined)		
Additional Beds Authorized by March 2016 Planning Commission Approval	1,450 net new (combined)		
Escondido Village Graduate Student Housing Project	N/A	Approx. 2,000	N/A
Remaining Capacity Under the 2000 GUP (After EV Project)	Approx. 64 net new (combined)		
Current Total (Completed and/or Approved)	**6,616 undergrad student beds**	**5,682 graduate student beds**	**942 faculty/ staff units**

Note:
2000 GUP = December 2000 General Use Permit.

We provide the information in Table 1, above, to inform the EIR's identification of the number of existing housing units at Stanford. Statistics reported in the Draft EIR's project description (pp. 3-24, 3-33, 3-38, 3-44) indicate that in 2014 there were 4,525 housing units in the City's sphere of influence, outside of City limits (Stanford lands), and a figure in the Population and Housing section (p. 4.11-2) reports 4,230 housing units in 2014 in the same area. As shown in Table 1, there currently are 13,240 beds/units at Stanford.[5]

ORG7-05 cont.

For purposes of analyzing cumulative traffic impacts, it is important to recognize that employment and housing growth under the General Use Permit has not contributed to significant traffic impacts. Stanford has had tremendous success in operating a TDM program on the

ORG7-06

[5] Note that undergraduate dormitory housing is treated differently than other housing on campus for some purposes. Unlike undergraduate housing, graduate student housing units contain separate living quarters and are not dorms. As such, graduate housing meets the Census Bureau's definition of a "housing unit" and can be considered affordable housing for purposes of the Regional Housing Needs Allocation (RHNA). *See* Santa Clara County Housing Element Update: 2015-2022, pp. 78, 94.

academic campus that has resulted in no net new commute trips over the life of the General Use Permit.

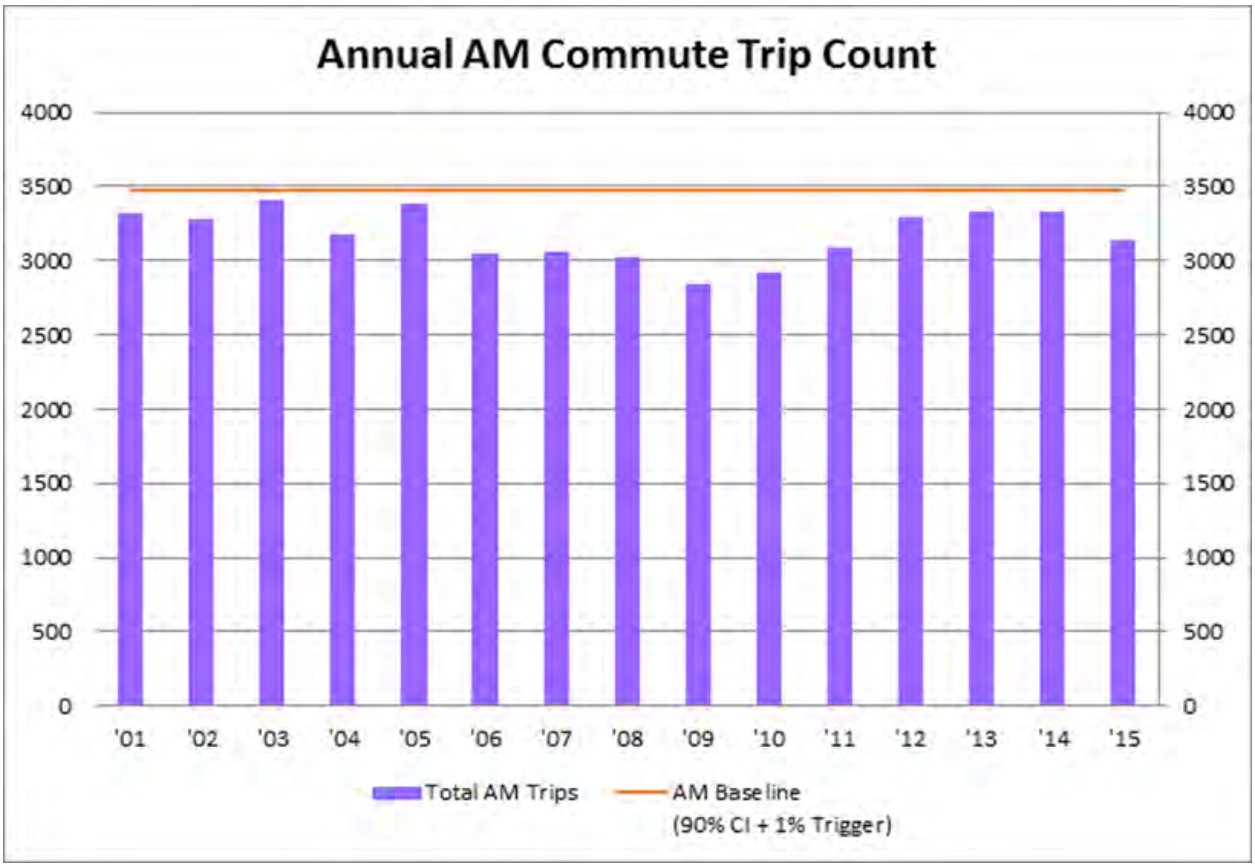
To gauge Stanford's success against this metric, third-party monitoring is used. Independent consultants hired by the County completed a baseline traffic count in 2001. Each year since 2001, the independent consultants have measured commute trips twice per year and reported the results. Measurements of University vehicular traffic are taken with trip counters (rubber hoses extended across the roads) located at sixteen entry/exit points that define a cordon line around the campus. Under the General Use Permit (p. 14), Stanford also receives credit toward its attainment of the no net new commute trips standard by actively reducing off-campus vehicular trips.

ORG7-06 cont.

Results from Stanford's TDM program, one of the most comprehensive in the country, have been striking. Between 2002 and 2015, the percentage of employees commuting in single-occupant vehicles dropped from 72 percent to 50 percent.[6] As shown in the figures below, despite growth, Stanford has not added any net new commute trips to the academic campus.

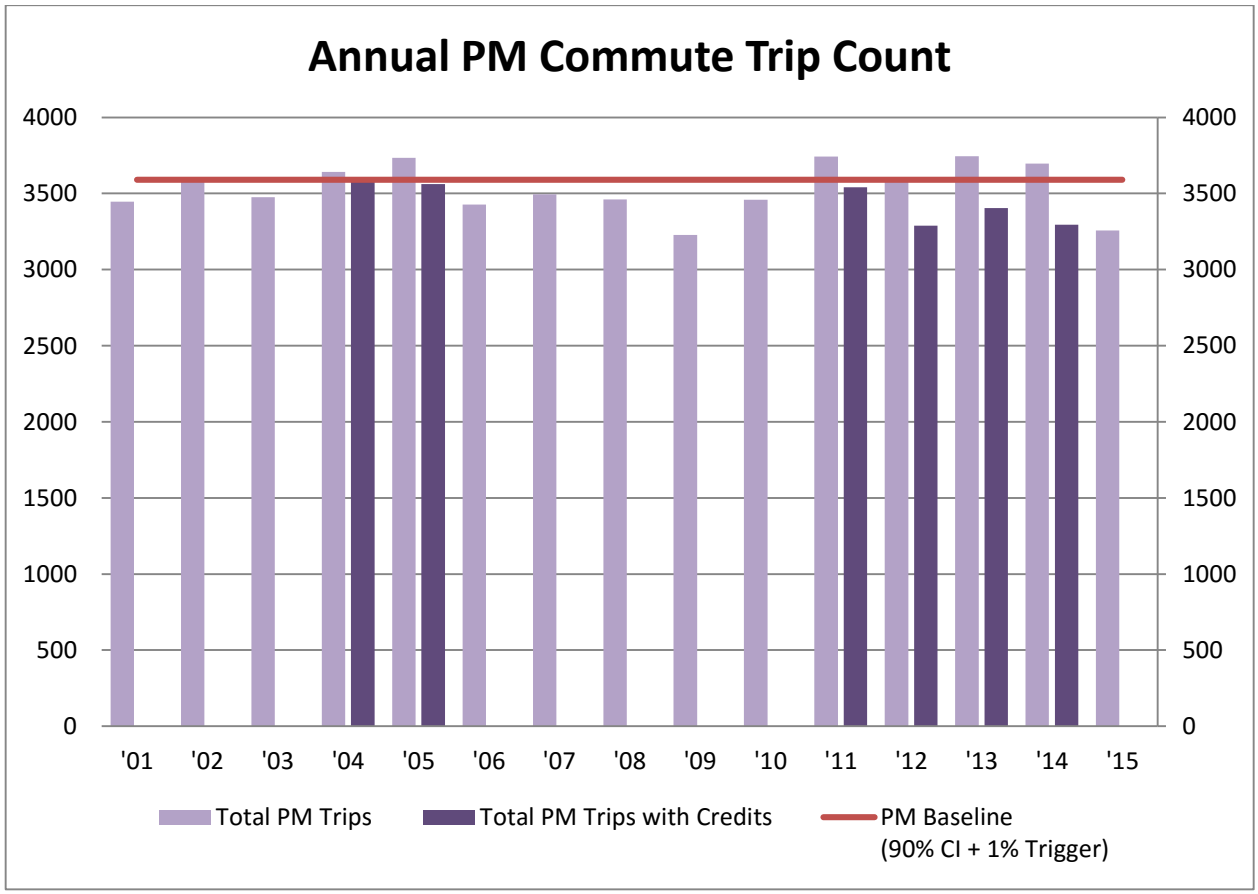
[6] *See* Stanford University, Sustainable Stanford, Campus Action, Transportation, https://sustainable.stanford.edu/solutions/transportation-initiatives (last visited June 1, 2016).

Figure 2. Stanford University Annual Morning Peak Inbound Commute Trips



ORG7-06 cont.

Figure 3. Stanford University Annual Afternoon Peak Outbound Commute Trips



ORG7-06 cont.

Similarly, since the General Use Permit was approved in 2000, Stanford has transformed its university energy supply from a 100 percent fossil-fuel-based combined heat and power plant to grid-sourced electricity and a first-of-its-kind campus heat recovery system at the new Central Energy Facility. This new system, along with Stanford's solar power procurement, is anticipated to reduce campus greenhouse gas emissions approximately 68 percent and save 15 percent of campus potable water.[7]

ORG7-07

In several places, the Draft EIR states that its cumulative impact analysis may need to be revised to address new graduate student housing to be constructed under the General Use Permit at Escondido Village on the Stanford campus. In fact, no revisions to the Draft EIR's cumulative impact analysis are required. The County has determined that the Escondido Village project will

ORG7-08

[7] *See* Stanford University, Sustainable Stanford, https://sustainable.stanford.edu/campus-action/stanford-energy-system-innovations-sesi (last visited Apr. 18, 2016).

have no new or substantially more severe environmental impacts compared to those previously analyzed.[8] In particular, with regard to traffic, the County relied on an analysis for potentially affected intersections to determine that traffic generated by the project would be consistent with the environmental analysis and conclusions in the 2000 Community Plan/General Use Permit Program Environmental Impact Report. The traffic analysis for the Escondido Village housing project explained that trip generation rates for graduate student residents are lower than for graduate student commuters, as resident students do not need to commute to campus. Based on the project's location and forecasted trip generation, the traffic study showed that analyzed intersections would operate at acceptable levels of service according to their designated level-of-service standard. No significant impacts would result.[9]

ORG7-08 cont.

Stanford has begun work on an application for an updated General Use Permit to address the next phase of campus land use consistent with the Community Plan. We anticipate that the updated General Use Permit will reflect future needs of the University, including a modest increase in undergraduate enrollment, on-campus housing for students and faculty, facilities for emerging fields of study, and interdisciplinary institutes formed to address global problems. The Community Plan will continue to serve as the legislative policy framework for campus land use, as both the Community Plan and General Use Permit have proven successful in providing predictability and flexibility for Stanford and accountability to the County and the community.[10] We do not anticipate that development under an updated General Use Permit will result in new or substantially more severe cumulative impacts because we intend to continue to implement a robust TDM program designed to achieve no net new commute trips goal, and we do not plan to seek to move the existing Academic Growth Boundary.

ORG7-09

II. Specific Comments on the Draft EIR

A. Project Description

Page 3-24: Footnote 9 states that "Stanford has recently proposed an increase in housing beyond what is allowed in their General Use Permit. If approved by the County, this increase would need to be assessed as part of the cumulative context of the Comprehensive Plan Update." The first sentence of this footnote is inaccurate, as the General Use Permit specifically supports the development of housing units beyond the 3,018 units it initially authorized, subject to Santa

ORG7-10

[8] *See* Addendum, Program Environmental Impact Report (EIR) & CEQA Guidelines § 15168(c) Checklist for Later Activities Following Certification of Stanford Community Plan/General Use Permit Program EIR (GUP EIR) (File No. 7165-16PAM) (Attachments A and B to Santa Clara County Planning Commission Staff Report, Mar. 24, 2016, Item #8).

[9] *See id.*, Addendum, Program Environmental Impact Report (EIR), p. 3.

[10] *See* Brad Hayward, "Stanford Kicks Off Land Use Planning Process," *Stanford News* (May 6, 2016), https://news.stanford.edu/2016/05/06/stanford-kicks-off-land-use-planning-process/. This article is attached to our letter as Appendix A for your convenience.

Clara County Planning Commission approval. Additionally, in March 2016, the County granted Stanford's request for the housing allocation based on an Addendum to the 2000 Stanford Community Plan and General Use Permit Program Environmental Impact Report that showed the addition of this housing would not result in any new or substantially more severe impacts beyond those identified in the Program Environmental Impact Report. As such, no revisions to the Draft EIR's cumulative impact analysis are required. We request, therefore, that the statement quoted above be revised as follows: "Stanford has recently ~~proposed~~ **received authorization for** an increase in housing beyond what ~~is allowed in their~~ **initially was authorized under its** General Use Permit. ~~If approved by the~~ **The** County~~,~~ **has determined that** this increase would ~~need to be assessed as part of the cumulative context of the Comprehensive Plan Update~~ **not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit**." **ORG7-10 cont.**

Page 3-38: Under Scenario 4, the proposed policy of "foregoing new natural gas hookups" would not be feasible for several reasons. Natural gas is the most efficient energy source for certain industrial and medical processes, and is the preferred source for space heating under the California Building Code. **ORG7-11**

The City's Draft Sustainability and Climate Action Plan (S/CAP), released in April 2016, is consistent with our request and inconsistent with a Comprehensive Plan policy of simply foregoing new natural gas hookups. The Draft S/CAP takes a pragmatic and gradualist approach to electrifying the City. For example, the plan states: "Palo Alto will first seek to reduce natural gas usage through energy efficiency and conservation, followed by electrification of water heating, space heating and cooking where cost effective." Draft S/CAP page 18 (4/18/2016). The Draft S/CAP also recognizes the state law barriers to a city simply mandating electric equipment; it suggests "advocating at the state level to address CEC requirements for cost-effectiveness." The S/CAP represents a commitment to sustainability that Stanford shares, but it also reflects a measured, deliberate approach to electrification rather than a sudden mandate. **ORG7-12**

Page 3-40: Under Scenario 4, the proposed PTOD shown on Figure 3-9 appears to be a "bubble" that does not coincide with parcel or leasehold lines. We understand that, at least with respect to the Stanford Research Park, this bubble does not reflect the City's intentions for Scenario 4. We request that Figure 3-9 be revised to show the proposed boundaries of the Expanded PTOD Zones within the Stanford Research Park. **ORG7-13**

B. Aesthetics and Visual Resources

Page 4.1-24: Mitigation Measure AES-4 provides for the City to develop an ordinance that will require certain projects to prepare an analysis of potential shade/shadow impacts. The mitigation **ORG7-14**

measure further states: "Projects that are shown to shadow open spaces during [specified] times shall mitigate these impacts through building and site design features."

In appropriate situations, removing all shadows from public open spaces through "building and site design features" may not be desirable or feasible. After careful consideration, the City may wish to approve a development project that casts shadows on open space in recognition of competing policy goals advanced by the project. To ensure City decision-makers retain this discretion, the final sentence of Mitigation Measure AES-4, quoted above, should be revised to add "to the extent feasible and deemed desirable by the City." **ORG7-14 cont.**

C. Air Quality

Pages 4.2-44 and 4.2-45: Please revise the text and Figure 4.2-2 to delete California Avenue south of El Camino Real from the "High Volume Roadways" designation and to delete the "500ft High Volume Roadway Screening Buffer" around that roadway. We have been unable to find a source for the "High Volume Roadway" designation on California Avenue. The Transportation Impact Analysis for the Comprehensive Plan Update does not include California Avenue, so it cannot be the source. In fact, City records show that California Avenue south of El Camino Real does not meet BAAQMD's definition of a high volume roadway, which is a roadway that averages 10,000 or more daily vehicle trips. City-generated maps (copies enclosed as Appendix B) show that in 1999, at the height of the dot-com boom, average daily trips (ADT) on California Avenue south of El Camino Real reached 6,700; in 2010, when Facebook occupied 1601 California Avenue, the highest ADT recorded was 6,300; and in 2013, the Comprehensive Plan EIR's baseline date, ADT was 4,900. Accordingly, property owners near California Avenue should not be subject to Mitigation Measure AIR-1b, which imposes requirements on applicants for residential and other sensitive land use projects that are within 1,000 feet of high volume roadways. **ORG7-15**

D. Biological Resources

Page 4.3-1: The first sentence under the heading *Federal Endangered Species Act* should be revised to reflect that USFWS has jurisdiction over non-anadromous and non-marine fishes. **ORG7-16**

Page 4.3-9: The discussion of the Stanford University Habitat Conservation Plan (HCP) should be revised to reflect only the approved, March 2013 revised HCP, which addresses three covered species. The prior version of the HCP, covering five species, is not in effect. **ORG7-17**

Pages 4.3-9, 4.3-23, and throughout the chapter: Statements and suggestions that the federally listed San Francisco garter snake occurs at Stanford University should be corrected. The San Francisco garter snake is not found on Stanford lands. The garter snakes found at Stanford are an intergrade form between two subspecies of the common garter snake found on the San **ORG7-18**

Francisco Peninsula, the San Francisco garter snake and the red-sided garter snake. San Francisco garter snakes are located to the north and west, and red-sided garter snakes are located to the south, with the intergrade zone extending from Boronda Lake in Foothills Park to Lower Crystal Springs Reservoir, and from the Bay to the crest of the Santa Cruz Mountains. Even though the San Francisco garter snake is not present at Stanford, the HCP covers this species. Please see HCP Section 2.4.3. **ORG7-18 cont.**

Page 4.3-11, last two sentences: These sentences incorrectly state that Lagunita Reservoir and the Dish are in Palo Alto. The Stanford lands in Palo Alto that are not in HCP Zone 4 are certain lands south of Foothill Expressway near Deer Creek (Zones 1, 2 and 3). Please see HCP Figures 1-2, Governmental Jurisdictions, and 4-2, Management Zones. **ORG7-19**

Pages 4.3-23 and 4.3-25: It should be noted that although it was historically present, the California red-legged frog has not been found in San Francisquito Creek since 2007. **ORG7-20**

Page 4.3-29: The San Francisco garter snake should be described as a subspecies rather than a species, and the text should distinguish between the San Francisco garter snake subspecies (not present) and the non-protected intergrade garter snakes (present). Intergrade snakes have been found in very small numbers at Stanford and in Palo Alto; Boronda Lake provides habitat for the intergrades and not for the San Francisco garter snake. **ORG7-21**

Page 4.3-30: Please add the following to the paragraph regarding Western pond turtle: "Western pond turtle has been found in San Francisquito Creek, Felt Reservoir, and Searsville Reservoir." **ORG7-22**

Page 4.3-31: Please correct the last sentence of the American badger discussion along the following lines: "Suitable habitat for American badger occurs in Palo Alto foothills. Outside the City, an American badger was observed near Searsville Reservoir in 1997 and another was photographed at Jasper Ridge in 2014." **ORG7-23**

E. Cultural Resources

Demolition of Historic Resources. The Draft EIR appears to indicate that the City might prohibit demolition of historic resources. We do not believe this is the City's intent, and the mitigation measures identified in the Draft EIR do not expressly include such a prohibition, but we request that the EIR be clarified on this point. **ORG7-24**

Our concern arises from the following text in the Draft EIR. The document states that implementation of the proposed Plan could: a) adversely affect historic resources listed or eligible for listing on the National and/or California Register, or listed on the city's Historic Inventory (Impact CULT-1); b) eliminate important examples of major periods of California

history or prehistory (Impact CULT-2); (c) directly or indirectly destroy a local cultural resource that is recognized by City Council resolution (Impact CULT-6); and (d) contribute to significant cumulative impacts with respect to cultural resources (Impact CULT-7). The Draft EIR further concludes that these impacts would be significant, in part because the City "does not have an ordinance that prohibits demolition or alterations to historic structures" (pages 4.4-21 - 4.4-23), "does not have an ordinance that prohibits demolition or alterations to local cultural resources" (page 4.4-30), and "does not have an ordinance in place that would prevent demolition or alteration of historic or cultural resources (page 4.4-32) (emphasis added). The Draft EIR then concludes that with such mitigation, impacts to historic resources would be mitigated to less than significant. The mitigation measures identified in the Draft EIR, however, do not – and should not – state that demolition is prohibited.

A wholesale prohibition on demolition of historic structures would represent a reversal of longstanding City policy. Currently, when demolition of a historic resource is sought as part of a discretionary development application and a significant unavoidable impact is found, the City's Comprehensive Plan and ordinances allow the City Council to decide whether to: 1) deny the development application; or 2) issue a statement of overriding considerations and allow demolition to proceed due to identified benefits of the development project. A Comprehensive Plan policy or an ordinance prohibiting demolition of historic structures would strip this discretion from the City Council.

ORG7-24 cont.

The SUMC Facilities Renewal and Replacement Project is a recent example of a project the City Council could not have approved if a prohibition on demolition of historic resources had been in place. In 2011, the City Council concluded, following full CEQA review, that the 1959 Hospital Building complex that the SUMC Project sponsors proposed to replace was a historic resource, and that its demolition would constitute a significant unavoidable impact of the SUMC Project. The project EIR analyzed preservation of the complex, but determined that the existing buildings could not be retrofitted into state-of-the art clinic, medical office and research facilities. Faced with the decision whether to reject the SUMC Project or override the loss of the historic 1959 Hospital Building complex, the City Council made a statement of overriding considerations. The statement included the following: "The Project will enable the SUMC Project sponsors to continue their important work to provide advancements in medicine, and health care services to their patients." Because the City Council had the discretion to approve a development project that necessitated demolition of a historic resource, these benefits of the SUMC Project will be realized.

Not every development project that the City might wish to approve has the life-saving benefits of a hospital and medical research project. But in a city that is, as the Draft EIR notes, largely built out, the City Council should retain its discretion to consider replacement of historic resources to achieve other benefits of redevelopment. As an example, in June 2015, the City Council unanimously approved the replacement of a historic office building at 2555 Park Boulevard. The

Council's statement of overriding considerations cited project benefits that included support for the Pedestrian Transit-Oriented Development Overlay and the Bicycle and Pedestrian Transportation Plan; development of a modern building that meets current standards for structural design; and creation of a pedestrian and bicycle friendly street frontage with wide sidewalks and amenities. The City should not preclude its Council from weighing such benefits against the benefits of historic preservation of individual resources in the future.

ORG7-24 cont.

Finally, although it is possible that development under the proposed Plan would affect historic resources, it is not certain that this would occur, and the Draft EIR does not anticipate impacts to any particular historic resource. This is an additional reason that the EIR should make clear that the City Council will retain its current discretion with respect to impacts on historic resources.

Impact CULT-4. The impact statement for Impact CULT-4 is inconsistent with the analysis that follows and should be revised. The Draft EIR (pp. 4.4-27 – 4.4-28) explains that human remains, including those interred outside formal cemeteries, could be unearthed during ground-disturbing activities for development that is consistent with the Comprehensive Plan Update (all four scenarios). The Draft EIR further explains that compliance with regulations and procedures established by existing law to address such disturbances (providing for work stoppage, notices, and potential re-interment, among other provisions) "would ensure that impacts are less than significant under all four scenarios." However, the impact statement at page 4.4-27, which is repeated elsewhere in the Draft EIR, provides: "Implementation of the proposed Plan *would not* disturb any human remains, including those interred outside of formal cemeteries." (Emphasis added.) This statement is not accurate; to avoid misunderstanding, we recommend substituting "…would not cause a significant impact due to disturbance of human remains…."

ORG7-25

F. Hydrology and Water Quality

Page 4.8-23: For accuracy, Figure 4.8-1 should be revised to reclassify most "engineered channels" identified on the Stanford campus as "pipes." Additionally, the "creeks" depicted as tributaries to Lagunita Reservoir on the Stanford campus should be reclassified as "ditches." Appendix C to this letter shows the necessary revisions to Figure 4.8-1.

ORG7-26

Page 4.8-24, third paragraph: This paragraph should be revised for accuracy as follows:

> In addition to the creeks and engineered channels, there are several surface water bodies in and around Palo Alto. Three ~~reservoirs~~ **dams** built for water conservation and storage purposes are located on Stanford University property**, outside city limits**. Searsville ~~Lake~~ **Dam** impounds Corte Madera Creek**, Sausal Creek, Dennis Martin Creek, and Alambique Creek** and **at one time was a** major reservoir in the San Francisquito Creek watershed; however, **the reservoir** is slowly filling up with sediment so it currently has less than 10 percent of its

ORG7-27

> original capacity.[32] Felt Lake ~~and Lagunita Reservoir are~~ **is an** off-stream reservoir~~s~~ fed by ~~diversions from~~Los Trancos Creek**, Searsville Lake,** and San Francisquito Creek~~, respectively~~. Lagunita Reservoir is ~~filled every year with surface water and~~ **fed by surface runoff from its tributary area in the foothills, which** is sometimes supplemented with water **diverted** from San Francisquito Creek ~~or~~ wells**, or other sources** to support California tiger salamander **reproduction**.[33] Additional lakes**, each located within city limits,** include Boronda Lake in Foothills Park and Arastradero Lake in the Arastradero Preserve.[34]

ORG7-27 cont.

Page 4.8-38, first paragraph: Please provide further information regarding the source, date, and basis of development of Figure 4.8-5. The final sentence in this paragraph also should be revised as follows: "In addition, the actual dam inundation zone~~s~~ for Searsville ~~and Lagunita~~ Reservoir~~s~~ would be much smaller than shown on Figure 4.8-5, as discussed in the following paragraphs." These revisions are necessary to recognize that Stanford has no intention of removing Lagunita Dam, and Lagunita Reservoir occasionally fills to its capacity with storm water.

ORG7-28

Page 4.8-38, third paragraph: This paragraph should be revised for accuracy as follows:

> Stanford University also owns and operates Lagunita Reservoir, which used to be filled with diversion from San Francisquito Creek to allow recreational use by students. However, the ~~lake~~ **reservoir** has not been filled **to facilitate recreation** since the late 1990s and today serves as a **storm water** drainage basin ~~with vernal pools~~ **and seasonal wetland**. ~~Stanford University is also considering removing the dam in the future. Because of the lack of water behind the dam, the actual dam inundation zone is minimal to non-existent as compared to that shown in Figure 4.8-5.~~ Flooding impacts in Palo Alto from a failure of the dam at Felt Lake would be minimal, because the dam inundation zone is primarily outside of the city limit ~~or SOI~~.

ORG7-29

As stated above, Stanford has no intention of removing Lagunita Dam. However, note that the University is proceeding with a project to remove the Lagunita Diversion Dam, which is located on San Francisquito Creek and has not been used for water diversion for several decades. Also, as indicated above, Lagunita Reservoir occasionally fills to its capacity with storm water.

Pages 4.8-45, last paragraph and 4.8-47, Mitigation Measure HYD-2: Stanford is concerned about the vagueness and potential infeasibility of two elements of Mitigation Measure HYD-2, which is intended to address localized lowering of the shallow aquifer during construction dewatering activities. These elements are a potential requirement to provide "one day / week water truck hauling service for neighbors" and fill stations that provide for "multiple concurrent users." We do not know what these measures would require and request that they either be

ORG7-30

clarified or deleted from the mitigation measure. We note that at page 4.8-45, the Draft EIR states that the City is "currently in the process of evaluating additional requirements for the Basement Construction Dewatering Program" and request that no new requirements be imposed without a full opportunity for public and stakeholder input.

ORG7-30 cont.

Page 4.8-59, second paragraph, first sentence: This sentence should be revised as follows: "As described above, the dam inundation zones for ~~two~~ **one** of the dams overestimate the potential flooding impacts."

ORG7-31

Page 4.8-59, third full paragraph: This paragraph should be deleted entirely or revised for accuracy as follows:

> Lagunita Reservoir is located on the western side of the Stanford University campus and used to be filled with diversion from San Francisquito Creek to allow recreational use by students. However, the **reservoir** has not been artificially filled **to facilitate recreation** since the late 1990s and today serves as a **storm water** drainage basin ~~with vernal pools~~ **and seasonal wetland** during the winter and spring months. ~~In addition, Stanford University, which owns and operates this reservoir, is conducting periodic assessments for removal of the dam as the result of multiple lawsuits filed by environmental groups.[75] With the lack of water behind the dam, the mapped inundation zone should be minimal to non-existent.~~

ORG7-32

Lagunita Dam has not been the subject of any lawsuits against Stanford, nor is Stanford considering the dam's removal. As stated above, note that the University is proceeding with a project to remove the Lagunita Diversion Dam, which is located on San Francisquito Creek and has not been used for water diversion for several decades.

G. Land Use and Planning

Page 4.9-12: Consistent with our comment on page 3-24 of the Project Description, above, please revise the last two sentences in the final paragraph on page 4.9-12 as follows: "In October 2015, Stanford announced a proposal to build a net increase of 1,450 graduate student beds beyond what ~~is allowed~~ **initially was authorized** under the approved GUP.[10] ~~This proposal~~ **The authorization of additional units for this proposal**, in the Escondido Village area, **was approved by the County following** ~~would be subject to~~ environmental review **showing that the project would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit** ~~and County approval~~."

ORG7-33

Page 4.9-34: Consistent with our comment on page 3-24 of the Project Description, above, please revise the penultimate sentence and add a sentence in the second paragraph on page 4.9-34 as follows: "As noted in Section 4.9.1, above, Stanford University ~~is seeking~~ **received** County ~~approval of~~ **authorization for** a net increase of 1,450 graduate student beds beyond what ~~is allowed~~ **initially was authorized** under the GUP. **The County found that these additional beds would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the Stanford Community Plan and General Use Permit.**" ORG7-34

H. Noise

Page 4.10-6: The Draft EIR gives as an example of specific noise-sensitive land uses outside city limits "essentially all of Stanford University." While Stanford agrees that specific sites on its campus could be considered noise-sensitive uses, much of the campus is composed of uses that plainly are not noise-sensitive, such as administrative facilities, athletic venues, and open space / recreation areas where quiet environments are not necessary for enjoyment, public health, and safety. As such, the second sentence of the last paragraph on this page should be revised to replace "essentially all of Stanford University" with "certain sites within Stanford University." ORG7-35

Page 4.10-18: Please revise Figure 4.10-2 to show residential uses at the former 1451, 1501, and 1601 California Avenue, where Stanford is constructing 180 residences in compliance with the 2005 Palo Alto / Stanford Development Agreement. Additionally, consistent with our comment on page 4.10-6, please revise the legend on Figure 4.10-2 to read "Land Uses Potentially Associated with Sensitive Receptors." ORG7-36

Page 4.10-36: Mitigation Measure NOISE-1c addresses rail noise and vibration. Like most of the Draft EIR's noise mitigation measures, it is designed to reduce impacts of the surrounding noise environment on development under the proposed Plan, rather than to address any significant noise impact *of* new development. But under the California Supreme Court decision in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015), "agencies subject to CEQA generally are not required to analyze the impacts of existing environmental conditions on a project's future users or residents." Except where a specific CEQA provision requires analysis of existing environmental conditions on a project, or where the project itself will exacerbate the existing environmental condition, requiring such analysis "would impermissibly expand the scope of CEQA." Here, no CEQA provision requires analysis of impacts of rail noise or vibration on future project users, and the proposed Plan will not exacerbate that noise or vibration. Accordingly, although consideration of the effects of rail noise and vibration on future development is entirely within the City's planning authority, it is not a CEQA issue, and Mitigation Measure NOISE-1c should not be treated as a CEQA mitigation measure. ORG7-37

Regardless of whether it is retained as a mitigation measure or simply adopted as a City policy, Mitigation Measure NOISE-1c should be revised. The requirement that habitable buildings be "sited at least 100 feet from the centerline of the tracks whenever feasible" is not needed. Inhabitants of new buildings are protected by the two subsequent elements of the measure, requiring compliance with specified noise and vibration standards for habitable buildings. A general rule excluding habitable buildings within this area "whenever feasible" would discourage rail-oriented development without providing a benefit to building users. In addition, as the Draft EIR states, Caltrain electrification will reduce rail noise, and high-speed rail will reduce both noise and vibration, compared to existing conditions. As those projects are implemented, development near the rail line may more easily be able to demonstrate consistency with noise and vibration standards intended to protect the occupants of such developments. We request that the City not place unnecessary restrictions on development adjacent to rail. ORG7-38

I. Population and Housing

Page 4.11-2. For accuracy, please revise the first sentence under #2 as follows: "The 2014 Stanford General Use Permit (GUP) Annual Report states that there were 1,358 housing units in the SOI ~~in~~ **added from 2000 to** 2010 and 1,884 housing units in the SOI ~~in~~ **added from 2000 to** 2014, for a gain of 526 housing units in those four years **(2010 to 2014)**." ORG7-39

Pages 4.11-3 and 4.11-7. Consistent with our comment on page 3-24 of the Project Description, above, please revise both the second sentence in the first paragraph on page 4.11-3 and the third paragraph on page 4.11-7, and add a sentence to each, as follows: "In addition, in late 2015, Stanford announced that it would seek Santa Clara County approval to build an additional 1,450 graduate student beds beyond what ~~is allowed~~ **initially was authorized** under the approved GUP.[fn] **The County authorized the additional units following environmental review showing that the project would not result in any new or substantially more severe impacts beyond those identified in previous environmental analysis for the approved Community Plan and GUP.**" ORG7-40

J. Transportation and Traffic

Effect of Requirement for No Net New Vehicle Trips Under Scenario 4.

The Draft EIR does not truly analyze Comprehensive Plan Scenario 4 and should be revised to do so. The idea behind Scenario 4 is that it would allow the most growth of the four scenarios studied – as the only scenario that would accommodate growth consistent with ABAG projections – but would also impose the most stringent performance standards to minimize the impacts of such growth: ORG7-41

> This scenario would test strategies to concentrate growth in transit-rich areas of the city where there are ample neighborhood services, and would seek to address the impacts of employment growth rather than slowing or controlling the rate of growth. As a result, this scenario would include the most growth of the four scenarios; however, growth would be allowed only on the condition that it (individually or collectively) incorporates stringent performance standards intended to achieve significant sustainability improvements. *One of these would include "no net new car trips" as a result of any new office development.* Draft EIR, p. 3-38 (emphasis added).

But rather than account for the effect of the "no net new car trips" requirement, the Draft EIR and the Transportation Impact Analysis simply ignore it in their analysis of impacts from Scenario 4. *See* Draft EIR, App. G, page iii, Table ES-3, Summary of Scenario Assumptions ("no net new office trips" requirement for Scenario 4 not included); page v (no mention of no net new trips requirement in discussion of Scenario 4). Nothing in either the TIA or the Draft EIR attempts to analyze this vital aspect of Scenario 4.

ORG7-41 cont.

The result of analyzing only the growth projections of Scenario 4, and not its key traffic-reducing feature, is that the TIA and Draft EIR identify greater drive-alone trip generation for Scenario 4 than for Scenarios 2 and 3, and greater roadway segment impacts than for any other scenario. Draft EIR, App. G, pages 13, 25. This means that neither the public nor decisionmakers have had any opportunity to judge the environmental benefits and costs of Scenario 4. Scenario 4 is deemed to cause the greatest impacts of any of the three action scenarios because the element that was supposed to address the effects of an ABAG-consistent scenario were never studied. We request that the Final EIR analyze the effect of this vital element of Scenario 4.

Mitigation Measure TRANS-1a. The Transportation Impact Analysis and Draft EIR do not quantitatively analyze the effectiveness of Mitigation Measure TRANS-1a, which would require substantial reductions in new peak period vehicle trips as well as offsets or fees to address remaining new trips, with TDM plans to be approved by the City and penalties to accrue for noncompliance. This mitigation measure is the centerpiece of the Draft EIR's vehicle traffic mitigation measures and would apply to all four Scenarios. However, rather than attempt to model the effectiveness of this measure, the Transportation Impact Analysis and Draft EIR assume that actual trip reductions achieved will be modest. Draft EIR App. G, p. 37-38; Draft EIR, p. 4.13-52. As a result, the Transportation Impact Analysis and Draft EIR conclude that even with this mitigation, significant impacts will be avoided at only one of six intersections, and that intersection is one where just a nine percent reduction in trips is needed to reduce the impact to less-than-significant. Draft EIR, p. 4.13-53; Draft EIR App. G, p. 36.

ORG7-42

Vehicle Miles Traveled Per Capita. We believe that the errors described in Section II above regarding the population of the Stanford campus outside the City limits may have resulted in an error in the Transportation chapter of the Draft EIR. Tables 4.13-13 and 4.13-14, at page 4.13-49 of the Draft EIR, state that vehicle miles traveled *per capita* is higher in the City's sphere of influence (*i.e.*, the Stanford central campus) than in the City itself. Given that the vast majority of Stanford students do not drive, and in light of Stanford's success in diverting employees to alternative transportation modes, this conclusion seems incorrect. We request that this conclusion be explained or corrected in the Final EIR, or that the City, for the reasons described in Section II above, remove the sphere of influence from the EIR's analysis. ORG7-43

K. Utilities and Service Systems

Page 4.14-88. Please revise the third paragraph as follows to reflect updated information about energy sources, infrastructure, and distribution at Stanford:

> Stanford University (within the SOI) purchases electricity from the electric power market for ~~some~~ **all** of its electric power needs. Power is delivered to the campus through a connection to the local public utility, PG&E.[100] Stanford University's ~~Power Systems group within Utilities Services~~ **Energy Operations group within the Department of Sustainability & Energy Management** is responsible for the design, operation, maintenance and repair of all Stanford's electrical energy infrastructure, as well as ~~overseeing the management of~~ the Central Energy Facility~~ currently operated by Cardinal COGEN, a subsidiary of General Electric~~. Stanford's Central Energy Facility produces ~~electrical and~~ thermal energy for the main Stanford campus. ~~Steam~~ **Hot water** is generated for heating buildings, and chilled water is generated for cooling buildings. Electrical and thermal utilities are delivered through distribution systems operated by the Stanford ~~Utilities Services Department~~ **Energy Operations group within the Department of Sustainability & Energy Management**. ORG7-44

Thank you, once again, for considering Stanford University's comments on the Comprehensive Plan Update Draft EIR. Please do not hesitate to contact me with any questions.

ORG7-44 cont.

Respectfully submitted,

Whitney McNair
Director, Land Use Planning
Land Use and Environmental Planning
Stanford University

Enclosures

cc: Jean Snider, Stanford University
Jean McCown, Stanford University
Catherine Palter, Stanford University
Tiffany Griego, Stanford University

APPENDIX A

Stanford | News (http://news.stanford.edu/)

MAY 6, 2016

Stanford kicks off land use planning process

Working with neighbors and local governments, Stanford is beginning the process to propose to Santa Clara County an update of Stanford's campus land use permit. Initial meetings to solicit community input are scheduled for early June.

BY BRAD HAYWARD

Stanford is beginning the application process to Santa Clara County for an updated General Use Permit to authorize the next phase of campus land use in the coming years.

The process involves both internal examination of the university's academic and space needs as well as consultation with neighbors and community partners. Stanford is starting with three public open houses in early June to solicit input from residents of campus and neighboring communities.

Stanford has been operating under two key Santa Clara County entitlement documents: a Community Plan and a 2000 General Use Permit, or GUP. The Community Plan provides a set of rules and policies to guide the university's land use planning over an extended period of time. The GUP implements those policies and includes specific conditions to minimize impacts of Stanford's development.

The Community Plan and GUP were intended to provide Stanford flexibility in its land use within an agreed-upon framework, with accountability to the county and neighboring communities. Stanford will seek to obtain approval of an updated 2018 GUP that is expected to extend through 2035.

ORG7-45

"The Community Plan and General Use Permit have been very effective tools for Santa Clara County and for Stanford," said Catherine Palter, Stanford associate vice president for land use and environmental planning. "It is now time to think about the next phase of campus development. An updated GUP will enable Stanford to continue achieving new heights of academic and health care excellence while also being a good neighbor, directly incorporating the needs and concerns of our surrounding communities into our planning."

Stanford officials envision that the Community Plan, which set long-term policy guidance for land use, housing, traffic, parking, sustainability and environmental conservation, will continue to provide an overarching framework for the next phase of campus land use under the 2018 GUP.

The Community Plan articulates a number of key campus planning policies, including compact physical development, conservation of natural resources, construction of housing concurrent with academic development, and alternative transportation strategies that limit automobile congestion. Importantly, the Community Plan also established an "academic growth boundary" that separates the urbanized campus area from the foothills above the campus.

In addition, a Sustainable Development Study developed by the university and approved by Santa Clara County in 2009 showed how long-term building on Stanford's core campus could be accommodated within the existing academic growth boundary until at least 2035. Stanford officials intend for the 2018 GUP to continue to reflect the moderate, responsible model of campus growth outlined in that plan, while also preserving the goal of generating no net new commute trips.

"As we plan for Stanford's academic needs, we also want to do our part to sustain and enhance the quality of life of the Peninsula and Silicon Valley," said Jean McCown, associate vice president, government and community relations. "We are fully conscious of the fact that Stanford is connected to a larger community and has an important role to play in supporting the livability of that larger community."

As of 2016, three-quarters of the academic space and all of the housing called for in the 2000 GUP has been built or approved, without an increase in commute trips to the campus. Under the 2000 GUP Stanford has contributed $25 million in fees to the county for publicly available affordable housing in the county.

ORG7-45 cont.

Meanwhile, Stanford has developed a **new campus energy system (http://news.stanford.edu/features/2015/sesi/)** that by the end of 2016 will reduce campus greenhouse gas emissions by 68 percent – exceeding, several years early, the State of California's goal for greenhouse gas emissions to be reduced to 1990 levels by 2020. New solar energy resources now being developed will help ensure that 65 percent of Stanford's electricity will come from renewable sources by the end of 2016, growing further over time. The university has reduced potable water consumption by 47 percent from 2000 to date while developing a **pioneering research center for wastewater recovery (https://news.stanford.edu/2016/04/04/codiga-recovery-center-040416/)**. Aggressive alternative transportation incentives also have reduced the drive-alone rate of Stanford employees from 72 percent to 49 percent.

Addressing Stanford, regional needs

Informed and guided by the Community Plan and Sustainable Development Study, the updated 2018 GUP will help Stanford address emerging needs projected out to 2035. Campus planners are working with academic leaders in the university to chart out some of those needs, but two general categories are already apparent.

One is housing. Stanford currently provides on-campus housing for almost all undergraduate students and a majority of graduate students, and about one-third of active faculty members live on the campus as well.

Further increasing the supply of on-campus housing in the coming years will reduce the number of people who have to commute to the university from off-campus locations each day, campus planners note. It will promote affordability for both Stanford and non-Stanford-affiliated people seeking housing in a superheated off-campus local housing market. Additional housing also will be necessary to accommodate modest growth in undergraduate enrollments, which Stanford has begun planning for after many years of flat enrollments amid dramatically increasing numbers of student applications.

Another critical area of need is supporting Stanford's academic and health care missions.

Knowledge is continually evolving and expanding, and preserving Stanford's leadership in education, research and health care requires the university to continually innovate programs in new fields – including in emerging interdisciplinary fields, which have been major areas of growth for Stanford over the last 15 years. This evolution of academic and health programs in turn requires the physical campus to evolve, Stanford officials say, so that sufficient well-equipped facilities are available to support the university's faculty and students.

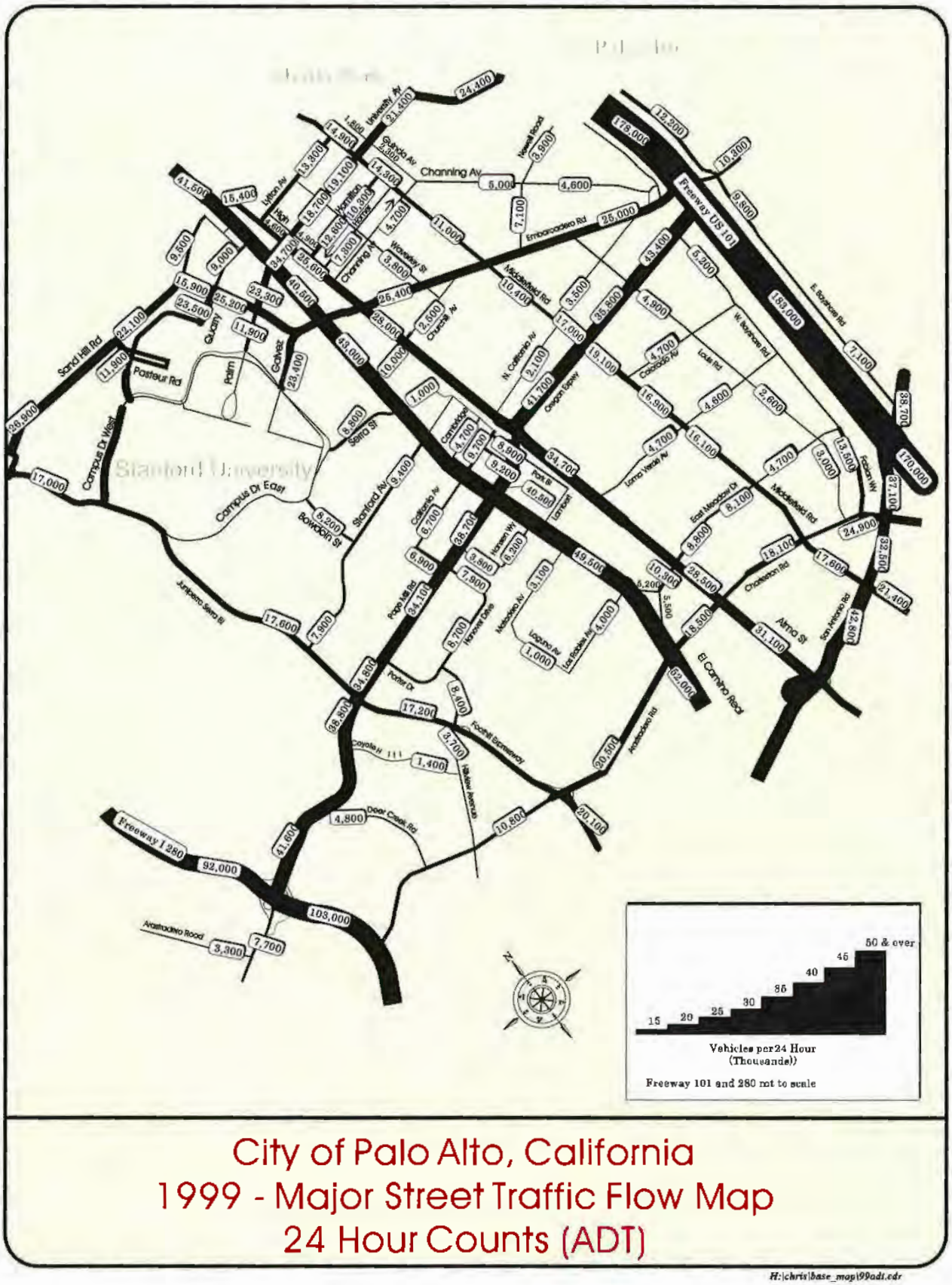
ORG7-45 cont.

Community engagement

Stanford is beginning broad engagement with Santa Clara County, local cities and a range of community organizations as it undertakes the 2018 GUP application process. Consultations will continue through the spring and summer, with an application for an updated GUP likely to be submitted to Santa Clara County in late summer 2016. Environmental reviews and continued discussions are expected through 2017 and into 2018.

An initial set of community meetings is being scheduled in Palo Alto, in Menlo Park and on the Stanford campus to provide community members with an overview of the process and to solicit input on issues important to local residents. The meetings will be held:

- Thursday, June 2, from 6 to 8 p.m. on the Stanford campus in Paul Brest Hall at the Munger Graduate Residence
- Saturday, June 4, from 11 a.m. to 1 p.m. at Terman Middle School, 655 Arastradero Road, Palo Alto
- Thursday, June 9, from 6 to 8 p.m. at La Entrada Middle School, 2200 Sharon Road, Menlo Park

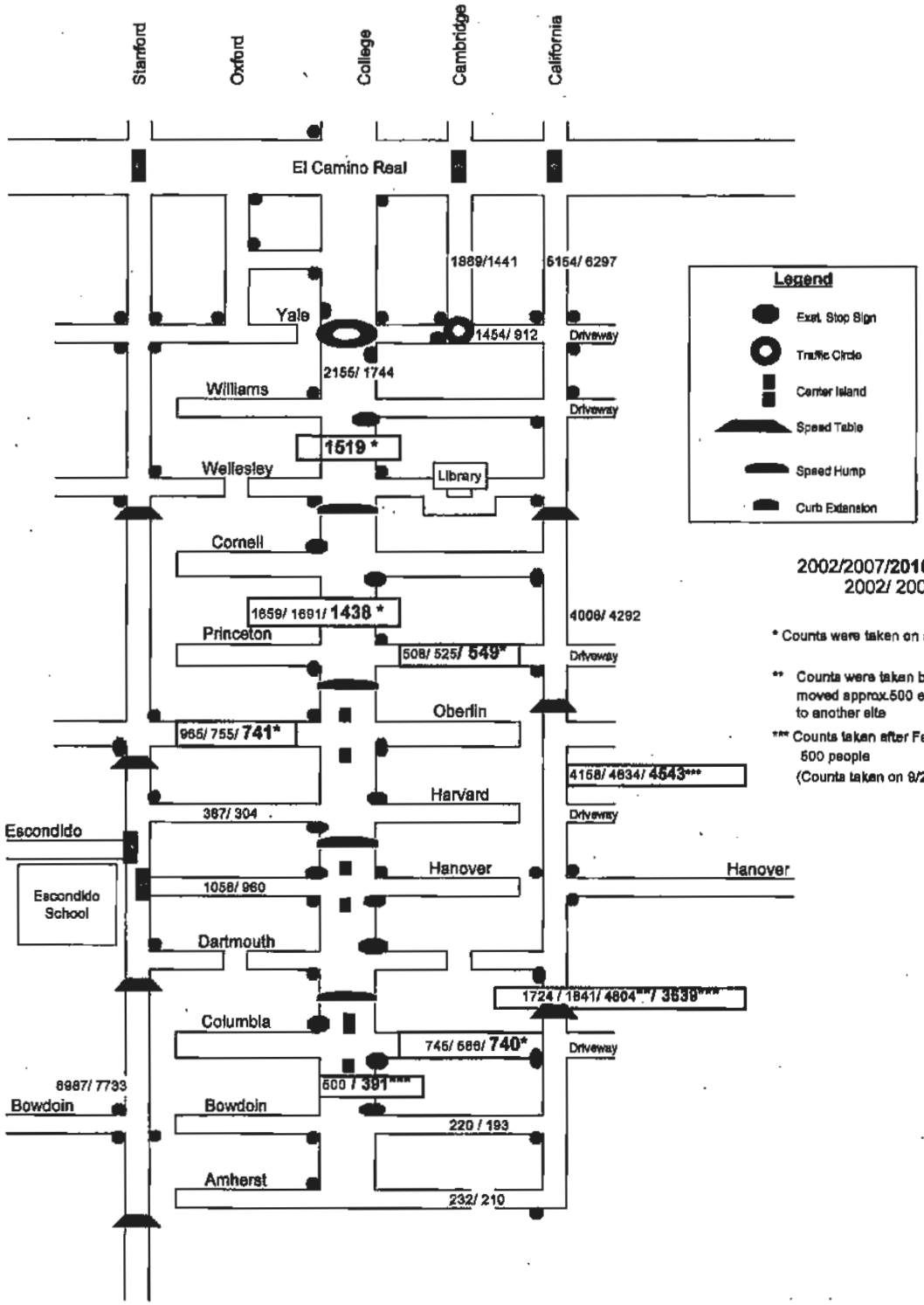


City of Palo Alto, California
1999 - Major Street Traffic Flow Map
24 Hour Counts (ADT)

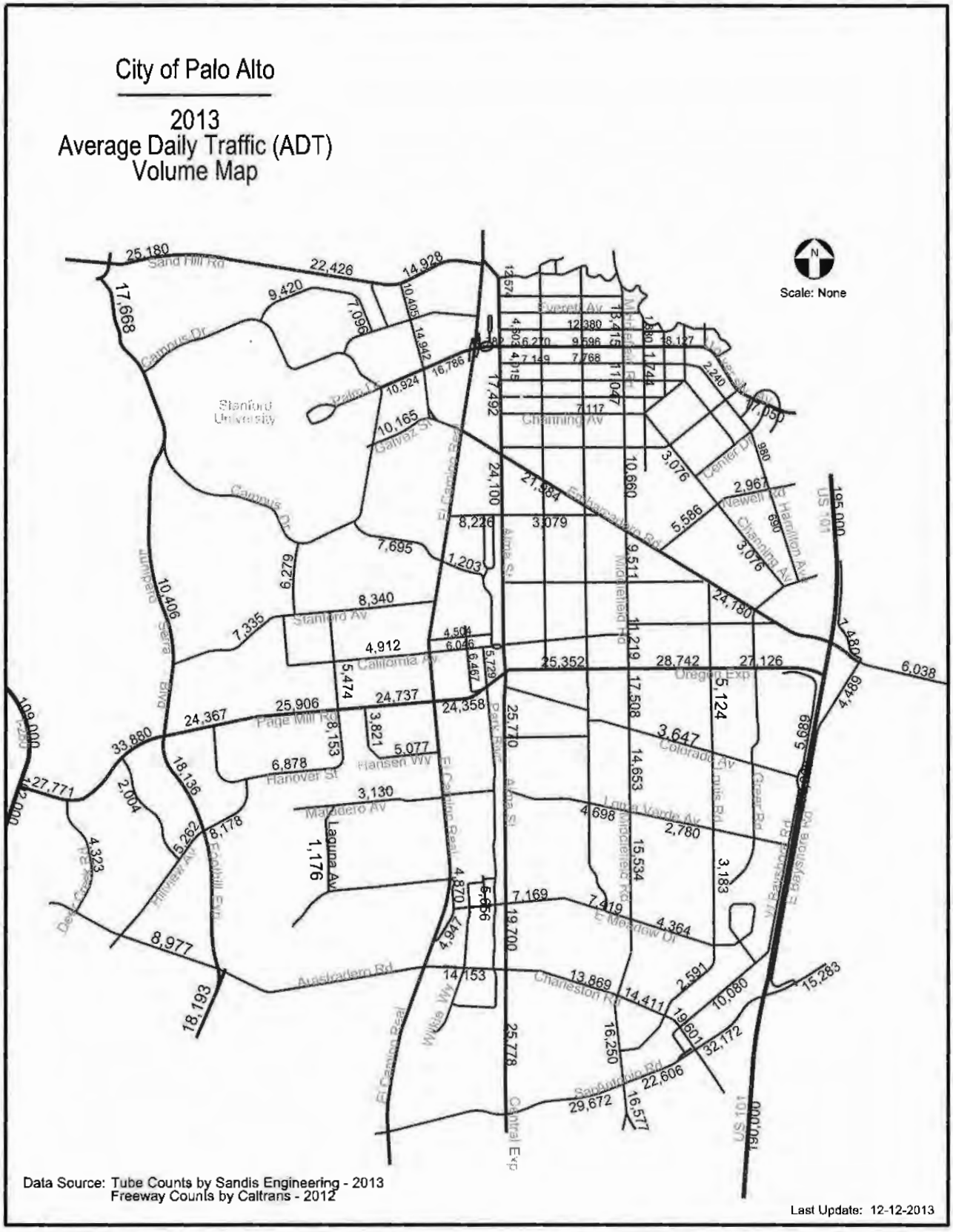
H:\chris\base_map\99adt.cdr

ORG7-46

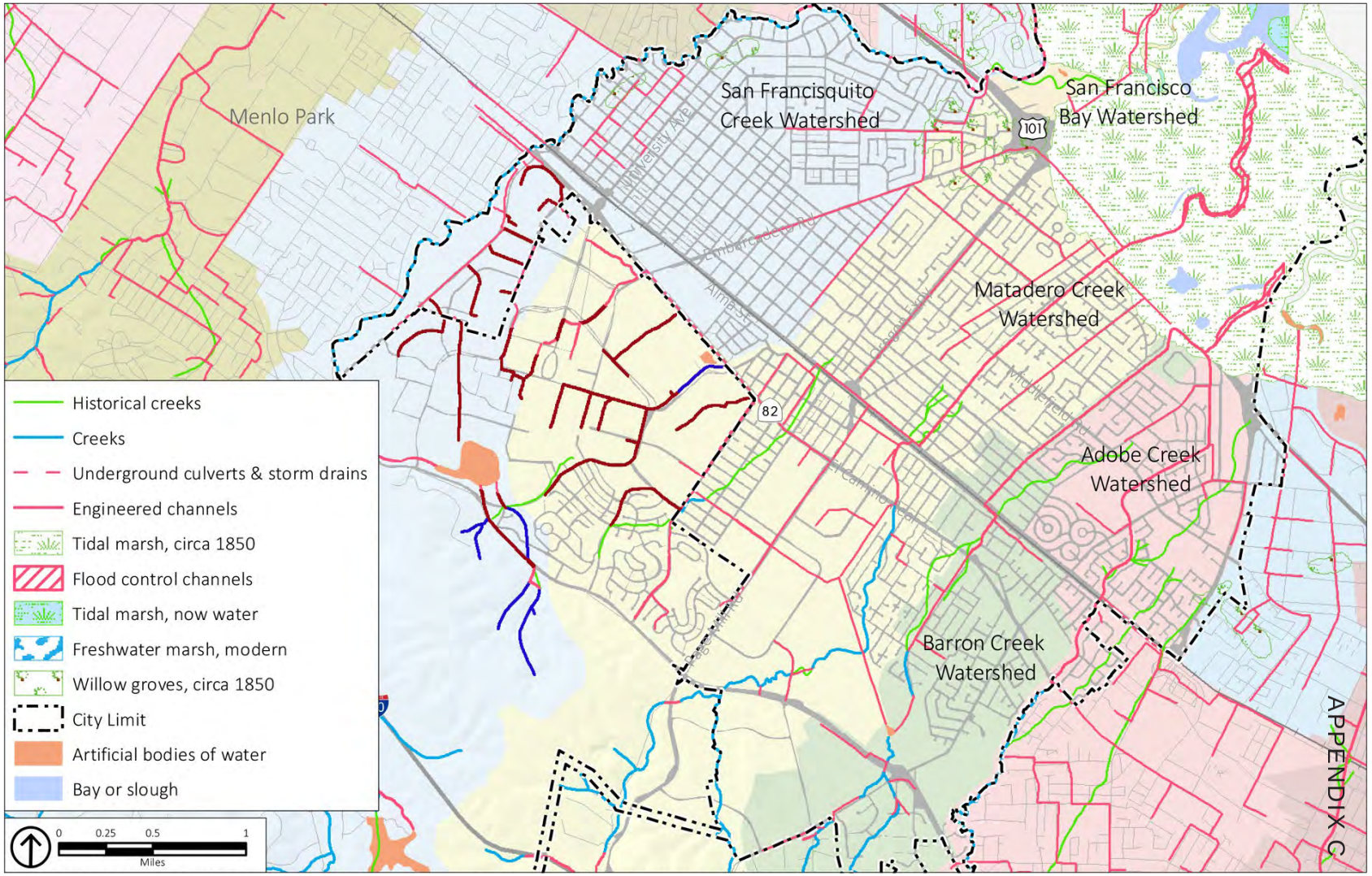
College Terrace Neighborhood Traffic Management Plan
CHANGE IN VOLUME



ORG7-46 cont.


City of Palo Alto
2013
Average Daily Traffic (ADT)
Volume Map
Scale: None
Data Source: Tube Counts by Sandis Engineering - 2013
Freeway Counts by Caltrans - 2012
Last Update: 12-12-2013

ORG7-46 cont.



Source: Janet M. Sowers, William Lettis & Associates, Inc., and the San Francisco Estuarty; PlaceWorks, 2015.

Figure 4.8-1
Creek and Watershed Map of Palo Alto

COMMENT LETTER # ORG8

Lockheed Martin Space Systems Company
3251 Hanover Street, Palo Alto, CA 94306

LOCKHEED MARTIN

June 6, 2016

Elena Lee, Senior Planner
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. Lee:

Lockheed Martin is proud to be one of the founding tenants in the Stanford Research Park. We contributed to establishing the Park, which helped launch the City of Palo Alto as a research and technology hub.

We are writing today to express our concern regarding the Draft Environmental Impact Report (DEIR) for the City's Comprehensive Plan. We understand and appreciate the City's concern regarding traffic congestion. Since the 1970s, Lockheed Martin has sponsored a robust Commute program to assist our employees in choosing options to work other than the single occupant vehicle, and in Palo Alto, we continue to collaborate with our fellow Stanford Research Park neighbors on programs and services to help reduce traffic congestion.

We have been operating successfully under the City zoning that has been in place since Lockheed Martin established operations in the City of Palo Alto. Consistency and clarity of land use regulations have been essential to us as we have continued to evolve over the past five decades. Now, however, we are concerned about measures contained within the DEIR designed to regulate business growth. **ORG8-01**

Specifically, we are concerned about the potential Conditional Use Permit requirement for new office or R&D uses. It is unclear to us what level of activity would trigger this requirement. We are continually investing in our facilities to perform renovations or updates to respond to changes in our business operations. Not being able to depend upon a consistent process or timeline has the potential to negatively impact our ability to perform our operations within our current facility. **ORG8-02**

We are also concerned about a potential annual cap on new commercial square footage. Recently, Lockheed Martin worked with the City to redevelop an outdated, single-story 55,375-square-foot office/R&D building on our campus. In its place, we built a new two-story 85,959-square-foot office/R&D facility that much better serves our current and growing needs. Working within the zoning and FAR standards that have been in place for years, we added an additional 30,000 square feet on the site. Further, the new building followed California Green Building Code and LEED requirements, resulting in a much more sustainable building. If a growth limit **ORG8-03**

had been in place at the time of this work, it may have been impossible to build this new, state-of-the-art facility.

We have other buildings on our Palo Alto campus that we may want to repurpose should the need arise in the future. An office/R&D cap may make these plans impractical and serve as a disincentive to our investment in Palo Alto for the long-term.

ORG8-03 cont.

We look forward to further engagement on the DEIR and specifically, how to achieve responsible redevelopment and growth in way that supports local businesses, the community and the continued economic vitality of the area. We believe that through collaboration, we can continue to work in partnership with the City to carry on our shared history of success in Palo Alto.

Thank you for the opportunity to provide our comments.

Sincerely,

Marshall Case
Vice President, Infrastructure Services
Lockheed Martin Space Systems Company

COMMENT LETTER # PUB1

From: Geri [mailto:geri@thegrid.net]
Sent: Friday, January 15, 2016 8:58 PM
To: Lee, Elena
Subject: Re: January 19 Joint City Council and CAC Meeting

ELENA LEE,

YOU ARE SO NICE !

I am so wiped out after painting on Tuesdays,
but, I will try to come.
Is there any way to know the latest I could sign up for my 3 minutes ahead of time?

I SO think total safety from traffic speeding should become important again.
It always was.

We had a great weekend.
We sang at BUCKS and recently saw "Concussion", since I have a grandchild in college on a football scholarship.

Geri MCGILVRAY
650-328-2416

PUB1-01

COMMENT LETTER # PUB2

From: Stephanie Enos [mailto:enosfamily@yahoo.com]
Sent: Tuesday, January 19, 2016 7:27 PM
To: Lee, Elena
Subject: Re: January 19 Joint City Council and CAC Meeting

Please make noise from overhead jets and light aircraft flying almost constantly overhead in Palo Alto an urgent priority. This has affected many people's quality of life. **PUB2-01**

Sincerely,
Stephanie Enos

Sent from Yahoo Mail on Android

COMMENT LETTER # PUB3

From: William Leong [wleong@sillygoose.com]
Sent: Monday, February 22, 2016 2:36 PM
To: Council, City; Lee, Elena
Subject: Comprehensive Plan Draft Environmental Impact Review

Based on the draft report, I understand that the four proposed scenarios all result in significant unavoidable adverse impacts on traffic, congestion and air quality. As a Palo Alto resident, traffic has been the most important factor affecting quality of life in this city. Please do not adopt any scenario that does not begin by addressing existing traffic. Thank you.

PUB3-01

William Leong
4156 King Arthur Court

From: Shannon McEntee [mailto:shannonrmcentee@gmail.com]
Sent: Monday, February 22, 2016 7:42 PM
To: Council, City
Subject: Traffic Report - Comprehensive Plan

Dear City Council Members,

All of the four scenarios for growth in Palo Alto will result in significant environmental pollution and traffic. We need a fifth scenario that protects our quality of life and provides for a sustainable future.

PUB4-01

Perhaps it's time to halt the growth of both housing and businesses if the sacrifice is too great.

Shannon Rose McEntee
410 Sheridan Avenue #216
Palo Alto 94306

March 25, 2016

Elena Lee, Senior Planner
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. Lee,

I live in Midtown. I love my home and neighborhood. I have lived here for over 30 years. I am writing to address the need to reduce noise in my neighborhood, including the cumulative impact of noise from a variety of sources, especially at existing single family homes.

The Draft Comprehensive Plan Update DEIR shows an unacceptable level of noise from US 101 in the Greer Rd. Area in Midtown. No possible mitigations are identified, except during new construction, to reduce the noise to a level more acceptable for residents. This is a built residential area. Already built. The noise level, with increasing freeway traffic, is likely to increase and become more destructive here, and to grow in areas farther from the Bay, affecting more homes in Midtown and elsewhere in Palo Alto. Serious mitigation is needed just to reduce or even maintain the noise level in this area. PUB5-01

What can be done to reduce the level of noise? Surely the City can work with the State to develop noise mitigating walls and develop and enforce more effective standards for private airplane, helicopter, car, motorcycle and truck noise generation. And perhaps subsidize noise mitigation measures at affected homes to make greater insulation and installation of double pane windows economically feasible. PUB5-02

Midtown is not just affected by noise from US 101. We also experience serious noise from above. Jets, private planes, small commercial planes and helicopters, all impact our neighborhood with high levels of noise. This noise is constant at certain times of the day and week, and intermittent at other times. All these forms of flight should be required to mitigate the noise they generate to the ground to acceptable levels. They should be restricted to paths and airways that are not over residential areas. They should fly high enough so the noise does not PUB5-03

impact the lives of people on the ground. The noise impact of helicopters, private planes and small commercial aircraft are not measured or addressed in the Comprehensive Plan update or the DEIR. (There is a study committee addressing commercial aircraft impacts.) Not only should their noise be measured, it must be monitored, regulated and noise levels enforced to maintain a reasonable quality of life on the ground.

PUB5-03 cont.

Finally leafblowers continue to emit very loud noise at many properties weekly in Midtown. The police can't find a way to enforce this law. Gardeners operating leafblowers wear large ear protection devices. Should we, the neighbors have to live wearing these devices as well?

PUB5-04

Our 2030 Palo Alto Comprehensive Plan Update has an over ten year horizon. The Vision Statement does not mention noise. Noise is as important as the other subjects. It should have equal emphasis. Goal N-8 and the following Programs address noise, but the omissions mentioned above in this letter should be addressed. More actions are needed to restore quiet in affected neighborhoods like Midtown. One goal of the plan should be to measure and find effective ways to reduce noise levels in residential areas from all sources to liveable standards.

PUB5-05

Respectfully submitted,

Gretchen Hillard

Gretchen Hillard
Greer Road

- Noise—with policies to decrease exposure to undesirable levels of noise in the community.

- OUR PALO ALTO 2030 Addressing State regulations requirements for transportation noise generated from roadways, airways, and railways, and limiting construction noise around sensitive receptors.

PUB5-05 cont.

GOAL N-8 An Environment That Minimizes the Adverse Impacts of Noise.

COMMENT LETTER # PUB6

From: Frank Ingle [mailto:frankwingle@gmail.com]
Sent: Monday, April 11, 2016 1:20 PM
To: Lee, Elena
Subject: possible technical problem on Caltrain electrification which would impact the Comp Plan

Elna,

I regret that I have not been able to participate in the hearings on this project, due to medical limitations.

I offer my concern about an interaction between the proposed Caltrans electrification, High Speed Rail, and the transportation plan that I have not found addressed in the documents.

The Caltrans electrification project would seem to be a very reasonable and desirable change for many reasons. However, I found drawings in the rail plan that indicate that the height of the poles which are the hangers for the electrical cables are 40 feet high. This means that the installation of the poles would not be possible wherever there is an overpass with less clearance than this, which would be most of the overpasses. Thus, the electrification of Caltrans would require removal and reconstruction of the overpasses with inadequate clearance, which would take a period of several years each, and would require a far longer runup on each side of the overpass to maintain the present slope. And, it would not be possible to construct multiple overpasses simultaneously because the already congested auto cross traffic would be greatly increased as auto traffic bypasses the overpass under construction. **PUB6-01**

And it would also seem not possible to route the trains through tunnels or below grade trenches because the height of the rail electrification cable hangers would still be 40 feet, requiring trenches of a considerable depth. The elevation of the ground is very low in much of the peninsula and hence such a deep trench would be far below the water table, risking flooding of the system. In addition, there are creeks and streams crossing the path of the tracks periodically. It is not feasible to block the streams, and tunneling below the streams would require considerable cost and extra delay. Further, the path of the tracks would cross multiple jurisdictions, creating problems and very long delays with project approval, as seen at San Francisco creek between Palo Alto and Menlo Park.

I ask that these key issues be addressed, and I am available for discussions on these issues.

Thank you,

Frank Ingle

Frank Ingle, Ph.D., PE
Instruments for Science and Medicine
814 Richardson Ct
Palo Alto CA 94303

From: Frank Ingle [mailto:frankwingle@gmail.com]
Sent: Tuesday, April 12, 2016 11:16 AM
To: Lee, Elena
Subject: consider a battery powered locomotive for Caltrain instead of overhead cables

Elena,

In my earlier email, I pointed out possible technical problems with Caltrain electrification.

Consider as an alternative, a commuter train drawn by a battery powered locomotive. This is particularly feasible if the engine or perhaps just a separate battery car is changed out as needed.
Ideal for commuter rail traffic which has limited range, little change of grade, and lightweight loads to pull.

The advantages include:

No overhead wiring or need for poles to hang them, or the long traffic interruption caused by the need to install them.

No pollution during operation.

No electrical power facilities needed along the rail line. One at each end or at a convenient location is all that would be needed.

A purely electrical locomotive would be much more reliable than the present diesel engines.

Separable rechargeable battery carrying cars would be charged as needed, available in quantity, and easy to swap out if a module has problems. **PUB7-01**

Battery technology is rapidly improving, so we could expect the cost to continually decrease and the reliability to continually increase.

Regenerative energy recovery braking systems are already demonstrated.

The UK Rail system already has a demonstration battery powered train carrying passengers:

http://www.theguardian.com/environment/2015/jan/13/low-carbon-battery-powered-train-carries-first-passengers

In the US, Norfolk Southern has a working demonstration device powered by lead acid batteries. A future change to lithium ion batteries would be expected to reduce mass and increase capacity.

http://www.axionpower.com/profiles/investor/ResLibraryView.asp?ResLibraryID=67649&GoTopage=1&Category=1562&BzID=1933

And Norfolk Southern has an issued US patent for such as system:

http://www.google.com/patents/US8342103

However, this patent is very weak and would be easy for ANYONE to work around.
Perhaps Tesla would interested in providing the battery modules for the battery cars, since they are busily building battery factories.

Frank Ingle

Frank Ingle, Ph.D., PE
Instruments for Science and Medicine
814 Richardson Ct
Palo Alto CA 94303

PUB7-01 cont.

COMMENT LETTER # PUB8

From: Geri [mailto:geri@thegrid.net]
Sent: Wednesday, April 13, 2016 5:16 PM
To: Lee, Elena
Subject: Re: PTC Hearing on Comp Plan Update Draft EIR

Dear ELena,
Thank you.
Please include traffic safety in our COMP PLAN.

The the airplanes some folks hear have not maimed and hurt us like the hundreds of REAR ENDERS by speeding cars have in Palo Alto along our residential arterials.
We can NOT turn left or get out of our driveways safely.

Please forward this to helpful leaders.

OUR CITY kept us safe until 2011. We still need road safety and true traffic calming.

Geri MCGILVRAY

EVERYDAY SAFETY AND WALKABILITY, MIDTOWN and, all of Middlefield Road

Our group includes many citizens for 25mph speed limit within our city borders.

Midtown is right I the heart and soul of Palo Alto.
Sent from my iPhone

PUB8-01

COMMENT LETTER # PUB9

From: Steve Levy [mailto:slevy@ccsce.com]
Sent: Saturday, April 16, 2016 2:46 PM
To: Planning Commission
Cc: Gitelman, Hillary; Lee, Elena; Silver, Cara
Subject: regional housing projections

Please forward to Joanna's team and I am happy to discuss.

also attached are materials related to state legislation pending on secondary units.

Steve

PUB9-01

CENTER FOR CONTINUING STUDY OF THE CALIFORNIA ECONOMY

385 HOMER AVENUE • PALO ALTO • CALIFORNIA • 94301

TELEPHONE: (650) 321-8550
FAX: (650) 321-5451
www.ccsce.com

DATE: April 16, 2016

TO: **PTC Members and Staff**

FROM: Stephen Levy

SUBJECT: Regional Housing Projections

This is a written and expanded version of the comments I made at the PTC in oral communications on Wednesday.

There are three official sets of regional housing projections. Two of them are familiar to you and a third is being developed currently. All of the evidence below suggests that the current adopted regional housing projections are low and will be or are being revised upward.

PUB9-01 cont.

Regional Housing Needs Allocation (RHNA)

Under state law the Department of Housing and Community Development (HCD) gives each regional/metro area planning organization a regional housing needs allocation covering an 8 year period. The regional planning agency (ABAG in our area) then allocates the regional total among local jurisdictions.

This memo covers only the regional allocation.

HCD gave ABAG a regional allocation for the 2014-2022 years in mid-2012 and it was accepted by ABAG.

PUB9-02

The regional allocation was based on expected population growth as determined by the state Department of Finance (DOF) and assumptions about vacancy rates, demolitions and second homes. The key factor in translating population growth into housing needs is the projection of household formation rates, which are the tendency of residents in specific age and ethnic groups to form households.

The regional allocations are negotiable with HCD if contradictory technical evidence is presented.

Plan Bay Area (PBA)

PUB9-03

Regional planning agencies are required to prepare long-term job, population and housing projections under federal law (to receive federal transportation $) and state law, SB 375, to provide for adequate housing and to meet emission reduction targets.

The current PBA projections cover the period to 2040 and were adopted by ABAG in July 2013. These projections are accurately reflected in the EIR and other Comp Plan documents.

CCSCE prepared the initial regional projections under contract to ABAG.

Both the RHNA and PBA technical processes are a little more complex than can be easily summarized but I am available to answer questions and clarify as needed. Some of the key methodology points are explained below.

PUB9-03 cont.

How do the Existing Regional RHNA and PBA Compare?

The regional RHNA was **not** based on the adopted PBA. The regional RHNA was based on regional population projections that were substantially lower than the PBA projections and as a result the regional RHNA housing growth projections, which were translated into local allocations, were lower than if they had been based on the adopted PBA.

In addition both the RHNA and PBA used household formation rate projections that substantially locked in the doubling up that occurred as a result of the recession and low housing production.

PUB9-04

There are New PBA Regional Update Projections

A PBA update will be adopted in April 2017 on the existing schedule. New regional projections were released in January 2016.

They are higher than the adopted PBA growth levels and the largest change was in the housing projections as in addition to higher job and population growth, ABAG was required under a legal settlement with the Building Industry Association to add housing for existing commuters from outside the region. These upward projections are modest compared to the 2040 levels but **are an additional upward factor in determining regional housing need into the future.**

CCSCE was not involved except in an advisory role with these updated PBA projections and I do not know the household formation rates that were used though from the results, it appears they still “lock in” most of the existing doubling up.

PUB9-05

In addition after the existing regional RHNA was adopted DOF published a new set of regional population projections, which correspond closely to the adopted PBA projections. This occurred as a result of a now followed DOF methodology that requires DOF to consult with and incorporate the job projections of regional planning agencies.

PUB9-06

So a major discrepancy between DOF and ABAG population projections as briefly occurred in 2013 was corrected and will not happen again.

The New State Housing Plan

HCD is developing an update to the last state housing plan adopted in 2000. The program is being led by Glen Campora who is and has been the technical lead on the RHNA process for the state.

I serve on the technical advisory committee for the state plan update, have seen the preliminary state housing projections and talked to Glen after the PTC meeting on Wednesday.

As input to the new state housing projections will be new DOF population projections, both of which will also be at county level so can be added to get a Bay Area total. While I have not seen the preliminary new DOF projections, a reasonable assumption is that they will be higher than the existing ones.

The major difference in the new county housing projections is that they do not assume that all the current doubling up will continue. That means that these projections **will not only take account of future population growth but will also provide for catch up**—and for that reason have more housing for a given population level than the existing RHNA or PBA.

PUB9-07

Since the new household formation rate projections are being developed by HCD, it seems reasonable to assume that they will be used in the next RHNA and to make assumptions on this basis as to what a higher regional RHNA target for 2030 might look like when considering in scenario 5 as to how best to represent a fair range of household growth to 2030.

I am available to meet on any questions and will certainly inform the PTC and council as new state and regional projections are developed. The state plan will also have policy suggestions.

Finally, I am attaching material about current state legislation to ease restrictions on secondary units.

AMENDED IN SENATE APRIL 13, 2016

AMENDED IN SENATE APRIL 6, 2016

SENATE BILL No. 1069

Introduced by Senator Wieckowski
(Coauthor: Assembly Member Atkins)

February 16, 2016

An act to amend Sections 65582.1, 65583.1, 65589.4, 65852.150, 65852.2, and 66412.2 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 1069, as amended, Wieckowski. Land use: zoning.

The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply.

This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law. The bill would add to those findings and declarations that allowing accessory dwelling units in single-family or multifamily residential zones provides additional rental housing stock and *these units* are an essential component of housing supply in California.

This bill would require an ordinance for the creation of accessory dwelling units to include specified provisions regarding areas where accessory dwelling units may be located, standards, and lot density. ~~This~~ *The* bill would revise requirements for the approval or disapproval of an accessory dwelling unit application when a local agency has not adopted an ordinance. *The bill would also require the ministerial*

PUB9-08

approval of an application for a building permit to create an accessory dwelling unit within the existing space of a single family residence or accessory structure, as specified. By increasing the duties of local officials, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

The people of the State of California do enact as follows:

SECTION 1. Section 65582.1 of the Government Code is amended to read:

65582.1. The Legislature finds and declares that it has provided reforms and incentives to facilitate and expedite the construction of affordable housing. Those reforms and incentives can be found in the following provisions:

(a) Housing element law (Article 10.6 (commencing with Section 65580) of Chapter 3).

(b) Extension of statute of limitations in actions challenging the housing element and brought in support of affordable housing (subdivision (d) of Section 65009).

(c) Restrictions on disapproval of housing developments (Section 65589.5).

(d) Priority for affordable housing in the allocation of water and sewer hookups (Section 65589.7).

(e) Least cost zoning law (Section 65913.1).

(f) Density bonus law (Section 65915).

(g) Accessory dwelling units (Sections 65852.150 and 65852.2).

(h) By-right housing, in which certain multifamily housing are designated a permitted use (Section 65589.4).

(i) No-net-loss-in zoning density law limiting downzonings and density reductions (Section 65863).

(j) Requiring persons who sue to halt affordable housing to pay attorney fees (Section 65914) or post a bond (Section 529.2 of the Code of Civil Procedure).

PUB9-08 cont.

(k) Reduced time for action on affordable housing applications under the approval of development permits process (Article 5 (commencing with Section 65950) of Chapter 4.5).

(*l*) Limiting moratoriums on multifamily housing (Section 65858).

(m) Prohibiting discrimination against affordable housing (Section 65008).

(n) California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3).

(o) Community redevelopment law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code, and in particular Sections 33334.2 and 33413).

SEC. 2. Section 65583.1 of the Government Code is amended to read:

65583.1. (a) The Department of Housing and Community Development, in evaluating a proposed or adopted housing element for substantial compliance with this article, may allow a city or county to identify adequate sites, as required pursuant to Section 65583, by a variety of methods, including, but not limited to, redesignation of property to a more intense land use category and increasing the density allowed within one or more categories. The department may also allow a city or county to identify sites for accessory dwelling units based on the number of accessory dwelling units developed in the prior housing element planning period whether or not the units are permitted by right, the need for these units in the community, the resources or incentives available for their development, and any other relevant factors, as determined by the department. Nothing in this section reduces the responsibility of a city or county to identify, by income category, the total number of sites for residential development as required by this article.

(b) Sites that contain permanent housing units located on a military base undergoing closure or conversion as a result of action pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act (Public Law 100-526), the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), or any subsequent act requiring the closure or conversion of a military base may be identified as an adequate site if the housing element demonstrates that the housing units will be available for occupancy by households within the planning period of the element. No sites containing housing units scheduled or planned

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for demolition or conversion to nonresidential uses shall qualify as an adequate site.

Any city, city and county, or county using this subdivision shall address the progress in meeting this section in the reports provided pursuant to paragraph (1) of subdivision (b) of Section 65400.

(c) (1) The Department of Housing and Community Development may allow a city or county to substitute the provision of units for up to 25 percent of the community's obligation to identify adequate sites for any income category in its housing element pursuant to paragraph (1) of subdivision (c) of Section 65583 where the community includes in its housing element a program committing the local government to provide units in that income category within the city or county that will be made available through the provision of committed assistance during the planning period covered by the element to low- and very low income households at affordable housing costs or affordable rents, as defined in Sections 50052.5 and 50053 of the Health and Safety Code, and which meet the requirements of paragraph (2). Except as otherwise provided in this subdivision, the community may substitute one dwelling unit for one dwelling unit site in the applicable income category. The program shall do all of the following:

(A) Identify the specific, existing sources of committed assistance and dedicate a specific portion of the funds from those sources to the provision of housing pursuant to this subdivision.

(B) Indicate the number of units that will be provided to both low- and very low income households and demonstrate that the amount of dedicated funds is sufficient to develop the units at affordable housing costs or affordable rents.

(C) Demonstrate that the units meet the requirements of paragraph (2).

(2) Only units that comply with subparagraph (A), (B), or (C) qualify for inclusion in the housing element program described in paragraph (1), as follows:

(A) Units that are to be substantially rehabilitated with committed assistance from the city or county and constitute a net increase in the community's stock of housing affordable to low- and very low income households. For purposes of this subparagraph, a unit is not eligible to be "substantially rehabilitated" unless all of the following requirements are met:

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(i) At the time the unit is identified for substantial rehabilitation, (I) the local government has determined that the unit is at imminent risk of loss to the housing stock, (II) the local government has committed to provide relocation assistance pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 to any occupants temporarily or permanently displaced by the rehabilitation or code enforcement activity, or the relocation is otherwise provided prior to displacement either as a condition of receivership, or provided by the property owner or the local government pursuant to Article 2.5 (commencing with Section 17975) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code, or as otherwise provided by local ordinance; provided the assistance includes not less than the equivalent of four months' rent and moving expenses and comparable replacement housing consistent with the moving expenses and comparable replacement housing required pursuant to Section 7260, (III) the local government requires that any displaced occupants will have the right to reoccupy the rehabilitated units, and (IV) the unit has been found by the local government or a court to be unfit for human habitation due to the existence of at least four violations of the conditions listed in subdivisions (a) to (g), inclusive, of Section 17995.3 of the Health and Safety Code.

(ii) The rehabilitated unit will have long-term affordability covenants and restrictions that require the unit to be available to, and occupied by, persons or families of low- or very low income at affordable housing costs for at least 20 years or the time period required by any applicable federal or state law or regulation.

(iii) Prior to initial occupancy after rehabilitation, the local code enforcement agency shall issue a certificate of occupancy indicating compliance with all applicable state and local building code and health and safety code requirements.

(B) Units that are located either on foreclosed property or in a multifamily rental or ownership housing complex of three or more units, are converted with committed assistance from the city or county from nonaffordable to affordable by acquisition of the unit or the purchase of affordability covenants and restrictions for the unit, are not acquired by eminent domain, and constitute a net increase in the community's stock of housing affordable to low- and very low income households. For purposes of this

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subparagraph, a unit is not converted by acquisition or the purchase of affordability covenants unless all of the following occur:

(i) The unit is made available for rent at a cost affordable to low- or very low income households.

(ii) At the time the unit is identified for acquisition, the unit is not available at an affordable housing cost to either of the following:

(I) Low-income households, if the unit will be made affordable to low-income households.

(II) Very low income households, if the unit will be made affordable to very low income households.

(iii) At the time the unit is identified for acquisition the unit is not occupied by low- or very low income households or if the acquired unit is occupied, the local government has committed to provide relocation assistance prior to displacement, if any, pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 to any occupants displaced by the conversion, or the relocation is otherwise provided prior to displacement; provided the assistance includes not less than the equivalent of four months' rent and moving expenses and comparable replacement housing consistent with the moving expenses and comparable replacement housing required pursuant to Section 7260.

(iv) The unit is in decent, safe, and sanitary condition at the time of occupancy.

(v) The unit has long-term affordability covenants and restrictions that require the unit to be affordable to persons of low- or very low income for not less than 55 years.

(vi) For units located in multifamily ownership housing complexes with three or more units, or on or after January 1, 2015, on foreclosed properties, at least an equal number of new-construction multifamily rental units affordable to lower income households have been constructed in the city or county within the same planning period as the number of ownership units to be converted.

(C) Units that will be preserved at affordable housing costs to persons or families of low- or very low incomes with committed assistance from the city or county by acquisition of the unit or the purchase of affordability covenants for the unit. For purposes of this subparagraph, a unit shall not be deemed preserved unless all of the following occur:

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(i) The unit has long-term affordability covenants and restrictions that require the unit to be affordable to, and reserved for occupancy by, persons of the same or lower income group as the current occupants for a period of at least 40 years.

(ii) The unit is within an "assisted housing development," as defined in paragraph (3) of subdivision (a) of Section 65863.10.

(iii) The city or county finds, after a public hearing, that the unit is eligible, and is reasonably expected, to change from housing affordable to low- and very low income households to any other use during the next five years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use.

(iv) The unit is in decent, safe, and sanitary condition at the time of occupancy.

(v) At the time the unit is identified for preservation it is available at affordable cost to persons or families of low- or very low income.

(3) This subdivision does not apply to any city or county that, during the current or immediately prior planning period, as defined by Section 65588, has not met any of its share of the regional need for affordable housing, as defined in Section 65584, for low- and very low income households. A city or county shall document for any housing unit that a building permit has been issued and all development and permit fees have been paid or the unit is eligible to be lawfully occupied.

(4) For purposes of this subdivision, "committed assistance" means that the city or county enters into a legally enforceable agreement during the period from the beginning of the projection period until the end of the second year of the planning period that obligates sufficient available funds to provide the assistance necessary to make the identified units affordable and that requires that the units be made available for occupancy within two years of the execution of the agreement. "Committed assistance" does not include tenant-based rental assistance.

(5) For purposes of this subdivision, "net increase" includes only housing units provided committed assistance pursuant to subparagraph (A) or (B) of paragraph (2) in the current planning period, as defined in Section 65588, that were not provided committed assistance in the immediately prior planning period.

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(6) For purposes of this subdivision, "the time the unit is identified" means the earliest time when any city or county agent, acting on behalf of a public entity, has proposed in writing or has proposed orally or in writing to the property owner, that the unit be considered for substantial rehabilitation, acquisition, or preservation.

(7) In the third year of the planning period, as defined by Section 65588, in the report required pursuant to Section 65400, each city or county that has included in its housing element a program to provide units pursuant to subparagraph (A), (B), or (C) of paragraph (2) shall report in writing to the legislative body, and to the department within 30 days of making its report to the legislative body, on its progress in providing units pursuant to this subdivision. The report shall identify the specific units for which committed assistance has been provided or which have been made available to low- and very low income households, and it shall adequately document how each unit complies with this subdivision. If, by July 1 of the third year of the planning period, the city or county has not entered into an enforceable agreement of committed assistance for all units specified in the programs adopted pursuant to subparagraph (A), (B), or (C) of paragraph (2), the city or county shall, not later than July 1 of the fourth year of the planning period, adopt an amended housing element in accordance with Section 65585, identifying additional adequate sites pursuant to paragraph (1) of subdivision (c) of Section 65583 sufficient to accommodate the number of units for which committed assistance was not provided. If a city or county does not amend its housing element to identify adequate sites to address any shortfall, or fails to complete the rehabilitation, acquisition, purchase of affordability covenants, or the preservation of any housing unit within two years after committed assistance was provided to that unit, it shall be prohibited from identifying units pursuant to subparagraph (A), (B), or (C) of paragraph (2) in the housing element that it adopts for the next planning period, as defined in Section 65588, above the number of units actually provided or preserved due to committed assistance.

(d) A city or county may reduce its share of the regional housing need by the number of units built between the start of the projection period and the deadline for adoption of the housing element. If the city or county reduces its share pursuant to this subdivision, the

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city or county shall include in the housing element a description of the methodology for assigning those housing units to an income category based on actual or projected sales price, rent levels, or other mechanisms establishing affordability.

SEC. 3. Section 65589.4 of the Government Code is amended to read:

65589.4. (a) An attached housing development shall be a permitted use not subject to a conditional use permit on any parcel zoned for an attached housing development if local law so provides or if it satisfies the requirements of subdivision (b) and either of the following:

(1) The attached housing development satisfies the criteria of Section 21159.22, 21159.23, or 21159.24 of the Public Resources Code.

(2) The attached housing development meets all of the following criteria:

(A) The attached housing development is subject to a discretionary decision other than a conditional use permit and a negative declaration or mitigated negative declaration has been adopted for the attached housing development under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code). If no public hearing is held with respect to the discretionary decision, then the negative declaration or mitigated negative declaration for the attached housing development may be adopted only after a public hearing to receive comments on the negative declaration or mitigated negative declaration.

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(B) The attached housing development is consistent with both the jurisdiction's zoning ordinance and general plan as it existed on the date the application was deemed complete, except that an attached housing development shall not be deemed to be inconsistent with the zoning designation for the site if that zoning designation is inconsistent with the general plan only because the attached housing development site has not been rezoned to conform with the most recent adopted general plan.

(C) The attached housing development is located in an area that is covered by one of the following documents that has been adopted by the jurisdiction within five years of the date the application for the attached housing development was deemed complete:

(i) A general plan.

(ii) A revision or update to the general plan that includes at least the land use and circulation elements.

(iii) An applicable community plan.

(iv) An applicable specific plan.

(D) The attached housing development consists of not more than 100 residential units with a minimum density of not less than 12 units per acre or a minimum density of not less than eight units per acre if the attached housing development consists of four or fewer units.

(E) The attached housing development is located in an urbanized area as defined in Section 21071 of the Public Resources Code or within a census-defined place with a population density of at least 5,000 persons per square mile or, if the attached housing development consists of 50 or fewer units, within an incorporated city with a population density of at least 2,500 persons per square mile and a total population of at least 25,000 persons.

(F) The attached housing development is located on an infill site as defined in Section 21061.0.5 of the Public Resources Code.

(b) At least 10 percent of the units of the attached housing development shall be available at affordable housing cost to very low income households, as defined in Section 50105 of the Health and Safety Code, or at least 20 percent of the units of the attached housing development shall be available at affordable housing cost to lower income households, as defined in Section 50079.5 of the Health and Safety Code, or at least 50 percent of the units of the attached housing development available at affordable housing cost to moderate-income households, consistent with Section 50052.5 of the Health and Safety Code. The developer of the attached housing development shall provide sufficient legal commitments to the local agency to ensure the continued availability and use of the housing units for very low, low-, or moderate-income households for a period of at least 30 years.

(c) Nothing in this section shall prohibit a local agency from applying design and site review standards in existence on the date the application was deemed complete.

(d) The provisions of this section are independent of any obligation of a jurisdiction pursuant to subdivision (c) of Section 65583 to identify multifamily sites developable by right.

(e) This section does not apply to the issuance of coastal development permits pursuant to the California Coastal Act

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(Division 20 (commencing with Section 30000) of the Public Resources Code).

(f) This section does not relieve a public agency from complying with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) or relieve an applicant or public agency from complying with the Subdivision Map Act (Division 2 (commencing with Section 66473)).

(g) This section is applicable to all cities and counties, including charter cities, because the Legislature finds that the lack of affordable housing is of vital statewide importance, and thus a matter of statewide concern.

(h) For purposes of this section, "attached housing development" means a newly constructed or substantially rehabilitated structure containing two or more dwelling units and consisting only of residential units, but does not include an accessory dwelling unit, as defined by paragraph (4) of subdivision ~~(h)~~ *(i)* of Section 65852.2, or the conversion of an existing structure to condominiums.

SEC. 4. Section 65852.150 of the Government Code is amended to read:

65852.150. (a) The Legislature finds and declares all of the following:

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(1) Accessory dwelling units are a valuable form of housing in California.

(2) Accessory dwelling units provide housing for family members, students, the elderly, in-home health care providers, the disabled, and others, at below market prices within existing neighborhoods.

(3) Homeowners who create accessory dwelling units benefit from added income, and an increased sense of security.

(4) Allowing accessory dwelling units in single-family or multifamily residential zones provides additional rental housing stock in California.

(5) California faces a severe housing crisis.

(6) The state is falling far short of meeting current and future housing demand with serious consequences for the state's economy, our ability to build green infill consistent with state greenhouse gas reduction goals, and the well-being of our citizens, particularly lower and middle-income earners.

(7) Accessory dwelling units offer lower cost housing to meet the needs of existing and future residents within existing neighborhoods, while respecting architectural character.

(8) Accessory dwelling units are, therefore, an essential component of California's housing supply.

(b) It is the intent of the Legislature that an accessory dwelling unit-ordinance adopted by a local agency has the effect of providing for the creation of accessory dwelling units and that provisions in this ordinance relating to matters including unit size, parking, fees and other requirements, are not so arbitrary, excessive, or burdensome so as to unreasonably restrict the ability of homeowners to create accessory dwelling units in zones in which they are authorized by local ordinance.

SEC. 5. Section 65852.2 of the Government Code is amended to read:

65852.2. (a) (1) A local agency may, by ordinance, provide for the creation of accessory dwelling units in single-family and multifamily residential zones. The ordinance shall do all of the following:

(A) Designate areas within the jurisdiction of the local agency where accessory dwelling units may be permitted. The designation of areas may be based on criteria, that may include, but are not limited to, the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety.

(B) Impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, lot coverage, architectural review, maximum size of a unit, and standards that prevent adverse impacts on any real property that is listed in the California Register of Historic Places. However, notwithstanding subdivision (d), a local agency shall not impose parking standards for an accessory dwelling unit in any of the following instances:

(i) The accessory dwelling unit is located within one-half mile of public transit or shopping.

(ii) The accessory dwelling unit is located within an architecturally and historically significant historic district.

(iii) The accessory dwelling unit is part of the existing primary residence.

(iv) When on-street parking permits are required, but not offered to the occupant of the accessory dwelling unit.

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(v) When there is a car share vehicle located within one block of the accessory dwelling unit.

(C) Provide that accessory dwelling units do not exceed the allowable density for the lot upon which the accessory dwelling unit is located, and that accessory dwelling units are a residential use that is consistent with the existing general plan and zoning designation for the lot.

(2) The ordinance shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

(3) When a local agency receives its first application on or after July 1, 2003, for a permit pursuant to this subdivision, the application shall be considered ministerially without discretionary review or a hearing, notwithstanding Section 65901 or 65906 or any local ordinance regulating the issuance of variances or special use permits, within 90 days of submittal of a complete building permit application. A local agency may charge a fee to reimburse it for costs that it incurs as a result of amendments to this paragraph enacted during the 2001–02 Regular Session of the Legislature, including the costs of adopting or amending any ordinance that provides for the creation of accessory dwelling units.

(b) (1) When a local agency that has not adopted an ordinance governing accessory dwelling units in accordance with subdivision (a) receives its first application on or after July 1, 1983, for a permit pursuant to this subdivision, the local agency shall accept the application and approve or disapprove the application ministerially without discretionary review pursuant to this subdivision unless it adopts an ordinance in accordance with subdivision (a) within 90 days after receiving the application. Notwithstanding Section 65901 or 65906, every local agency shall ministerially approve the creation of an accessory dwelling unit if the accessory dwelling unit complies with all of the following:

(A) The unit is not intended for sale separate from the primary residence and may be rented.

(B) The lot is zoned for single-family or multifamily use.

(C) The lot contains an existing single-family dwelling.

(D) The accessory dwelling unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling.

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(E) The increased floor area of an attached accessory dwelling unit shall not exceed 50 percent of the existing living area.

(F) The total area of floorspace for a detached accessory dwelling unit shall not exceed 1,200 square feet.

(G) Requirements relating to height, setback, lot coverage, architectural review, site plan review, fees, charges, and other zoning requirements generally applicable to residential construction in the zone in which the property is located.

(H) Local building code requirements that apply to detached dwellings, as appropriate.

(I) Approval by the local health officer where a private sewage disposal system is being used, if required.

(2) No other local ordinance, policy, or regulation shall be the basis for the denial of a building permit or a use permit under this subdivision.

(3) This subdivision establishes the maximum standards that local agencies shall use to evaluate proposed accessory dwelling units on lots zoned for residential use that contain an existing single-family dwelling. No additional standards, other than those provided in this subdivision or subdivision (a), shall be utilized or imposed, except that a local agency may require an applicant for a permit issued pursuant to this subdivision to be an owner-occupant.

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(4) No changes in zoning ordinances or other ordinances or any changes in the general plan shall be required to implement this subdivision. A local agency may amend its zoning ordinance or general plan to incorporate the policies, procedures, or other provisions applicable to the creation of accessory dwelling units if these provisions are consistent with the limitations of this subdivision.

(5) An accessory dwelling unit that conforms to this subdivision shall not be considered to exceed the allowable density for the lot upon which it is located, and shall be deemed to be a residential use that is consistent with the existing general plan and zoning designations for the lot. The accessory dwelling units shall not be considered in the application of any local ordinance, policy, or program to limit residential growth.

(c) A local agency may establish minimum and maximum unit size requirements for both attached and detached accessory dwelling units. No minimum or maximum size for an accessory

dwelling unit, or size based upon a percentage of the existing dwelling, shall be established by ordinance for either attached or detached dwellings that does not *otherwise* permit at least a 500-foot accessory dwelling unit or a 500-foot efficiency unit to be constructed in compliance with local development standards. *Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.*

(d) Parking requirements for accessory dwelling units shall not exceed one parking space per unit or per bedroom. These spaces may be provided as tandem parking on an existing driveway. Off-street parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon fire and life safety conditions. This subdivision shall not apply to a unit that complies with paragraph (1) of subdivision (b).

(e) Notwithstanding subdivisions (a) to (d), inclusive, a local agency shall ministerially approve an application for a building permit to create within a single-family residential zone one accessory dwelling unit per single-family lot if the unit is contained within the existing space of a single-family residence or accessory structure, has independent exterior access from the existing residence, and the side and rear setbacks are sufficient for fire safety. Accessory dwelling units shall not be required to provide fire sprinklers if they are not required for the primary residence.

~~(e)~~

(f) Fees charged for the construction of accessory dwelling units shall be determined in accordance with Chapter 5 (commencing with Section 66000). Accessory dwelling units shall not be considered new residential uses for the purposes of calculating private or public utility connection fees, including water and sewer service.

~~(f)~~

(g) This section does not limit the authority of local agencies to adopt less restrictive requirements for the creation of accessory dwelling units.

~~(g)~~

(h) Local agencies shall submit a copy of the ordinances adopted pursuant to subdivision (a) to the Department of Housing and Community Development within 60 days after adoption.

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~~(h)~~

(i) As used in this section, the following terms mean:

(1) "Living area," means the interior habitable area of a dwelling unit including basements and attics but does not include a garage or any accessory structure.

(2) "Local agency" means a city, county, or city and county, whether general law or chartered.

(3) For purposes of this section, "neighborhood" has the same meaning as set forth in Section 65589.5.

(4) "Accessory dwelling unit" means an attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. An accessory dwelling unit also includes the following:

(A) An efficiency unit, as defined in Section 17958.1 of Health and Safety Code.

(B) A manufactured home, as defined in Section 18007 of the Health and Safety Code.

~~(i)~~

(j) Nothing in this section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act (Division 20 (commencing with Section 30000) of the Public Resources Code), except that the local government shall not be required to hold public hearings for coastal development permit applications for second units.

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SEC. 6. Section 66412.2 of the Government Code is amended to read:

66412.2. This division shall not apply to the construction, financing, or leasing of dwelling units pursuant to Section 65852.1 or accessory dwelling units pursuant to Section 65852.2, but this division shall be applicable to the sale or transfer, but not leasing, of those units.

SEC. 7. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or

level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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SB Bill #1069 (Wieckowski)

Accessory Dwelling Units

PROBLEM

Housing in California is becoming increasingly unaffordable. The average California home currently costs about two and half times the national average home price. The average monthly rent in California is 50 percent higher than the rest of the nation and even higher in cities such as San Francisco, San Jose, Oakland, and Los Angeles. All four of these cities' average rents are among the top ten most unaffordable in the nation. San Francisco's average rent is the highest in the United States, at an average of $3,500 per month. With the San Francisco Bay Area population expected to grow by two million residents by 2040, the state must not only provide housing, but must also ensure its affordability.

In a 2015 Legislative Analyst's Office report, the Legislature was advised to facilitate the development of significantly more private homes and apartments in California's coastal urban areas in order to address the unaffordability crisis. However, in many cities, open property space to build new homes is scarce. As a solution, the Association of Bay Area Governments found that infilling the core of the Bay could accommodate over half the expected population growth and their housing demand. However, infill could increase housing costs if not properly implemented. Accessory dwelling units (ADUs) may be a solution to this housing issue.

Accessory dwelling units -also referred to as accessory apartments, second units, or granny flats- are additional living quarters on single-family lots that are independent of the primary dwelling unit. These spaces are equipped with kitchen and bathroom facilities and can be either attached or detached from the main residence. Any property owner has the ability to a construct an ADU on their property, should they meet certain zoning and building requirements. Although a 2015 UC Berkeley Center for Community Innovation study found a substantial market of Bay Area homeowners interested in building an ADU, a significant number of interested homeowners were deterred from constructing these units due to unnecessary regulatory barriers.

EXISTING LAW

Government Code Section 65852.2 allows any local agency to provide for the construction of accessory dwelling units by ordinance. A local ordinance may designate areas where ADUs may be permitted and may impose standards such as parking, setback, lot coverage, and maximum size.

For local agencies that have not adopted an ordinance governing ADUs, every local agency shall grant a variance or special use permit for the creation of ADUs should the unit comply with all of the following:

- The unit is not intended for sale and may be rented
- The lot is zoned for single- or multifamily use
- The lot contains an existing single-family dwelling
- The ADU is either 1) attached to the existing dwelling and located within the living area or 2) detached and located on the same lot as the existing dwelling
- The increased floor area of an attached unit shall not exceed 30 percent of the existing living area and shall not exceed 1,200 sq. ft.
- Approval by the local health officer where a private sewage disposal system is being used, if required

Existing law allows local agencies to create parking requirements, so long as they do not exceed one parking space per unit or per bedroom.

SUMMARY

We face many challenges when it comes to providing affordable housing, but eliminating the barriers to accessory dwelling units is a common-sense, cost-effective approach that will allow homeowners to share empty rooms in their homes and property, add incomes to meet family budgets, and make good use of the property in the Bay Area and across California while easing the housing crisis. SB 1069 approaches the housing crisis by easing regulatory barriers for homeowners to build affordable housing in their own backyards.

SB 1069 eases these barriers by:

- Providing alternatives and exceptions to parking requirements, such as being located within a half mile from public transit or if the ADU is part of the existing dwelling.
- Eliminating costly and unnecessary construction requirements that treat second units like a new land use such as new utility/water/sewer hook-ups, new sprinklers, and new services when the existing home is already served and connected. Eliminating these requirements will reduce the cost of building second units by tens of thousands of dollars per unit.
- Reaffirming the State's policy objective that homeowners be able to build an ADU within an existing home or existing accessory structure by ministerial approval regardless of any other development standards.
- Changing the maximum permitting review timeline for ADU building permit applications from 120 days to a maximum of 90 days.

SUPPORT

Bay Area Council (Sponsor)
AARP
Abode Services
BRIDGE Housing
California Association of Realtors
California Infill Federation
Carol Galante, Faculty Director, UC Berkeley Terner Center of Housing Innovation
Center for Creative Land Recycling
Karen Chapple, Professor, UC Berkeley City & Regional Planning

For more information, please contact: Evita Chavez ♦ Evita.Chavez@sen.ca.gov ♦ 916-651-4010

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SB Bill #1069 (Wieckowski)

Accessory Dwelling Units

LA-Más
San Francisco Bay Area Planning and Research Association (SPUR)
San Francisco Housing Action Coalition
Summer Hill Housing Group

OPPOSITION

None on file.

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING
Senator Jim Beall, Chair
2015 - 2016 Regular

Bill No:	SB 1069	**Hearing Date:**	4/19/2016
Author:	Wieckowski		
Version:	4/13/2016 Amended		
Urgency:	No	**Fiscal:**	Yes
Consultant:	Alison Dinmore		

SUBJECT: Land use: zoning

DIGEST: This bill requires an ordinance for the creation of accessory dwelling units (ADUs) to include specified provisions regarding areas where ADUs may be located, standards, and lot density. This bill would revise requirements for the approval or disapproval of an ADU application when a local agency has not adopted an ordinance.

ANALYSIS:

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Existing law:

1) Defines "second unit" as an attached or a detached residential dwelling unit, which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. A second unit also includes the following:

   a) An efficiency unit; or
   b) A manufactured home.

2) Permits a local agency, by ordinance, to provide for the creation of second units in single-family and multifamily residential zones. The ordinance may do the following:

   a) Designate areas where second units may be permitted.
   b) Impose standards on second units, including but not limited to parking, height, setback, lot coverage, architectural review, and maximum size of the unit.
   c) Provide that second units do not exceed the allowable density for the lot upon which the second unit is located, and that the second unit is consistent with the existing general plan and zoning designation for the lot.

3) Requires, if a local agency adopts a second-unit ordinance, that applications be considered ministerially without discretionary review or a hearing. Additionally, nothing may be construed to require a local government to adopt or amend an ordinance regulating the issuance of variances or special use permits for second units.

4) Requires a local agency that has not adopted a second-unit ordinance to accept and approve or disapprove the application ministerially, without discretionary review or hearing, within 120 days after receiving the application.

5) Requires every local agency to grant a variance or special permit for the creation of a second unit if the second unit complies with all of the following:

   a) The unit is not intended for sale and may be rented.
   b) The lot is zoned for single-family or multifamily use.
   c) The lot contains an existing single-family dwelling.
   d) The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached and located on the same lot as the existing dwelling.
   e) The increased floor area of an attached second unit shall not exceed 30% of the existing living area.
   f) The total area floor space shall not exceed 1,200 square feet.
   g) Requirements applicable to residential construction in the zone in which the property is located.
   h) Local building code requirements that apply to detached dwellings.
   i) The unit is approved by the local health officer where a private sewage disposal system is being used.

PUB9-08 cont.

6) Provides that no local agency may adopt an ordinance that totally precludes second units unless the ordinance contains findings and acknowledges that the ordinance may limit housing opportunities of the region, and further contains findings that specific adverse impacts on the public health, safety, and welfare would result.

7) Provides that a local agency may establish maximum and minimum unit size requirements for both attached and detached second units.

8) Provides that parking requirements shall not exceed one parking space per unit or per bedroom, but that additional parking may be required with a finding that additional parking requirements are directly related to the use of the second unit and consistent with existing neighborhood standards.

This bill:

1) Replaces "second units" with "accessory dwelling units" (ADUs) throughout the chapter.

2) Requires a local agency, in its ADU ordinance, to do the following:

   a) Designate areas within the jurisdiction where ADUs may be permitted, which may be based upon criteria including but not limited to the adequacy of water and sewer services and the impact of ADUs on traffic flow and public safety.

   b) Impose standards on ADUs including but not limited to parking, height, setback, lot coverage, architectural review, and maximum size of the unit. Notwithstanding parking restrictions under this chapter, a local agency may not impose parking standards in the following instances:

      i. The ADU is located within ½ mile of public transit or shopping.
      ii. The ADU is located within an architecturally and historically significant historic district.
      iii. The ADU is part of an existing primary residence.
      iv. When on-street parking permits are required, but not offered to the occupant of the accessory dwelling unit.
      v. When there is a car-share vehicle located within one block of the ADU.

   c) Provide that second units do not exceed the allowable density for the lot upon which the second unit is located, and that the second unit is consistent with the existing general plan and zoning designation for the lot.

3) Requires a local agency with an ADU ordinance to consider permits within 90 days of submittal of a complete building permit application.

4) Provides that a local agency that has not adopted an ADU ordinance, upon receipt of its first application shall accept or disapprove the application ministerially without discretionary review, unless it adopts an ordinance in accordance with this chapter within 90 days after receiving the application.

5) Requires a local agency that has not adopted an ADU ordinance to approve the creation of an ADU if the ADU meets the following requirements:

PUB9-08 cont.

a) The unit is not intended for sale separate from the primary residence and may be rented.
b) The lot is zoned for single-family or multifamily use.
c) The lot contains an existing single-family dwelling.
d) The ADU is either attached to the existing dwelling and located within the living area of the existing dwelling or detached and located on the same lot as the existing dwelling.
e) The increased floor area of an attached ADU shall not exceed 50% of the existing living area.
f) The total area floor space of the ADU shall not exceed 1,200 square feet.
g) Requirements applicable to residential construction in the zone in which the property is located.
h) Local building code requirements, which apply to detached dwellings as appropriate.
i) Approved by the local health officer where a private sewage disposal system is being used.

6) Removes the exemption for a local agency to adopt an ADU upon findings that the ordinance may limit housing opportunities of the region, and further contains findings that specific adverse impacts on the public health, safety, and welfare would result.

PUB9-08 cont.

7) Provides that a local agency may establish maximum and minimum unit size requirements for both attached and detached ADUs. No maximum or minimum size for an ADU, or size based upon a percentage of the existing dwelling unit, shall be established by ordinance for either attached or detached dwellings that does not permit at least a 500-foot ADU or a 500-foot efficiency unit to be constructed in compliance with local development standards. ADUs shall not be required to provide fire sprinklers if they are not required for the primary residence.

8) Removes the provision permitting additional parking upon a finding that additional parking is required related to the use of the ADU and consistent with existing neighborhood standards. Parking may be provided, however, as tandem parking in an existing driveway. Offstreet parking shall be permitted in setback areas in locations determined by the local agency or through tandem parking, unless specific findings are made that parking in setback areas or tandem parking is not feasible based upon fire and life safety conditions.

9) Requires ministerial approval by a local agency for a building permit to create an ADU if the ADU is contained within an existing single-family home, has independent exterior access from the existing residence, and the side and rear

setbacks are sufficient for fire safety. ADUs shall not be required to provide fire sprinklers if they are not required for the primary residence.

10) Provides that ADUs shall not be considered new residential uses for the purposes of calculating private or public utility connection fees, including water and sewer service.

COMMENTS:

1) *Purpose.* According to the author, housing in California is becoming increasingly unaffordable. The average California home currently costs about 2.5 times the national average home price and the monthly rent is 50% higher than the rest of the nation. Rent in San Francisco, San Jose, Oakland, and Los Angeles are among the top 10 most unaffordable in the nation. With rising population growth, California must not only provide housing but also ensure affordability. While existing law enables accessory dwellings as a source of housing, recent studies show that local standards, perhaps unintentionally, prevent homeowners from building ADUs with standards like lot coverage, large set-backs, off-street parking, or costly construction requirements.

   Eliminating barriers to ADU construction is a common-sense, cost-effective approach that will permit homeowners to share empty rooms in their homes and property, add incomes to meet family budgets, and make good use of the property in the Bay Area and across California while easing the housing crisis. SB 1069 approaches the housing crisis by easing regulatory barriers for homeowners who choose to build affordable housing in their own backyards.

PUB9-08 cont.

2) *What are ADUs?* ADUs, also known as accessory apartments, accessory dwellings, mother-in-law units, or granny flats, are additional living spaces on single-family lots that have a separate kitchen, bathroom, and exterior access independent of the primary residence. These spaces can either be attached to or detached from the primary residence.

3) *Relaxing ADU requirements.* According to a UC Berkeley study, *Yes in My Backyard: Mobilizing the Market for Secondary Units*, second units are a means to accommodate future growth and encourage infill development in developed neighborhoods. Despite existing state law, which requires each city in the state to have a ministerial process for approving second units, the study found that local regulations often impede development. Easing these burdens to permit more ADUs could permit a family to rent out the unit (about 49% of the units) or provide housing for a family member (about 51% of the units). In fact, the study found that the average second unit was advertised at a rental rate that

makes it affordable to a household earning 62% of the area median income. About 30% were affordable to households in the very low-income category, and that 49% were in the low-income category.

The study, which evaluated five adjacent cities in the East Bay, concluded that there is a substantial market of interested homeowners; cities could reduce parking requirements without contributing to parking issues; second units could accommodate future growth and affordable housing; and that scaling up second unit strategy could mean economic and fiscal benefits for cities.

This bill eases barriers to the construction and permitting of ADUs by making the following changes:

a) Provides alternatives and exceptions to parking requirements, such as the case of an ADU located near public transit or if the ADU is part of an existing dwelling.
b) Shortens the review period of an application for an ADU building permit from 120 days to 90 days.
c) Increases the size of an ADU from 30% of the existing dwelling to 50%.
d) Removes the ability for a local agency to adopt an ordinance that completely precludes the construction of ADUs.
e) Requires ministerial approval of an ADU contained within an existing single-family home that has independent access from the existing residence and has rear and side setbacks sufficient for fire safety.
f) Removes the requirement for an ADU to have fire sprinklers if they were not required for the primary residence.

PUB9-08 cont.

4) *Double-referral.* This bill is also referred to the Senate Governance and Finance Committee.

RELATED LEGISLATION:

AB 2299 (Bloom, 2016) — would require a local agency to provide by ordinance for the creation of second units in single-family and multifamily residential zones. *This bill is pending in the Assembly Housing and Community Development Committee.*

AB 2406 (Thurmond, 2016) — would authorize a local agency to provide by ordinance for the creation of junior accessory dwelling units in single-family residential zones. *This bill is pending in the Assembly Housing and Community Development Committee.*

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, April 13, 2016.)

SUPPORT:

Bay Area Council (sponsor)
AARP
American Planning Association – California Chapter
Bishop Ranch
Blue Shield of California
Bridge Housing
Building Industry Association – Bay Area
California Association of Realtors
California Building Industry Association
California Infill Association
California Renters Legal Advocacy & Education Fund
Center for Creative Land Recycling
Chase Communications
Colliers International
Cushman & Wakefield
Emerald Fund
East Bay Leadership Council
Facebook
Hanson Bridgett
HKS
Joint Venture - Silicon Valley Network
Lennar Urban
MacKenzie Communications, Inc.
Marvell
McKinsey & Company
Manatt
Nehemiah Corporation of America
New Avenue
Nibbi
Non-Profit Housing Association of Northern California
North Bay Leadership Council
Plant
Polaris Pacific
Reuben, Junius & Rose, LLP
Rhodes Planning Group

PUB9-08 cont.

Richard Rosenberg – Chairman & CEO (Retired), Bank of America
San Francisco Housing Action Coalition
San Mateo County Economic Development Association
SPUR
SVAngel
SV@Home
Technology Credit Union
UC Berkeley – College of Environmental Design
Virgin America
Webcor Builders

PUB9-08 cont.

OPPOSITION:

None received

-- END --

From: herb [herb_borock@hotmail.com]
Sent: Monday, April 18, 2016 4:56 PM
To: Council, City; Clerk, City
Cc: Lee, Elena
Subject: April 18, 2016, Council Meeting, Item #10: Sustainability and Climate Action Plan

Herb Borock

P. O. Box 632

Palo Alto, CA 94302

April 18, 2016

Palo Alto City Council

250 Hamilton Avenue

Palo Alto, CA 94301

APRIL 18, 2016, CITY COUNCIL MEETING, AGENDA ITEM #10

SUSTAINABILITY AND CLIMATE ACTION PLAN

CROSS REFERENCE: PALO ALTO COMPREHENSIVE PLAN UPDATE AND EIR (SCH# 2014052101)

Dear City Council:

Tonight's agenda item is yet another process that affects the Draft Environmental Impact Report (EIR) for the Comprehensive Plan that was made available for comment on February 5, 2016, and is still open for review until May 5, 2016.

PUB10-01

After the Draft EIR was released the Council had agenda items on the following dates that are related to the Draft EIR, but were not publicly noticed as hearings on that EIR:

February 8, 2016, Item #8: Review of Citizens Advisory Commission (sic) recommendation for Community Services and Facilities Element of the Comprehensive Plan;

February 22, 2016, Item #4: Discussion regarding Fifth Scenario for inclusion in the EIR.

March 21, 2016, Item #12: Comprehensive Plan housing sites and programs.

Tonight, you will be discussing the Sustainability and Climate Action Plan that you intend to refer to in the Comprehensive Plan.

PUB10-01 cont.

Courts have ruled that an EIR requires an accurate, stable, and finite project description.

Your discussions and actions referred to above prevent the Comprehensive Plan Draft EIR from having a stable and finite project description.

The remedy is to prepare a Revised Draft EIR after you stop changing that document.

State and local law define the legislative process, including the bodies required to review an EIR and the order in which those bodies review the EIR.

Your discussions and actions referred to above do not follow the required EIR review process.

If you don't produce and provide for review following the required process an accurate, stable, and finite Revised Draft EIR, then any EIR you approve for the Comprehensive Plan Update will be a prejudicial abuse of discretion and a violation of the California Environmental Quality Act.

PUB10-01 cont.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

cc: Elena Lee, Lead Agency Contact Palo Alto Comprehensive Plan Update and EIR

COMMENT LETTER # PUB11

From: Hamilton Hitchings
To: Elena Lee; Hillary Gitelman
Cc: Andrew Hill
Subject: Land Use Draft Comment
Date: Sunday, May 15, 2016 8:46:10 PM

Elena & Hillary,

This is the first time in the Land Use Subcommittee we've seen the changes we discussed, reflected in a draft of the Land Use Element. Overall, I'd say you've done a great job. I did have one area where I think the changes can be streamlined to make it easier for city council and that's on L-8 since I feel the options are repetitive and can be reduced without materially changing the choices. Here are my suggestions and please include this in the full CAC meeting in-place handouts:

Replace Options 2, 3A, 4A and 5A with:

NEW PROGRAM: monitor new residential and non-residential development to proactively address its adverse effects, including traffic, parking, air quality and noise. (I don't see how this would be considered controversial and I would assume almost everyone would support it)

OPTION 1: Maintain the 3,257,900 limit on non-residential development.
OPTION 2: Expand the 3,257,900 limit on non-residential development to city-wide.

Combine NetZero options 4B and 5B since they look identical

Thank you.

Hamilton Hitchings

PUB11-01

From: Bob Wenzlau [mailto:bob@wenzlau.net]
Sent: Monday, May 16, 2016 11:59 AM
To: Council, City
Cc: Daniel Garber; Arthur Keller; Gitelman, Hillary
Subject: Comp Plan 5th Scenario for EIR

Council Members,

This is a short note regarding my views toward the EIR and the development of a 5th scenario. I ask that Scenario 5 be put on hold.

As context, I am a member of the CAC and worked diligently to form a sustainability subcommittee that would strive to integrate the SCAP into the comprehensive plan. **My comments are as an individual and not as part of the CAC.**

The relevance of the EIR, and its use, have been underdeveloped in the CAC and are ambiguous in their application. All the discourse on policy and program occurs without any consideration of the EIR.

My view is that Council is debating a view of our comprehensive plan within the EIR that would be better framed by giving constraints and direction to the CAC. If the Council would aspire to a Palo Alto that is consistent with Scenario 5, then offer that constraint to the CAC and we would necessarily apply that direction.

My recommendation would be to hold on implementing a new Scenario 5 until the CAC returns with an for of the Comp Plan for Council to work with. If more attention were placed by Council on how to apply the CAC as well as establishing a better CAC deliberative process, my opinion is that a better outcome from the CAC could be generated. With a better outcome generated, then a future Scenario 5 could reflect a Comp Plan that would be chosen.

PUB12-01

In essence the EIR continues to be the "cart before the horse" ... and we need the Council to lead more and allow the EIR to be formed around an comp plan is built by the Council. **Instead, we may end up with a Scenario 5 that has ambiguous value, and would be a waste of nearly $400,000.** This is a staggering amount of money to spend for ambiguous value.

In summary, **my view is the development of Scenario 5 should be put on hold. The Council should slow down, if at all possible, the EIR process so that the EIR does not precede the development of a comprehensive plan document.** Staff should also spend more time with the CAC explaining how to apply the EIR to the Comp Plan process.

Good luck in your deliberations.

Yours,

Bob Wenzlau
bob@wenzlau.net
650-248-4467

From: Jennifer Chang Hetterly [mailto:jchetterly@gmail.com]
Sent: Tuesday, June 07, 2016 11:30 AM
To: Lee, Elena
Cc: Andrew Hill (ahill@placeworks.com)
Subject: Re: DEIR School Impacts Question

So it looks to me like the problem is an inconsistency in the Student Generation Rates used. Please let me know if my reasoning or data is unsound.

DEIR Student Generation Rates per Unit (for multi-family units)
Elementary .10
Middle .04
High .04

PAUSD Student Generation Rates per Unit (for multi-family units) - (*PAUSD Residential Research Summary for 2016 Projections, Appendix B, p. B-2* under Board Packet Item 12 in the link below.)
Elementary .23
Middle .12
High .15

Even taking the DEIR's multi-family-units-only approach, (which is inaccurate based on the known pipeline), the PAUSD generation rates applied to 3880 units (Scenarios 1&2) would yield 1940 new students, almost three times as many kids as projected in the DEIR. At PAUSD's current cost per student ($14,766), the DEIR's undercount represents an $18M error (1940-698=1242. 1242*14,766=$18.3M)

Taking it a step further, using PAUSD generation rates for Scenario 4, we're looking at 2790 new students by 2030 -- 2,126 more than the 664 new kids PAUSD projects by 2025, at an additional cost of $31,392,516. It's hard to imagine that could be a "less than significant" impact. **PUB13-01**

Thanks again for looking into it, I look forward to your response.

Jennifer

On Jun 6, 2016, at 5:30 PM, Jennifer Chang Hetterly <jchetterly@gmail.com> wrote:

Hi Elena,

Here's the link. It is item #12. You have to scroll down fairly far to see the various attachments (including generation rates by housing type (different from DEIR) and students generated by project and study block). They are below the summary report and powerpoint.

http://www.pausd.org/sites/default/files/pdm-meeting/materials/pkt_151208.pdf

Thank you for looking into it.

Jennifer

On Jun 6, 2016, at 4:37 PM, Lee, Elena <Elena.Lee@CityofPaloAlto.org> wrote:

Jennifer,

Can you send me the link to the report? We could only find a link to the summary of the report. Thanks.

Elena

From: Jennifer Chang Hetterly [mailto:jchetterly@gmail.com]
Sent: Monday, June 06, 2016 3:17 PM
To: Lee, Elena; Andrew Hill (ahill@placeworks.com)
Subject: DEIR School Impacts Question

Hi Elena and Andrew,

I've been combing through the DEIR and I'm confused by the school enrollment estimates for the various scenarios. P. 4.12-11 of the DEIR uses School Generation Rates of .10, .04, and .04 students per housing unit for elementary, middle and high schools respectively. For example, as applied to Scenarios 1 and 2, it calculates 388 elementary students generated from 3880 new multi-family housing units, for a total projection of 698 new students.

When I look at the PAUSD Enrollment Report for 2015-2016, the narrative under "New Housing" on p. 4 describes a projected 314 new students in the first three years, coming from 485 units of approved new housing projects. Yet applying the DEIR's .10, .04 and.04 generation rates to 485 units yields only 87.3 total new students (48.5+19.4+19.4=87.3). Obviously, there is a very big difference between 314 new students and 87.3 new students.

PUB13-01 cont.

Furthermore, in the out years PAUSD uses a placeholder of 70 new units, yielding 50 new students each year. Applying the DEIR generation rates results in only 12.6 new students. Surely those disparities are not due exclusively to a different projected mix of housing types? And even if they are, why does the PAUSD anticipate a different mix than the City does?

I understand that it is easier to make projections assuming a single housing type. However, to the extent multi-family units have a lower student generation rate than other types, the DEIR methodology seems to SEVERELY underestimate school impacts, especially in light of the fact that multi-family units comprise only 38% of our current housing stock. Even counting *approved* pipeline projects for 2016-2018, PAUSD tallies 174 single-family (attached and detached) units, yet the DEIR counts all as multi-family.

Please explain the disparity. And if it is indeed due to the uniform multi-family overlay used in the DEIR, please add my concern about the resulting under projection of new students (especially in light of approved pipeline projects to the contrary) as a formal comment.

Thanks,

Jennifer

Comments on the Comprehensive Plan Draft EIR

Greg Schmid, Council Member
June 7, 2016

Introduction

Towards the end of the PTC Meeting of April 13, 2016, the Placeworks representative (Joanna Jansen) made several very important comments about key elements in the DEIR process:

- "I definitely have heard from some of you or maybe all of you…that the scenarios don't really seem to represent a range…. the goal of the scenarios was to present a low and a high." (Staff Report to Council, June 6, 2016, Packet page 477)
- "EIR mitigation measures really have a responsibility to be specific, feasible and enforceable" (page 480)
- "Every community we look at is different." (page 481)
- "Do the preferred scenario and mitigation measures effectively reduce impacts or do we need to have additional measures?" (page 483)

PUB14-01

The DEIR (February 2016) Section 6, Alternatives, cites CEQA guidelines (Section 15126.6) that state that the EIR should "consider a range of potential feasible alternatives that will foster informed decision making and public participation" (DEIR, page 6-1). Yet that is immediately followed Section 6.1 "Alternatives Considered But Rejected". There, an assertion is made that if the City put a moratorium on non-residential growth, the growth would only continue in neighboring cities and "some impacts could potentially be worsened…." On this flimsy basis, a "no growth" alternative or even a low-growth scenario was rejected from further consideration. Only scenarios that foster annual non-residential growth to be almost double our long-term average (94 thousand square feet of residential per year) are presented as the "low growth" alternatives.

This basic assumption from Section 6 results in a set of scenario impacts that do not represent "a high and a low" alternate that make for informed decision-making. (Jansen, April PTC meeting, page 477). Let me give six concrete examples from the DEIR:

1 . Jobs/Housing Balance (Pop 4)

PUB14-02

The EIR process is based on the premise that "every community is different". (Jansen, Placeworks, PTC meeting, April 16, page 481). Palo Alto is especially unique in having one of the highest jobs to employed resident ratio of any city over 50,000 in the country. The Palo Alto ratio of 3 jobs to every 1 employed resident exceeds virtually every city in the country over

50,000. Palo Alto's jobs/employed resident imbalance is much worse than all of its neighbors. The ratio for San Francisco 1.4; for Santa Clara 1.8; for Mt View 1.6; for Sunnyvale 1.2; for San Jose 0.9; for Cupertino 1.3; and for Berkeley 1.4 (data from 2010 ACS)

.

The extraordinarily high number—a jobs/employed resident ratio of 3:1-- puts Palo Alto well above its Silicon Valley neighbors (and double the ratio in San Francisco). Palo Alto is unique and needs to discuss its uniquely unbalanced jobs/housing ratio and whether dealing with it directly will help both us and our neighbors. The argument that reducing job growth in Palo Alto merely puts it in a place where it would cause more trouble has no merit.

PUB14-02 cont.

The DEIR fails to analyze whether limiting non-residential growth to near its longer term historical average (1989-2015) of 94 thousand square feet per year would offer an effective alternative mitigation and thus avoids an obvious part of a high/low discussion.

Non-residential growth leads directly to the exacerbation of a second issue--traffic.

2 . Traffic (Trans 1)

The impacts discussed in Trans 1 show that all scenarios will have significant negative traffic impacts even after mitigations. All of the scenarios analyzed show at least three key intersections will be operating at F level by 2030 (Table 4.13-10). And this analysis leaves out six of the intersections that had been included in the 1998 Comp Plan, including important intersections on Middlefield, Sand Hill and Arboretum. Further, recent intersection analysis from specific projects discussed at Council showed other important intersections on El Camino and Page Mill will also be operating at level F. And at least four freeway entry ramps and key freeway segments will be at F levels.

PUB14-03

Mitigation suggestions propose solutions that are difficult to implement: Transportation Demand Management (TDM), grade separation, and regional solutions. TDM, for example, "would not eliminate the projected impacts at five of the six impacted intersections and the impact is considered significant and unavoidable" (page 4.13-52).

The DEIR needs to analyze all the intersections utilized in the 1998 Comprehensive Plan and those on main thoroughfares that have been identified in traffic studies of recent projects.

Let's look more directly at the key mitigation tool mentioned in Trans 1--TDM.

3 Transportation Demand Management (Trans 1)

Transportation Demand Management (TDM) has been an identified policy priority for decades in Palo Alto. It was a key recommendation of the "Citywide Land Use and Transportation Study", (September 1988) and in the 1998 Comprehensive Plan included under Transportation Policy T-3 (Palo Alto Comprehensive Plan 1998-2010). The Placeworks representative during the April PTC meeting said that "EIR mitigation measures really have a responsibility to be specific, feasible and enforceable" (PTC, April 2016, packet page 480).

PUB14-04

The only TDM program currently in force in Palo Alto that is "specific, feasible and enforceable" is with the Stanford University Medical Center (SUMC). SUMC is the single employer for the 11,000 workers involved. They have a ready record of each employee and their place of residence. SUMC owns every available parking space in the area. SUMC has agreed to a specific target (35.1% of workers arriving to work in non-Single Occupancy Vehicles by 2025. To make the accord work, Stanford provides a rich range of alternative transport modes: Caltrain and regional transit passes, regular shuttle service, cash incentives for bicyclists, significant investments in bike and pedestrian infrastructure, guaranteed rides in emergency situation, and widespread zip car availability. They have guaranteed to spend well over $125m over 51 years (about $2.5m/year in 2011 $). They have also agreed to a fine of $177K per year if they fall short of the agreed upon 35% SOV.

Finally, Stanford has agreed to provide the City of Palo Alto with annual reports that reflect a survey of SUMC workers. Demonstrating the difficulty of establishing an effective annual tracking mechanism, Stanford recently acknowledged that after a few years of tracking data they had to reduce their estimates of annual achievements by 15%-20% because they had used the wrong weighting in assessing their survey results.

A neighboring community, Mountain View, is establishing a TDM for the area east of 101. This area, too, has some unique characteristics: two main employees account for the bulk of the workers and there are only three road entry points to the area. They are establishing a cap on vehicle entry and are monitoring vehicular traffic on a regular basis.

To achieve "specific, feasible and enforceable" compliance, the Stanford agreement and the Mountain View agreements should be used as a model.

PUB14-04 cont.

The DEIR mitigation measures for TDM should have clear quantitative targets that are quantitative defined, objectively measureable, and strictly enforced with outside oversight.

PUB14-05

Mitigations cost money. The fiscal impacts of growth are an important element in assessing the benefits and costs of growth. Let's look at the fiscal impacts of growth.

PUB14-06

4. Fiscal Impacts

Each of the scenarios maintains a growth rate for non-commercial space well above our current long-term average. Palo Alto's long-term average non-residential square footage growth between 1989 and 2015 was about 94K square feet/year. That includes all commercial areas covered by the 1998 Comp Plan (both monitored and non-monitored). The minimum in the Four Scenarios is 188K (twice as much), the maximum is 250K (2.6 times as much). Even the new scenarios 5 & 6 are 80% above our long term average.

PUB14-07

The fiscal impact of a rapid build-up in non-residential buildings is to undermine the financing of local government. Property tax (and the associated Documentary Transfer Tax) accounts for about 43% of Palo Alto's tax revenue (and is the fastest growing source of such tax revenue). The same property tax also pays for over 90% of the tax revenue of the Palo Alto school district, close to 90% of the tax revenue of the County and local Community Colleges and over 90% of

the tax revenue of local Special Districts (such as water districts, fire districts, open space districts).

Yet despite the rapid growth of non-residential building in Palo Alto (jobs have been growing three times as fast as employed residents for the last decade), the share of property tax paid by non-residents has been falling each year by about one percentage point. It now stands at 25% of the total.

The Fiscal Impact Study should examine the fiscal impact of a scenario that has lower job growth and a higher residential ownership. Growing non-residential space faster than our long-term average seems to be harmful to the financial future of local governments in and around Palo Alto.

PUB14-07 cont.

5. Demographics and Schools (PS 2)

The impact on schools is less than significant. But the way the scenarios accomplish this is the assume that the population influx will not include many children. Each of the Four scenarios presented by the DEIR identify "smaller housing units geared towards empty nest senior and young singles with jobs in Palo Alto". (DEIR page 4.11-24). This has profound implications for our community.

The school assumption made by the DEIR is that the number of new elementary and high school students added to PAUSD from the new smaller housing units will be dramatically reduced from the current housing stock. Traditionally, each housing unit in Palo Alto on average has generated about .34 public school students. This is in line with the rates in our neighboring communities and the whole of Santa Clara County and San Mateo County. It reflects the share of children in the community and the presence of mature householders as parents. But the yield forecast for the years 2015-2030 with smaller housing units is only .18-- about half the traditional rate. This is a dramatic shift for Palo Alto. The only City in the Bay Area that has a number that low for their entire housing stock is San Francisco, currently at .15 (Census Bureau, American Community Survey). Traditionally, Palo Alto has been a family-oriented community, and schools have been a magnet that has attracted talented and experienced workers to locate here and stay during their most productive years. The scenarios paint a picture of either a dramatic switch in the family composition of the City or they are seriously underestimating the impact of the number of new school age children.

PUB14-08

The DEIR does not examine the profound shift of moving Palo Alto in the direction of becoming an employment-centric city (like San Francisco), with a falling share of its population under 18 or having the schools overwhelmed. This is directly contrary to Palo Alto's unique role in Silicon Valley of providing a seed bed at the heart of the Valley that has provided a core of talented, experienced workers who live and work in the same community. These community characteristics establish an environment where individuals are more likely to draw on a rich set of contacts, collaborate, partner, establish new firms. They are twice as likely to take risks and change jobs as workers in other communities ('Job-Hopping in Silicon Valley', FRB 2005-11). It will also dramatically change the family-centered character of our city, replacing families with transient young workers and aging seniors.

PUB14-09

The DEIR mitigation provides for a plethora of small housing units but fails to examine the consequence for the social and economic life in the city.

PUB14-09 cont.

There is also an issue with the longer term availability of water for a sustainable future.

6. Water (Util 1, Util 4)

Palo Alto has been conserving water over the last several years under state drought mandates. These long term drought conditions reflect a new weather trend: lower precipitation and gradual rise in temperatures. The SFPUC has experienced a long term decline in water supply from the central Sierra. The actual deliveries of water from the SFPUC to its customers have declined from an average of around 250 million gallons a day in the mid-2000s to 196 mgd in 2015 (UWMP, Table 20). While the current water shortage may be temporary, it is reasonable to assume that with the gradual reduction in precipitation and the gradual rise in temperatures, this trend toward decreasing water supplies may continue.

The City's Urban Water Management Plan forecasts an increase in water usage of only 4.5% between 2015 and 2030 (Table 4.14-1). The updated UWMP projects a growth rate of 2.3% over the same time period ((UWMP May 2016 draft, Table 11). In contrast the Scenarios project an increase in population of between 10% and 20% and an increase in jobs ranging from 9% to 16% over the same time period. The daily per capita use of water in Palo Alto in 2015 was already at a very low 142 gallons per capita per day (UWMP SB x7-7 Table 9). Where is the water to be found for this huge increase in demand? Clearly these contrary trends deserve some critical discussion in the DEIR. Yet in looking at cumulative impacts, the DEIR uses only the experience of how effective conservation has been during the current drought, not how effective it will be with a substantial increase in workers and residents (Trans 1, page 4.14-25).

PUB14-10

The DEIR's conclusion that "all four scenarios would result in a less-than-significant impact" does not seem to address the underlying problem of water scarcity in combination with increased demand for water. It fails to examine the potential impact of a sizeable growth of jobs and housing during an extended period of limited supply of water.

COMMENT LETTER # PUB15

From: Hamilton Hitchings [mailto:hitchingsh@yahoo.com]
Sent: Wednesday, June 08, 2016 10:28 AM
To: Lee, Elena; Gitelman, Hillary
Subject: DEIR Written Comments from Hamilton Hitchings

My name is Hamilton Hitchings, I've been a resident of Palo Alto since for about 25 years. I am a member of the Citizen Advisory Committee for the Comprehensive Plan Update but my comments are my own.

The Comprehensive Plan Update should drive the DEIR and not the other way around. The City Council has stated this as well.

PUB15-01

The DEIR is also too long for residents to review so saying it's been available for public review is a misnomer. A 20 - 50 page document outlining the scenarios and their impacts could have been quite informative but an 834 page document is unmanageable. This level of detail should be reserved for after the revised comp plan is in draft form.

PUB15-02

GEO-2: Implementation of the proposed Plan would not expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques

HH> There are still many seismically unsafe buildings in Palo Alto that need to be upgraded and there should be a mitigation to ensure those are upgraded.

PUB15-03

GEO-3: Future development allowed by the proposed Plan would not be located on a geologic unit or on soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

HH> Building East of 101 is on a liquifaction zone and construction is potentially subject to significantly increased damage during an earthquake. Mexico City's devastating earthquake was because that city was on soil that liquified. The mitigation should be no housing or increased development on the East side of 101.

PUB15-04

GHG-3: The proposed Plan would expose people or structures to the physical effects of climate change, including but not limited to flooding, extreme temperatures, public health, wildfire risk, or other impacts resulting from climate change, requiring mitigation.

HYD-7: The proposed Plan would not substantially impede or redirect flood flows through placement of structures within the 100-year flood hazard area.

HH> Need to have a program to complete Newell and Chaucer Street Bridge replacements to mitigate flood risk from San Francisquito Creek. Limit new development on the East side of 101 including no upzoning nor expanded footprints.

PUB15-05

HAZ-4: The proposed Plan would not create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination either in excess of soil and groundwater cleanup goals developed for the site or from location on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5.

PUB15-06

HH> I believe College Terrace is at risk due to existing hazardous materials in the soil that need further mitigation so that should be included.

PUB15-06 cont.

NOISE-9: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would not expose people residing or working in the project area to excessive noise levels.

HH> Numerous residents have complained about excessive noise from the Palo Alto Airport due to the fact it operates 24 hours a day 365 days of the year and includes frequent low flying planes & helicopters.

PUB15-07

POP-4: Implementation of the proposed Plan would not create a substantial imbalance between employed residents and jobs.

HH> The plans keep the current jobs to housing ratio all around 3:1, the country's highest for a city the size of Palo Alto. This is why the City Council voted to add a 5th and 6th scenarios.

PUB15-08

PS-2: Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to school service.

HH> The impacts on schools have not been adequately accounted for in the increased housing growth scenarios. This will be even bigger in the additional scenarios. The LTS and No Mitigation Necessary are not accurate.

PUB15-09

PS-7: Implementation of the proposed Plan would result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards.

Mitigation: Pursue reliable and sustainable mechanisms to address a growing gap in maintenance funding as park and community services facilities uses increase.

HH> "reliable and sustainable mechanisms" - sounds very nebulous. Put some definition actionable steps in. In general, what is missing is the ability to keep parks within the city boundaries at the same ratio as population grows.

PUB15-10

TRANS-1: Implementation of the project would cause an intersection to drop below its motor vehicle level of service standard, or deteriorate operations at representative intersections that already operate at a substandard level of service.

HH> There are numerous key intersections that are already below the vehicle of service standard as documented by the City of Palo Alto. This DEIR should have effective mitigations to bring those intersections back up to a good service standard. Examples include all intersections around Stanford Research Park during morning and afternoon rush hour. An example of an effective mitigation is require every new redevelopement project in the Stanford Research Park to reduce single vehicle occupancy trips until the service standard and be reached and maintained. Another one is not to allow large downtown projects to be built that increase the number of single occupancy vehicle trips to downtown and actually help reduce it. Reductions listed in the DEIR under mitigation are good numbers if they can be achieved for the entire traffic for downtown, Stanford Research Park, etc… not just for individual buildings being

PUB15-11

redeveloped. One of my biggest concerns is many of the traffic mitigations may end up being temporary but need to be structured so they will be permanent with need for constant monitoring and enforcement by the city, which is weak in enforcement.

HH> VTA Bus 88 is likely to be canceled.

HH> We need bullet trains to stop at California Ave Train stop since that most heavily serves Stanford Research Park and would likely be one of the busier CalTrain stops.

PUB15-11 cont.

UTIL-1: Sufficient water supplies would be available to serve the proposed Plan from existing entitlements and resources and new or expanded entitlements would not be required.

UTIL-2: The proposed Plan would not result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

HH> Given the likelihood of continued droughts the fact there is no mitigation for increased demand for water seems very problematic and overly optimistic.

PUB15-12

Proposed Zoning Changes

- Neighborhood Commercial should not allow housing as that reduces the critical mass necessary for retail and redevelopment will push out many of the existing businesses.
- While I personally oppose increasing the height limit, any exceptions should increase the minimum below market housing percentage of units significantly above 15%.
- Strongly opposed By Right streamlined process for Downtown and California Ave. based on past experience where important per project concerns have been raised.
- While I oppose conditional use, I feel limiting parking for day employers is a better parking. I do support not allowing large businesses downtown to expand and we should find ways to encourage them to leave in favor of smaller businesses.

PUB15-13

I strongly support the Infrastructure projects approved.

PUB15-14

I oppose paid 2 and 3 hour parking for University and Cal Ave and would like to see those remain free but have only one parking zone for the entire area.

PUB15-15

I think paid transit passes should only be paid for retail workers and commercial enterprise corporations should be required to provide them to their employers.

PUB15-16

Hamilton Hitchings

PLANNING & TRANSPORTATION COMMISSION MINUTES

==========MEETINGS ARE CABLECAST LIVE ON GOVERNMENT ACCESS CHANNEL 26==========

This agenda is posted in accordance with Government Code Section 54954.2(a) or section 54956.

Call to Order / Roll Call 6:00 PM, Chair Fine and Commissioner Tanaka absent

Acting Chair Gardias: Welcome everyone, it's 6:00 so let's get started today's Planning and Transportation Commission (PTC) meeting. Today is April 13, 2016. Robin, could you please take roll?

Robin Ellner, Administrative Associate III: Commissioner Alcheck, Commissioner Downing, Chair Fine, Acting Chair Gardias, Commissioner Rosenblum, Commissioner Tanaka, Acting Vice-Chair Waldfogel; five present.

Acting Chair Gardias: Thank you.

Oral Communications (Public Comment is Permitted. Three (3) minutes per speaker.)
The public may speak to any item not on the agenda.

1. Stephen Levy

Acting Chair Gardias: So let's move to the Oral Communications. We have, do we have any updates from the Assistant Director?

City Official Reports

Assistant Director's Report

1. Meeting Schedule and Assignments

Jonathan Lait, Assistant Director: No. The only thing I wanted to bring to your attention was the Planning Commission had the conversation and recommendation on a Single Story Overlay (SSO) for the Royal Manor Tract. That is going to the City Council on April 18th. And we would look to then our representatives for that April. We would look to Vice-Chair Gardias to be in attendance at that City Council meeting next Monday. Thank you.

Acting Chair Gardias: Ok, noted. Thank you. Is that it? Very good, thank you very much. Let's just verify very quickly we have on the second sheet of our agenda there is a list of planned absences. If you could please review this and confirm if this is truly this what… if those are the absences or some time off from the meeting that you are planned and if that is the case if there are any changes please provide them to Robin during the break or after the meeting. Ok, thank you.

So usually at this time we also hear from the public present at the meeting on any non-agenda related items. Do we have any speaker cards?

Acting Vice-Chair Waldfogel: We do. We have one speaker card for Stephen Levy. So you have three minutes I believe to speak.

Stephen Levy: Your call. This is an update on regional housing projections. You're all familiar with one of them, the Regional Housing Needs Allocation (RHNA), a state mandated regional target delivered by the Housing and Community Development Department; in our case to Association of Bay Area Governments (ABAG) in mid-2020 and accepted. That's final. I think you're also familiar with Plan Bay Area which is the federal and state mandated transportation, housing, and environmental plan adopted in July 2013. In terms of the housing numbers the first point is that the RHNA numbers that are operational now until the next round in 2022 were not based on Plan Bay Area. They were based on a lower set of population and job numbers. So if they had been based on Plan Bay Area they would have been higher.

Second, Plan Bay Area is in the process of being updated to be adopted in April of 2017. The regional updates are out and they are particularly higher for households as well as for jobs in part because the jobs are higher, in part because they had a settlement with the Building Industry Association to build more housing. So that's the second reason that the existing RHNA numbers will be revised upward in the next round.

There's a third reason and that's particularly important, which is that the way these are done they both assumed that household forming behavior wouldn't change. In other words they built in the doubling up that has produced the housing shortage. And unless they are changed we'll continue to having housing regional projections that don't catch up. The third point is that the state is developing a regional, a state housing strategy to be out in the middle of the year. If everything goes well we will the Department of Housing and Community Development (HCD) staff and the advisory committee take care to build in household formation rates that do not say to 2030 or 2040 there will be no catch up. All of these in addition to a Department of Finance (DOF) population projection update will be available to the committee. Greg Scharff and I have talked to ABAG about coming to talk to you about Palo Alto. They've talked to Director Gitelman so I'll leave it to you to schedule that, but there are going to be some major events coming down the line that will push the housing projections upward.

Acting Vice Chair Waldfogel: Thank you very much.

Acting Chair Gardias: Any other speakers? Members of the public? No? Very good.

Agenda Changes, Additions, and Deletions

Action Items (Public Comment is Permitted. Applicants/Appellant Teams: Fifteen (15) minutes, plus three (3) minutes rebuttal. All others: Five (5) minutes per speaker.[1,i])

2. Review and Recommendation to City Council for Bicycle and Pedestrian Improvements Along Amarillo Avenue, Bryant Street, East Meadow Drive, Montrose Avenue, Moreno Avenue, Louis Road, Palo Alto Avenue, and Ross Road.

Acting Chair Gardias: Let's move then to the action items. The first item on the agenda is the review and recommendation to the City Council for bicycle and pedestrian improvements Along Amarillo, Bryant, East Meadow, Montrose, Moreno, Louis, Palo Alto Avenue, and Ross Road. Before we get to this item I know that there are some procedural items that just came up, so I would like to ask our Attorney Cara Silver to make a comment on this.

Cara Silver, Senior Assistant City Attorney: Thank you, Chair Gardias and Commission. This particular item before you involves four different bike boulevard segments that are being implemented pursuant to the overall Bicycle Plan. Of the four segments there are a few potential conflicts in two of the segments. One of the segments, Bryant, Commissioner Waldfogel and Commissioner Rosenblum have residences that are adjacent to the boundaries of the improvements. And then on the second segment on Amarillo I have a residence that is adjacent to a new proposed bike boulevard. And so we also unfortunately have a situation here where there are two members absent and then we have a situation where this matter is scheduled for the Council, for a Council hearing on Monday. Unfortunately these conflicts just came to light recently and I apologize for the delay in noticing those.

We have not received any input from the Fair Political Practices Commission (FPPC) on whether these conflicts are, or these potential conflicts do warrant recusal. We think that this is an issue that we should run by the FPPC and so we do propose to do that via an advice letter to the FPPC, but given the shortness of time we were not able to get that out before tonight's meeting. So what we propose to do given the schedule here and the fact that this is agendized for Council review on Monday, what we propose to do is segment this discussion item and have a breakout the Bryant Street segment and defer that until we have FPPC, an FPPC ruling on that, but move forward with the other three segments. I would recuse myself from the Amarillo, but the full Commission that is present today has no conflicts with the three segments and you could participate in that discussion. We have some consultants here that are prepared to make a presentation and we do have a schedule in front of the City Council that we are cognizant of. So that is staff's recommendation.

Acting Chair Gardias: So before I solicit the input from the Commission we discussed that there are two options and I'm sure that my colleagues will be talking about all different options and their perspective, but I would like to ask you and Josh what would be the impact on the Council's priorities if we go along with this option versus if we delay and reviewed this at one swoop at a later date once we have input from FPPC?

Jonathan Lait, Assistant Director: Well I think at this point we have I was just looking online. It's published and part of the Council's agenda for Monday. So the Council will have an opportunity as part of its Consent Calendar to consider the package that's before you this evening. So it would, I guess it would depend on what the Council did at that point in terms of how that would affect the schedule.

Acting Chair Gardias: But it will be without our input, right? So…

Mr. Lait: Well at least on the Bryant Street unless the Commission is thinking about doing (interrupted)

Acting Chair Gardias: Yes, without Bryant, right? If we move with this, yes.

Joshuah Mello, Chief Transportation Official: Yes, I think we would add an at places memo that summarized what occurred at the meeting this evening.

Acting Chair Gardias: Thank you. I'd like to just open for the discussion among us. I'm sure that my colleagues would like to just provide their perspectives. Do we have any comments about this?

Acting Vice-Chair Waldfogel: Well I perceive this as a network discussion and given the nature of a network discussion it'll be really, really hard especially as this network expands to form quorums to discuss it. So I think it's actually incumbent on us to resolve this question whether these are separable projects or whether this is a network. And I would, my preference would be to delay the entire discussion until we get that question answered.

Acting Chair Gardias: Thank you. Any other comments? Commissioner Rosenblum.

Commissioner Rosenblum: Yes, I concur. I think it's, I think the whole Bike Boulevard Plan which did start as a single street has turned into a network and it should be a coherent plan. And more and more I think this will affect a lot of us and so I think it's worth getting a ruling and think about the whole system as a whole.

Acting Chair Gardias: Do other Commissioners support this perspective or are there other…? No I don't hear. Yes?

Commissioner Downing: Well, I'll support the thoughts of the parties who are actually looking at the recusal issue. So I'll support whatever they want to do.

Acting Chair Gardias: Very good. Thank you very much. So just recognizing this we would prefer to review it as a whole package once we have input from FPPC, but then giving that this is on the Consent Calendar of the Council the question is to the Assistant Director. Shall we, do we have an option to ask Council to postpone this item until we conduct our hearing because this should be the proper sequence.

Mr. Lait: So I think as Josh mentioned we will put forward an at places memo to the City Council for Monday that reflects the Commission's action or in this case request to continue the matter. And I guess you're asking the Council to continue it on its… push it off its Consent Calendar so that the Commission could consider its, consider these items. Now we're probably I think these FPPC requests take about 30 days. So there's that and then the getting it rescheduled again on the Commission. So I don't know if there's any other timing implications that the Council is contemplating with this?

Mr. Mello: Yeah so we're currently scheduled to award final design contracts for these projects April 25th. So there would be a delay in the commencement of final design for these projects based on the response from the Commission.

Acting Chair Gardias: Thank you. We have Commissioner Alcheck please.

Commissioner Alcheck: I should probably know the answer to this question considering my background, but can you shed a little bit of light how the recusal conflict is an issue here? I mean the notion that you live on a street where someone might have a bike lane I'm trying to understand like is there a self-interest?

Ms. Silver: Sure. So it is a little non-intuitive that this would rise to the level of a conflict and that's why we think it is a good idea to get a formal opinion. The real property regulations provide that if a property is adjacent to any improvement or construction work on a street or similar type of facility i.e. a bike boulevard that there is a conflict of interest. The exception to that is that if that type of work would affect 25 percent of the jurisdiction in a similar way. So there is a possibility that we could do a calculation depending on how many bike boulevards and networks we do have within the City they certainly are expanding and maybe we've now reached that 25 percent threshold. That would be something that staff could research, but that would be the issue that the FPPC would look at is that street improvement section of the regulation.

Commissioner Alcheck: Let's assume for a minute that we considered the question of recusal at the same time that we reviewed this. Is there a format like let's just making assumptions is problematic, but let's assume for a minute that we review this issue tonight and we came to unanimous agreement on our recommendation and that question about recusal was evaluated at the same timeframe and you hear back in two weeks' time that either there's no issue or these two individuals probably shouldn't weigh in. Is there a format by which we can exclude their votes sort of backwards? I mean it's like an Onion article the fact that we can't have a discussion about bike lanes.

Ms. Silver: No, unfortunately the guidelines don't provide for that.

Commissioner Alcheck: Ok. So do you agree with this plan, I guess?

Mr. Lait: So I mean, I think we can say we'd much rather have the input of the Commission on the project and we do need to vet this particular issue out. We want to make sure that we're doing what we need to do in terms of those requirements. The only other part I would just add is that this is a long, a step along the way, but it's a courtesy review of the commission of the Bike Plan. This isn't an obligatory review that's in the code or in the plan itself. We've had over I think two dozen or more community meetings on this effort and I think that when we go to the Council they'll obviously have the option to approve it on Consent or not. If the Commission doesn't want to engage, the balance of the Commission that is eligible to participate in the conversation doesn't, chooses not to engage in a dialogue about it the Council just doesn't get those comments. But postponing it doesn't necessarily guarantee that your comments will be incorporated too if the Council makes an action to approve it on Consent.

Commissioner Alcheck: Which could happen on Monday?

Mr. Lait: Which could happen on Monday, I mean it's certainly the Commission's call on how you want to approach that. I would note that for our next discussion item we don't have our consultant here for another 40 minutes. So we have a little bit of down time between now and then anyways; just something to think about.

Acting Chair Gardias: Ok. At least I mean we can just use this time just to hear from the consultant and just possibly approach it in two tier review, but if we let's say that we will just do some partial review and hear from the consultant today which will just give us some, offer us some learning curve. Would those two members of the Commission may they participate in the review or also the proximity to Bryant Street would exclude them from the review that consultant would provide today?

Ms. Silver: I guess there are two options. You could just limit your discussion to the three streets short of Bryant and then everybody can participate, the full Commission can participate, or you could have a I guess a just a presentation by the consultant and you could the whole Commission could hear on Bryant Street, but there could be no discussion on Bryant and no action taken.

Acting Chair Gardias: Ok, I understand. Commissioner Rosenblum.

Commissioner Rosenblum: Yes, after listening to some of the input I personally feel and others can feel free to disagree with this, I think that we should go forward with this discussion and that I would recuse myself for the Bryant portion. We should still get a ruling to understand that as this bike network gets built out that we can consider its development as a network; however, I think the probability that Council on Monday then just goes forward with this with no comments is fairly high. And so in terms of like good results versus bad results I'd rather have comments on the record around these issues particularly there's been a lot of community input around removal of parking spaces, etcetera. I think it's important for that to be reviewed and I'd rather have that happen than a higher probability of Council moving forward with no input.

Acting Chair Gardias: Thank you. Commissioner Waldfogel.

Acting Vice-Chair Waldfogel: Right. The problem with this is that if it turns out that the network argument is correct and it turns out that the FPPC believes there's a conflict, then any discussion that we would have about any of these projects is tainted. So we really do need a ruling in order to go forward with a discussion at this point since, since this has been raised. Right now this isn't agendized as four separate projects. This is agendized as a project and so we really need to understand whether the discussion is good or bad, whether it's tainted or not. And so I think we're in a position now where we either decide that it's ok to have the discussion in a unitary fashion or we decide that it's not ok and we have to do it in the future. And if the Council decides that they want to approve this on Consent without Planning and Transportation Commission (PTC) review that's certainly their prerogative or they may decide to yank it and wait until this can be done. I mean we can't really judge that and I don't think it's our job to try to second guess what they want to do.

Acting Chair Gardias: Thank you. So but I see that there is a second option emerging that we can just marry practicability and with requirement of the recusal for Bryant portion. So am I hearing that there is a possibility that we could still just give it a shot, just have a partial discussion and still have application to FPPC and maybe then later on at a certain time still come back to this item and finalize the review?

Ms. Silver: Yes, so the way that would work is that we would just have a discussion on the three segments, carve out Bryant Street for another day. Bryant Street would then move forward with the Council and the Council could elect to continue Bryant for further input and if the Council doesn't do that there are still opportunities I imagine for you to provide supplemental input on Bryant Street before construction begins.

Mr. Mello: We could actually come back to the Commission before we begin final design and get your comments if that would provide you the ability to give your input before we begin design.

Acting Chair Gardias: Thank you. So does the Commission agree with this approach? Does it sound like a solution for today?

Acting Vice-Chair Waldfogel: I don't think so because if it, if this is a network then I'm not sure that this solution… I'm not sure that this proposal solves the problem.

Acting Chair Gardias: Ok, any other comments?

Commissioner Rosenblum: In my position I think we're looking to our Attorney to say if this is a proper way of proceeding or not. I think one of your, one of your objections is around whether or not you can separate this. And so I think that the advice we have right now is that yes, you can separate those items and have Bryant be taken off separately. Is that, am I understanding you correctly?

Ms. Silver: I would advise the Council that I believe that it is possible to segment Bryant and hear that separately. We have heard lots of different bike boulevards in the Bike Plan separately so I think there is precedent for hearing portions separately; however, the decision really is with the Council, the Planning Commission. And so if you want to take a vote on it you could proceed that way.

Acting Chair Gardias: Thank you. We have one more comment from (interrupted)

Commissioner Alcheck: Yes, I don't think… I'm not going to tell you why I think we should do it. I just think we should do it. And I think that if we spend too much time talking about whether we should do it then there won't be any time to actually review it. I agree with our City Attorney, I agree with Commissioner Rosenblum, and I think we I don't know that you need to take a vote, but if you'd like to take a vote let's just do that.

Acting Chair Gardias: Looks to me that we have a, that majority is for the review today. So I don't think that we need to have a vote. So let's proceed. Ok.

Acting Vice-Chair Waldfogel: I'm actually troubled by this. I mean I may just step out of the whole discussion (interrupted)

Robin Ellner, Administrative Associate III: Excuse me, Acting Vice-Chair if you can please speak into your microphone? Thank you.

Acting Vice-Chair Waldfogel: Yes, no I'm troubled by this. And my thing is that this is not a situation of our creating. This is a situation where the first notification of this came at 5:30 p.m. today and I think that we just have to take the consequence of that. That the consequence of that is that we have to figure out what the actual way to move forward is; it's not our creating and it's time to just, it's time to just step back and say look, let's actually figure out what the rules are. I mean I'm very uncomfortable with having this discussion today.

Mr. Lait: So if I may, Chair? Just in light of the perspectives if you do want to go forward I would just simply go through the effort of making a Motion, taking a vote, and proceeding based on that vote. And then if there's a dissention, an opportunity to speak to that dissention. Thank you.

Acting Chair Gardias: Sure, I don't think we need to have a Motion, but if anybody wants to propose a Motion?

MOTION #1

Acting Vice-Chair Waldfogel: I'll propose a Motion to continue this until we get an FPPC ruling.

MOTION #1 FAILED

Acting Chair Gardias: Is there a second? Any other Motions?

MOTION #2

Commissioner Alcheck: I propose that we allow them to make their presentation and review the items that our City Attorney does not believe is in question.

Acting Chair Gardias: Is there a second?

SECOND

Commissioner Rosenblum: I second.

Acting Chair Gardias: Ok, would you like to speak to your?

Commissioner Alcheck: Yes, I think I appreciate Commissioner Waldfogel's concerns. I also think that it would be a mistake to not participate in the discussion because the, if the

Commission votes that we should proceed then I think it would make sense for him to continue to participate tonight.

Acting Chair Gardias: Thank you. Commissioner Rosenblum would you like to speak to your second?

Commissioner Rosenblum: Yeah, just I'll do this quickly. I agree with Commissioner Waldfogel that this should be looked at as a network and in the future I hope it will be. The actual presentation is not constructed as a network though. It actually is street by street, project by project, almost block by block. So when you go through it it actually is not constructed really as a network although I think it should be for the future. I am more troubled by not getting comments before Council on the portions that I am not conflicted on and therefore I think this should go forward.

VOTE

Acting Chair Gardias: Very good, thank you. Let's take a vote. All for? Against? So it passed four to one. So let's proceed with the presentation.

MOTION PASSED (4-1-2-0, Chair Fine and Commissioner Tanaka absent)

Mr. Lait: I just don't know if you want to have an opportunity I think perhaps the dissenting voter, Commissioner, has already spoken to it, but I don't know if you just want to create that opportunity and then we can proceed?

Acting Chair Gardias: Yes, yes. Good idea.

Acting Vice-Chair Waldfogel: I think that these issues need to get addressed in a structural way, these issues about recusal. I think that there needs to be more than 30 minutes notice if there's a potential issue and I think that proceeding on this basis is really is a really unfair thing to do to us on the Commission. I mean you forced our schedule. You know you've scheduled to us just a couple of days before you scheduled it to Council, which was an error when we get a 30 miniature notification. I mean you have to build enough schedule into this so that it's clear how we can proceed with the full process.

I mean this is a very broken process. You've clearly been working on this for more than three days. We received this packet four days ago; I get a 30 minute notification. So this is a very unreasonable sequence that you've built and I think that we should just take the consequence of that unreasonability of that sequence. And I think it's actually more important, the more important message for Council is that these sequences are being built without any buffers and without enough analysis. That's a more important message for Council than comments that we may or may not get on this project tonight.

Acting Chair Gardias: Thank you. So I think that we need to convey to the Council clearly in the memo and also I'd be present. It will be brought up on April the 15th when we are going to

review the overlay so I will come to the Council meeting. If there will be any need I can speak to it and represent this perspective.

Mr. Lait: We'll include this discussion on the at places memo going on for next Monday and you'll also be present I guess at that meeting as well. Ok, so with that…

Acting Chair Gardias: Let's proceed with the limited review. Let's exclude Bryant and let's review the rest of the project.

Mr. Lait: And then just, Cara Silver's also going to be leaving the staff table and will rejoin us for the next item.

Acting Chair Gardias: Thank you.

Mr. Mello: Alright, thank you. I'm Josh Mello the City's Chief Transportation Official. I'm joined by our consultants from Alta Planning and Design this evening; Hugh Louch who's the principle in charge and Laurentiu Dusciuc who is the engineer on the project. Hugh has a brief presentation he's going to run though and then if you have specific questions about the concept plans we can answer those for you and walk you through more detailed concepts. So there's a couple elements in the presentation that we're going to need to skip over as we move though as we just discussed. So I'll turn it over to Hugh.

Hugh Louch, Alta Planning: Thank you all. I'm Hugh Louch with Alta Planning & Design. It's great to be here to talk to you about these projects today. I'll try to move though this presentation quickly. This is pretty high level introduction and review of the work that was done as part of this project and then as Josh says we have the detailed conceptual designs that we can walk through as well.

You know all of this starts with the goals of the City really which are to double the rate of cycling for local and total work commutes as well as improve safety generally and then for some specific populations that have concern in the City as well, improve overall connectivity, and reduce greenhouse gasses. So that obviously informs the why you have these projects at all and they're really oriented towards that improving the amount and safety of cycling in the City.

As it has been mentioned already this all starts with the existing Bicycle and Pedestrian Master Plan that you have in place from 2012. I mean there were a handful of corridors that came out of that and some of those corridors are the ones that we're going to talk about today. These were all corridors that at one time or another were under study and there were quite a lot of work going on here in Palo Alto which is great and very exciting to see and there are three corridors that we're going to talk about today as we move into this presentation a little bit. And you can kind of see them on the map here.

The wrong slide to stop on. Let's try again… I probably shouldn't try again.

So why are we looking at bicycle boulevards? Well, bicycle boulevards really provide kind of traffic calming benefits to the City. That's sort of the point. Reducing speeds of vehicles, obviously well researched that that saves lives folks when you slow down traffic, connects with the City's Safe Routes to Schools Program which is very important, then also has sort of aesthetic benefits that are a part of building these things out by putting in landscaped medians and roundabouts and other kinds of similar things. Go for the mouse seems to be the lesson here.

There are a variety of different treatments that you'll see in the concept plans that we used. All the treatments are really oriented towards reducing speeds on these roads. So we're talking about speed humps in certain places. We're talking about curb extensions that narrow the street and give drivers the sense of less space. We're talking about some raised intersections that are really oriented around improving pedestrian and bicycle movement and making folks very aware that something is happening in that space. Chicanes and some landscaping there that help sort of narrow the street visually for drivers as well. Median islands, again, sort of a similar effect and then a variety of mini roundabouts. There are several mini roundabouts in various intersections again that help move bicycles through a little bit more quickly while creating a little bit less conflict on the street.

The things that we're not talking about as part of this at all are sort of more volume related options so diverting traffic, closing parts of streets. There are no, none of that in any of the plans that you'll see tonight. And you guys obviously have some of that in your town now already.

One of the things that's been a big subject of conversation throughout this process has been roundabouts and so we always want to make sure we point out to folks why we have roundabouts in these plans and again, like I say it's about making flow of traffic more continuous especially bicycle traffic while reducing the number of conflicts. And you can kind of see on these fun little charts up here in a roundabout you just have many fewer conflict points as you move. You really have sort of one conflict point to deal with at a time as opposed to several. And then again, because we're really talking about residential streets as part of these plans we're really talking about sort of the aesthetic benefits and the traffic calming benefits and the ability to move bicycle travel through more quickly as opposed to the sort of larger traffic flow kind of roundabouts that you would use in other situations.

Another big piece of this of course is wayfinding. Helping folks, especially inexperienced folks or people who are not from the area move through town effectively having some wayfinding as a component to this is an important way to help them move through these facilities and especially as we expand it into a greater set of facilities.

So we want to talk a little bit about what we've heard from folks as we've been out there. So first of all we've had 10 different public workshops as part of this including one just a few weeks ago. We've had a handful of bike alongs that we've done with members of the community and we've also been out in front of the farmer's markets. We get some perspectives from people just sort of walking by. So we get a lot of opportunities for people to participate in this; over a dozen different opportunities. Over 200 people have participated. Some of them duplicates

obviously at various meetings and really just a lot of opportunities as well as online opportunities for people to comment on these plans. So a lot of great input we've had from folks.

And the plans themselves reflect some of the things that we've heard from those folks. So we've heard things like there's speeding on some of these streets, maybe not all the time and the data don't show very fast speeds in general on these streets, but it does exist so creating, putting in some of these speed humps, but using slotted speed humps so bicyclists aren't as impeded by those certainly has come up. There has been some interest in removing stop signs on certain streets and putting in roundabouts and then there are of course other folks who feel like that's not a great idea, but there are certainly folks on both sides of that.

We've heard a lot about improving safety features so high visibility crosswalks where they're appropriate. Again kind of making a safer pedestrian realm in addition to the bicycle improvements are a big part of what we've tried to do. And then adding aesthetics as I mentioned already is a thing that we've heard from a lot of folks.

One of the things we heard most about and those of you who saw early versions of the concept plans was to not use these what we call greenback sharrows. So they're the symbols that go on the street that say this is a shared space for bicyclists and cars. And there's a version on the far right there that's got green behind it and so those were removed from the plans. And we only use two different symbols. We use this legend symbol which has been used in Berkeley and in some other towns as well as in some places we use a more standard sharrow symbol. So you guys are probably familiar with that.

And then the other big thing that we heard and I think folks have mentioned this already today is what's the impact on parking? And so we did a detailed parking study of every place where we removed parking in the corridor. So not every block, but only the blocks where we remove parking and all those blocks and there are quite a few of them, there are about 1,800 total parking spaces and we remove about 1 in every 7 of them. At the system level there's no real impact. There's plenty of space now, but of course that varies from block to block and place to place. And so we looked at each block and you have a detailed report in there that shows you sort of block by block what those impacts were.

And there are about five kind of intersections that we saw where they're going to look like they're over capacity based on the existing amount of parking available, but in each one of those five places and they're listed here it's about a block at most that you would have to… it's a block at most that you would have to travel to park and have capacity to park based on the data analysis. And just so you know we took parking counts at four different times as part of the study. So we took daytime parking counts, we took nighttime weekday parking counts, and we took daytime weekend parking counts. So you have a whole set of different situations that we're trying to look at so that we're not just sort of picking one time when people are not going to be there.

Most recently we had a workshop in March and I just wanted to talk a little bit about that because some of you probably have seen some of the earlier information and this is really sort

of what's new and we did, we asked people to make sure they recorded their thoughts on comment cards so that we would get very detailed and very clear information from them and you have copies of all those comment cards. And then we went through and kind of looked at well, what are the things that folks told us as part of that, as part of those comments. And you can see I think more than anything else we got very positive responses from folks. There was a lot of talk at that meeting about the roundabouts in various locations and people were generally supportive of those and they were also very supportive of the designs in general. So that was obviously very nice to hear and we're happy to hear that.

We did hear a few folks so there were a couple folks, two or three folks who said that had concerns about the roundabouts and had concerns about specific roundabouts and potential safety issues for pedestrians and so certainly that's something we want to pay attention to. And then we heard from folks more education about these kind of new investments that are being made so people understand how they're supposed to behave and what's supposed to happen, which I think is a good idea. And a couple people who said you should be even more bold and more focused on improving bicycle travel. So really a mix of opinions, but the main focus I would say is on people who sort of felt good about the designs that they were seeing.

And then we did get specific comments on the corridors. Those were some of the general comments. People provided comments at different levels at the meetings and these are the more specific comments. So on the Amarillo/Moreno Bicycle Boulevard a lot of support for the landscaping and a couple people really concerned there about the parking. And there's quite a bit of parking that's removed along that street and it's probably worth looking at that if you guys have questions about that. And people actually had an idea there. There's an existing parking lot that's part of the park at the end of Amarillo and so is there an opportunity to expand that or something like that? So those are considerations obviously that you can, can think about.

On Ross Road we heard a variety of comments. I wouldn't say there was a lot that stands out here. Sort of general comments about keeping the landscaping low so that it's not a visual distraction for drivers or for bicyclists. That's a great idea. Looking, there was one a couple specific comments about the traffic signal at Oregon Expressway for bicyclists. Is it timed effectively for them? And then there was a couple comments about retaining a stop sign that we had proposed removing at Ames. So that and then a couple of comments about one roundabout removing and some for, some against. So and then finally on Louis/Montrose we had very few comments overall; just really one comment that they like the roundabouts that were added there.

And that is all on that part of the presentation. If you have sort of general questions about what we did I'm happy to talk about that. And then we can pull up the specific designs and walk through those as you, as you see fit.

Acting Chair Gardias: Very good. Thank you very much. So before we proceed in the also procedural matter we, Commissioner Waldfogel decided not to participate in this, in this item. He left at 6:38. I need to have one of the Commissioners just to step up and act as a Vice-Chair. Are you going to also recuse yourself? We're not going to do Bryant portion.

Acting Vice-Chair Rosenblum: Oh, we're not doing any Bryant?

Acting Chair Gardias: We're not going to review Bryant portion. That was the decision, right? So, so let's just move to the public. Let's hear back from the public.

Acting Vice-Chair Rosenblum: Ok, so we have… Ok, first speaker is Robert Neff. You'll have five minutes.

Robert Neff: Oh my goodness. I'm Robert Neff. I live on Emerson Street near El Carmelo School and I'm a member of the Palo Alto Pedestrian and Bike Advisory Committee in fact for about the last five years. Currently I'm Chair, but really I'm speaking representing myself. But I wanted to say Palo Alto Bicycle Advisory Committee (PABAC) has met to discuss these plans most recently just last night and City staff and consultants have done we think an excellent job of creating, well, I should say I think an excellent job of creating bike boulevards that should be comfortable and efficient for bicyclists while sharing the road with the existing auto traffic. And we had an opportunity for some specific comments last night and I think there is opportunity for further refinement of these designs. It's, they're… I largely support them, but there are one or two places where you look at them again and you say well maybe that should be a little different this way or that way and I think the staff can be flexible with the process still moving forward. So I hope you will pass these plans on and we can move ahead with further design beyond tonight. Thanks.

Acting Vice-Chair Rosenblum: Next speaker is Penny Ellison.

Penny Ellison: I know that some of you know that I'm the Parent Teacher Association (PTA) Council Traffic Safety Committee, but tonight I'm speaking as an individual as well. I'm not going to go into a lot of details. I just want to say we've been waiting for a long time for these bike boulevards to get moving. So my, I was really pleased with the plans that I saw. I don't have any objections to anything and just let's move this forward. Thank you.

Acting Chair Gardias: I believe this concludes the review since there were no specific issues I'm not going to ask staff to respond because there's nothing to respond to. This is pretty much support. So let's just open the discussion among the Commission and we have Commissioner, Acting Vice-Chair Rosenblum.

Acting Vice-Chair Rosenblum: Yes, I also appreciate the bike boulevard concept and the work that's been done. I think it's very exciting and a long time in the making. The comments from the public that came in this week are over a concern around removal of parking spaces, so I think it's a good idea to dig into this. So in particular there's analysis showing the utilization and then when there would be a possibility of under capacity of parking availability because of removal the availability of parking spaces within one block. And so you explained in your comments your methodology. They did four separate measures: day, night, weekday, weekend. But I wanted to understand the word typically. So you use the word that typically there is a space, when there is no space available there is typically a space available within one block. I want to know what that means. So when you do four measurements and the one that

people care about is day during weekday. Does it mean that you always found another space or usually found another space? How did you do that?

Mr. Louch: Sure. You know the a, that's a very good question and I guess what I would say to that is the we don't ever want to say you won't find a situation where you don't find parking because obviously there are special events, there are things that happen and those are cases where you're going to have to park further away. I think what the data shows is that across this average set of conditions and that reflect, we were very careful about picking the time so that we're not biasing, we're not picking times where there's a lot of movement, right? We're picking times where people are parked or they're not parked. So on average in a usual normal day where there isn't some special event or something else going on we anticipate that there would be a space available a block away.

Acting Vice-Chair Rosenblum: And I have just another clarifying question. When were they done? There were a number of neighborhoods that recently had a Residential Preferential Parking (RPP) enacted. And so when you checked the parking situation that would be greatly affected by whether it's before or after the period the RPP came on. Do you have dates for when you did your traffic checks?

Mr. Louch: We do have dates and I can probably pull up actually they're not right on here. Oh yeah they are on here. Pull up the specifics. They were done in February and some sort of mid-February and into early March is when the parking.

Mr. Mello: So they were done during RPP Phase 1.

Acting Vice-Chair Rosenblum: And so I guess the last thing is then a piece of advice. All of the controversy on this or my guess is will be around removal of parking. And so the greater transparency on that I think would be appreciated by the community. And so before this does make it to Council to even the raw spreadsheets of spaces available, where the next space was found when space not available, when they were conducted, and which specific parking spaces would be removed, I think that is the source of all the anxiety that I've seen. Otherwise from my perspective this whole plan is, has great support; long overdue, exciting.

Mr. Mello: Thank you for that comment. I would say the majority of the parking removal is occurring at intersections in order to improve the sight lines at intersections. And then there is a couple of locations where we're doing curb extensions like on Amarillo where some parking mid-block would be affected, but generally it's adjacent to intersections.

Acting Chair Gardias: Thank you. So before I just ask other Commissioners to speak about this I'd like to just add to this item. So it's not clear there were a couple of emails before the meeting and I think that we may argue that it's not clear to the public that those spaces would be removed. We had only two speakers. It would be important to make sure that those that would be affected with those removals would be totally fully aware about the consequence of this biking boulevard because it may affect their properties. So there needs to be if you could just comment to us how if a public, specifically those that live in the proximity of those spaces, how they were notified, how they participate in the events, and since we had only two speakers

is there a risk that this could be a farther concern or that is not a risk because there is no public interest in this matter.

Mr. Mello: So all of the 10 public meetings that were shown on one of the first slides were noticed by mailings to adjacent property owners and residents. We also did a big push for the last meeting in March on social media using Nextdoor, our email list that we had collected throughout the two year planning process for the bike boulevards, Facebook, City press release, and any other channels that we could use or identify to notify the public.

While the number of parking spaces when you look at the total number removed for the four quarters seems fairly high I would restate what I mentioned earlier that the majority of the parking spaces that are being removed are one here, two there at the intersections. So generally the corner properties will still have a parking space available to them, they just won't have the same volume of spaces. So it's kind of a, it seems like a large number, but in reality it's just like chipping away a little bit here and a little bit there. We're not wholesale removing parking along an entire block face or even half a block face. It's just a space here and a space there.

Acting Chair Gardias: I understand. So thank you very much for clarification, but it's quite possible that those folks might have not realized this because their notification about Bryant, I'm sorry, not Bryant, but all the other streets: Amarillo, Ross, and another one that notification might have not or clearly was not saying that within the plan consideration would be removal of the spaces on the, at the end of this or on the corner conditions, right?

Mr. Mello: Yes, and unfortunately as user friendly as we try to make the concept plans they're a little bit difficult for non-engineers and non-transportation folks to really see what's happening on them. So we can try to do a better job noticing that before we move into final design.

Acting Chair Gardias: Would it be possible just to do around some clear notification to either the corner property owners or some other postings so they clearly understand that they will be affected?

Mr. Mello: Yes. We're planning additional public meetings as part of the final design process so we could include some language in the notice that says we're specifically modifying parking and you may be affected, but I don't think we could outreach specifically to every property owner that's going to have parking affected independently. We could do it through our mailings that we do.

Acting Chair Gardias: Very good. Thank you very much. So let's move to the other Commissioners comments. Commissioner Alcheck.

Commissioner Alcheck: So this is such a comprehensive report. I want to echo my Commissioner Rosenblum's comments about eliminating some of the ambiguity about elimination of parking spaces. It wasn't clear to me that we were really able to answer those questions this week and I imagine that if this were to be presented on Monday night those same questions would arise and could potentially delay City Council's ability to sort of review

the project and give a recommendation and give a, and make a decision. So to the extent that that clarity can be achieved before Monday night I think it should be a high priority.

I said before that I think a more perfect Palo Alto would have a bike boulevard on every street. And I would, I would like to suggest to our City's leadership that comments that suggest that these improvements are in some way urban blight I find tremendously uncompelling. And when I think of urban blight which I received an email this week suggesting that this was urban blight, when I think of urban blight I think of needles on the ground, used needles. And so I just when the City Council reviews this I hope they feel the same way. And I hope those individuals in our community that are advocates for this sort of improvement really show up on Monday night and our future reviews of these plans to echo how important they are. I think the best way to advocate for this, these concepts when opposition suggests that they're just unattractive would be to really highlight the safety issues, which I think you've done. But I just anticipate that perspective coming up potentially on Monday night. If it doesn't come up I'm sure they'll get emails about it. I find it unpersuasive. I think City Council should feel the same way. That's my last comment I think.

Acting Chair Gardias: Thank you. So let me just chime in. I'd like to just complete a couple of observations that I had about maybe more specific… yes, you would like to answer?

Mr. Mello: Could I just respond to one?

Acting Chair Gardias: Sure, yeah.

Mr. Mello: I think I'd need a little more clarification as to what level of detail on the parking removal you think we need to present. On the plans it's mainly in, at intersections where you can see there's red curb being added or curb extensions. One of the issues we face is that there's actually no delineated parking stalls along a lot of the corridors. It's just linear feet of curb space so we estimated a parking space to be about 22 feet long and that's how we came to our calculations, but I'd be curious what specific level of detail you think would be beneficial to provide.

Commissioner Alcheck: I just think that if there was like let's say a lot of this is sort of per street or per block. I think if you were to summarize all the affected blocks on one page as opposed to in sort of the diagrams so that I could, so that an individual could go to the one page and go ok, this is a removal of 22, 22 foot long whatever spaces. That would be helpful because it's sort of difficult to… the alternative here is to suggest that you sort of go page by page and I think of a count at least on one page and maybe if it makes sense to sort of zone them. So like if you want to do five or six blocks together where… I imagine the impacts are sort of disproportionate. They're not necessarily all… I think that would help. I think it would help City Council if there was a slide that showed that. Anybody else have a sort of (interrupted)

Acting Chair Gardias: Thank you. Commissioner Rosenblum.

Acting Vice-Chair Rosenblum: Yeah, a couple specific suggestions. I think to be honest that isn't exactly the issue I had. I could see where the parking places are being removed. I know that

some neighborhood leaders might be concerned about their particular block. I'm not sure you have an obligation to do that. I think if you say it's at the corners and it's going to be approximately this much per area that's sufficient. I'm specifically talking about how you determined that places would be available and so that part in the current report is not clear. You've made that clear in your presentation how you've made the observations. That should be included. And like on this one I think you can't more information will always be better and so someone went and did a spreadsheet where you went and counted cars. Someone did this four times at each location. And so I'm saying make… people will say how do you know there's another place available? And may as well provide the data. So that's my advice on this is make it clear how you did your methodology, but if possible just give the data.

Acting Chair Gardias: Thank you. That's it about the parking spaces? Very good. So let me just make one more comment about parking spaces, but I'd like to move to the other items. So there should be also some paragraph about relationship to the RPP, residential parking plan. I know that we're losing a couple of hundred of parking spaces, but some of those they may be within the expanding RPP program and then that may become material at some point of time because those we going to lose 200 and this program just gets larger then it may be larger chunk of those 200 that we are losing. So it would be nice to understand how many within this boundary and the boundary that we're going to review at the next time that would relate to Bryant we want to know how many parking spaces are we being, are related for RPP and probably Council would be interested in this information as well.

Mr. Mello: We can certainly do that.

Acting Chair Gardias: Very good. Any other comments about parking? So I'd like to just take a couple of minutes of your time and just go through other, other items. And when we discuss it you may I will refer to the sheets, to the plans that you attached to our handouts. So in general we have number of the roundabouts that are on this plan. So roundabouts are very popular in the western state and also I think that also in Virginia so that they installed them for the same purpose. However, I just couldn't find any logical pros and cons of those roundabouts although when I was just trying just to go to different pages, different presenters were just making their opinion, but this was there was never a concrete list of pros and cons. So I would like to just understand from you as much of some concrete pros and cons if you may present them today what's because they will change the nature of those streets, right? So I can before I hear your comments I can say that they will reduce visibility. On the other hand you may say and I think that I read Josh's comment from the Council's review on October 26 that they may, that they may slow down the traffic that is coming from the opposite intersections and also make visible that they will be, cars will be crossing the bike boulevard. I heard the comment that you made back in October.

When you designed them one thing that would be nice to have here would be have also some requirements for landscaping specifically of those roundabouts. Because when you look at, when you review them on YouTube or a variety of the webpages everyone designs them differently so they may truly obscure visibility. I truly agree with this. So if I was a biker or a driver if I… if I may not feel well if there is, if I don't have a good visibility on the portion of the street. Although I know that this roundabout somehow secures me because if I enter the traffic

I don't need to have a full visibility, but still, right? It's counterintuitive, right? Because suddenly you have something in the middle of the street. And so if you could just give us the perspective on them and also my concern was like this: that do we truly need them? This will come at the larger expense from the City so I would like to understand and I'm sure that Council would like to know at what point of time there is a truly risk that we need those roundabouts and then there will be a payoff from those hundreds, thousands of dollars that we going to spend on installing them.

Mr. Mello: So I'll talk a little bit about why we consider them and then I'll turn it over to Hugh and Laurentiu to talk about more of the specific details, but two of the main goals of the bike boulevard program are to reduce the number of stop signs along the bike boulevards and the reason being it's much harder to stop and go on a bicycle and people tend to start to disobey the stop signs anyway so we wanted the infrastructure to better match how people are behaving and facilitate trips along the bike boulevard.

The second, one of our second primary goals of the bike boulevard program is to moderate vehicle speeds. And I say moderate because we want to encourage vehicles to drive a consistent slow speed along the corridor and stop signs encourage stopping and accelerating and stopping and accelerating. Roundabouts meet both of those goals. They when we remove a stop sign if we don't put something back in its place we're going to see speeds increase along the bike boulevard by motor vehicles who are following the bike boulevards. So the roundabout provides that horizontal deflection where somebody is forced to slow down to navigate around an obstruction in the roadway.

And the second thing that they do is they allow people to move more fluidly along the corridor so you don't have that revving, the stopping and going that you have from stop signs. And you also don't have the noncompliance to stop signs that you see when you have an over proliferation of stop signs people start to ignore them and just run through them or roll through them. A roundabout it's ok to roll through as long as you're yielding to everybody that's already in the roundabout.

The third reason we consider roundabouts is they really reduce the number of conflict points which Hugh showed earlier. Everybody's moving in the same direction. If you do have a collision in a roundabout it's going to be a side swipe collision, which is the least dangerous out of all the types of collisions. There's T-bone, angle crashes, head on collisions; those are basically impossible in a roundabout.

And we considered there's a couple intersections where it's two bike routes intersecting each other and we knew there would be a lot of left turning cyclists and cyclists turning right and making a lot of maneuvers. So a roundabout was a really good solution in those cases. Louis and Fabian, Louis and East Meadow for example, the bike boulevard's actually turning, following two different streets so it helps facilitate cyclists making that left turn. And for those who cycle you know that making a left turn is probably one of the more uncomfortable movements that you can make on a bicycle especially if there's a lot of oncoming traffic. So a roundabout makes that movement a lot easier for a cyclist because everybody's traveling at the same speed in the same direction. Do you any other pros or cons?

Mr. Louch: I mean the only thing I would say is there is a lot of very good research that's out there and one of the things we talk about a lot is at the federal level roundabouts are one of federal highways proven countermeasures, safety countermeasures that are because of all the reasons Josh said and there's good data to back it up. It makes logical sense, but there's also kind of good data behind that. So I think they do help for that reason.

You had also mentioned kind of the specifics on landscape requirements and Laurentiu could speak to that potentially, but certainly I think that's something that can and should be part of any kind of final design is thinking about that and making sure that the sight lines are appropriate for the type of design you're doing.

Mr. Mello: Yeah and there's actually a project underway through the Public Works Department to make the roundabouts that are in Downtown North permanent and there's quite a bit of landscaping that's going to be installed in those. And we're using those as our model for the roundabouts along the bike boulevard. And they're going to be watered with a truck, a tanker truck by the City so the landscaping while it will be draught tolerant require little water, they will be watered and maintained by the City.

Acting Chair Gardias: Thank you. Yes, so just by the way I heard the comment it was someone on the website. On our websites about the head collisions, head to head collisions, but I believe that we have known so just raising this up as an argument to move on with the roundabouts I don't find it real because if there were no collisions, right? That's just why we would be just prevent something that is not happening.

So a couple of comments about the roundabouts. So there is all those improvements that your proposing roundabouts and also some of those I don't know how they are called those ears at the corners of the street or whatever is the right nomenclature?

Mr. Mello: You're talking about the extensions of the curb?

Acting Chair Gardias: Exactly, yes. So they pretty much serve as the storm water collectors and then also as the drains just to collect the water so it's not just going back to the bay as it should not be going. Also there is in terms of the lighting and you have them in some locations. I don't know if you're considering them. Some municipalities they elected to have specific bike lighting that allows bikes, that switches on couple of seconds earlier and I was wondering if you could just consider them at some critical locations which could be for example at Ross and Colorado or one second, do you have lighting there? Well, you say add addition street lighting at intersections so I'm not sure, but let's say at critical intersections. You could add them that allow bikes to cross the street a couple of seconds earlier than the traffic moves on. So that would be another comment that I would like to ask to include in this.

And also a nice thing to have and we don't have it, we have the designation of the bike boulevard, but all of those boulevards are contained within the City of Palo Alto. But there is more value in it, in them than just within our boundaries, right? We connect with Mountain View across San Antonio and also with other municipalities. So just would be useful to have

just direction signs with the mileage just stating ok from here to here there is two miles to Mountain View or to some other landmarks, right? Just pretty much this would add to the attractiveness of those bike boulevards and would make them more meaningful and informative to the bikers. Some people may not know that if I just take Ross I may just pretty much go to Costco and believe me I do this sometimes, right? So thank you. Sorry for just taking that much time. So (interrupted)

Mr. Mello: Just one point of clarification. So you're suggesting that we look at green storm water infrastructure in the curb extensions to treat storm water?

Acting Chair Gardias: Say, ask this again?

Mr. Mello: Was your comment that we look at green storm water infrastructure in the curb extensions to treat storm water before it goes into the drain or what?

Acting Chair Gardias: No, no. It was (interrupted)

Mr. Mello: Or was your comment related to the curb extensions?

Acting Chair Gardias: It was in terms of the storm water, right?

Mr. Mello: Yes.

Acting Chair Gardias: So that is, I mean first of all they pretty much all of those they expand number of the landscaping and then landscaping should be, should be designed this way that it just acts as a sink, local sink for the storm water so that storm water is not collected and then flushed out to the bay. So that's number one, right? So there is a specific, you have to work with the Landscaping Department, right, just to get appropriate sub-straight plans and so forth, right? And then also there is within you still need to collect the storm water so within those from the street so then if there is a need then you can incorporate the storm water collector within this feature, right? Roundabout or any others. So it would have just dual purpose, right? Thank you.

Any other comments from? Well, I guess that's going to conclude our review. So please just take them, these comments to the… we have Assistant Director just commenting on this, yes?

Mr. Lait: Thank you. Yeah, I think we have enough to articulate your comments to the City Council including the previous conversation before the presentation and I think if you want to just take a few minute break we'll bring Commissioner Waldfogel and our Attorney and give us our, give our staff and consultants a chance for the next item to get ready.

Acting Chair Gardias: Thank you very much. Five minutes break.

Consultants: Hugh Louch & Laurentiu Dusciuc (Alta Planning)
Commission Action: No action taken, Commissioners provided comment only

The Commission took a break

3. **Comprehensive Plan Update**: Public Hearing to Accept Comments on the Draft Environmental Impact Report Prepared for the Comprehensive Plan Update.

Acting Chair Gardias: Let's reconvene. It's about 7:26. We have the second item on the agenda, which is Comprehensive Plan Update, public hearing to accept comments on the Draft Environmental Impact Report (DEIR) prepared for the Comprehensive Plan Update.

Elena: Thank you. We're here tonight to request public and Commission feedback on the DEIR prepared for the Comprehensive Plan update. Basically the question to you is: did we get it right and is there anything else that we need to be analyzed? The Environmental Impact Report (EIR) was published on February the 5th and the public circulation review period of an extended 90 days. Typical California Environmental Quality Act (CEQA) requirement is for 45 day review period. This is the first of several public hearings on the EIR, this was the first and there will be hearings on April the 21st before the Architectural Review Board (ARB) as well as the Historic Resources Board (HRB) and will also be going to the Library Commission at the end of the month to obtain their feedback. The EIR was also posted online and notices have been disseminated both to agencies and to the public and is also part of the Comp Plan Update Project website.

Tonight, we also have Joanna Jansen, Associate Principle of PlaceWorks, which is the City's Comp Plan Update consultant as well as the EIR preparer. And also to stipulate questions and comments received during this public review period will be responded to in the final EIR. Joanna will be providing an introduction to the EIR and the process and also this item was tentatively scheduled for Council review on April the 25th. That has been deferred to June the 6th, and so that will affect our schedule.

But I also just wanted to just to stipulate also that these hearings are an opportunity to provide a public forum for feedback from not only the boards, commissions and council, but also the public. But the public and anyone else is also welcome to submit written comments to my attention during the public comment review period. Although the public review comment period is scheduled to end on May the 5th, because the Council date was extended to June 6, we will be revisiting exactly to end that comment period. And with that I will turn this to Joanna.

Joanna Jansen, PlaceWorks: Thank you, Elena. Thank you Commissioners for your time. Tonight, as Elena said we are here to discuss the DEIR or EIR, on the Comp Plan update and specifically we want to hear from you and from any members of the public about your questions or comments or concerns on the EIR, because down the road we are going to be coming back to you and asking for a recommendation for the Council action on this EIR. And the Council will need to certify this EIR or make a decision about certifying the EIR and they are going to do that in part based on your recommendations. So we want to make sure that you feel equipped to make that recommendation when we come back to you. And so as part of that, tonight is your opportunity to help us understand what kind of questions or concerns you

might want to see resolved before you feel ready to do that. And I am going to explain in much more detail kind of the steps and the process between here and there to help you understand.

So the kinds of questions you might have that are about the EIR specifically are questions about the methodology that we used, questions about our impact conclusions, questions about the mitigation measures that the EIR includes, for example. Just to be clear, the in terms of the CEQA process, what's not part of the CEQA process necessarily per se are the policy decisions that are going to be made as part of the Comp Plan update. So a decision about whether or not to change a particular policy or to adopt a particular policy is not part of what the EIR looks at, but the potential physical impacts of adopting or not adopting that policy is really what the EIR's focus is and what our focus is here tonight. And as Elena already mentioned, in accordance with CEQA, part of our task in the future will be to respond to each one of the comments that we receive on the EIR that address those types of questions about the EIR and its analysis and its conclusions.

So let me just go over briefly what the EIR process is. Elena outlined some of these important dates for you. On the left-hand side we start out with the Notice of Preparation, meaning that we publish a notice to the public and to state agencies and to other local agencies that we are going to be doing this EIR. We give them a chance to tell us what kinds of issues we need to be aware of and what kinds of issues the EIR needs to consider during what's called the scoping period. And that happened back in 2014, during the summer of 2014. Then we shut ourselves up and worked very hard on the environmental review section of the document and we published our DEIR back in February.

So right now we are in the public review period for the DEIR, as Elena mentioned we actually have doubled the public review period from what its requirement would be under the law. So we are having a 90 day, at least a 90-day period instead of a 45-day period. And after we conclude that period we are going to be, as I said, responding to all of the comments in a final EIR. And then we will come back to you and then to Council for hearings to certify the EIR. And certifying the EIR will then put the City in a position to adopt an updated Comprehensive Plan.

I want to spend a couple of slides now just going over what an EIR is. I know some of you are very familiar with this. We may have members of the audience or watching at home who are less familiar so I want to just go over some of the basics. An EIR, or an Environmental Impact Report is required by the California Environmental Act, we usually call it CEQA. And it's an informational document, so the EIR is not a policy document. It doesn't regulate land use or any other part of City operations, but it informs the City decision makers like yourselves and members of the community and other agencies what the physical environmental impacts might be of a given project or a plan.

This EIR is a programmatic document and we talked a little bit about that in your staff report, the difference between a program level EIR and the kind of EIR that you might be more used to seeing, which is probably a project EIR. And I have another slide on that in just a second. So for program level EIR's we are really looking at more long-term big-picture effects of adopting or not adopting a certain set of policies or a certain set of transportation improvements or a certain set of land-use designations rather than looking at a particular building on the ground.

So in the Comp Plan EIR we are going to be looking citywide and we are going to be looking long-term at the horizon year of 2030. So we are going to be quite at a different scale than what the project EIR looks at when you have you know where buildings are going to be, you know where sidewalks are going to be, you know how many parking spaces there are going to be and how many stories tall it is going to be. We don't have that specific information for any given project under the Comp Plan. So we are going to be focusing on a much more citywide and much more long-term level in a programmatic EIR. It's a different level of detail than you find in a project document.

So, how do we look at a Comp Plan then in an EIR? We consider the policies and the actions of the Comp Plan and then think about how those policies and actions might, or policies and programs might avoid or lessen impacts, or might create impacts based on how they would allow or guide future growth. And as I said, the EIR is an informational document so an important role here is to consider the analysis and conclusions of the EIR and then think about how you would change, you might want to change the Comp Plan accordingly to reflect what you learned from the EIR.

So and one final important note here about what an EIR is and what it does is that the law requires an EIR to compare to existing conditions. So we are comparing how things would change under the proposed Comp Plan or under the different scenarios that we analyzed versus how things are on the ground today as opposed to, for example a comparison to the existing Comp Plan. So that's an important distinction. We would make our impact findings based on potential physical impacts to existing conditions not whether or not things would be better or worse than your existing Comp Plan.

Let's go over the project description of the EIR and talk a little bit more about what we analyzed. In order to move this Comp Plan process for the EIR looks at four simplified planning scenarios and I'm going to talk about each one of the planning scenarios. The project description defines the housing, population, and job numbers for each of those scenarios, which differ, of course, in each scenario, and then land-use policies, transportation investments, growth management strategies, potential zoning code amendments, and a set of sustainability measures.

So each of the four scenarios has some differences in each one of those categories and the reason we wanted to do it this way, which is not the typical way of doing a Comp Plan or a General Plan EIR, is to really help you and the Council and the community understand the potential impacts of a range of policy decisions. Because as you are well aware there are still a number of policy discussions that are ongoing and a number of ideas that have been contributed into the process from the community, from the Citizen Advisory Committee (CAC), from yourselves and from Council members. So we wanted a way to test and compare this range of options and give you information about the potential outcomes of each. That's why we have chosen to compare these four scenarios. I think it is important to note, it's not on this slide, but I want to be clear that none of the scenarios includes changes to the Comp Plan Land Use Map, so these are really policy and program changes that would, that are being compared and all of the scenarios have similar, the same protection for preserving existing single-family

neighborhoods in Palo Alto. So those are two important ways in which the scenarios are the same.

Right, Elena is reminding me that there is a possible change to the Fry's site considered in the scenarios. So some, a potential for housing, increased housing on that site as part of Scenario 4, for example. So these scenarios really came out of a public workshop series that we did in the middle of 2014. And we got ideas that those are workshops about kind of where are some of the areas of Palo Alto that are most likely to change over the next 20 years or so and where… 15 to 20 years, and where, what kinds of changes might happen. And as you can imagine we got a real diversity of opinions and so we translated that diversity into this range of four scenarios to test. So the EIR now you, that you now have before you really is intended to provide you and the public with some very quantitative very specific information about the possible outcomes comparing among those different four scenarios.

In addition to the four scenarios that we developed through the public process so far on January 19th at a Council meeting, Council requested a fifth scenario that would improve Palo Alto's jobs/housing ratio specifically. So we are currently in the process of crafting that fifth scenario and the Council is going to have a hearing to discuss that coming up I believe on May 16th. So we're still in the process of developing that. That scenario is anticipated to be analyzed at the same level as the four scenarios that you have in your EIR right now, in a supplemental document that we are planning to publish this fall.

And then once you have the fifth scenario and its additional analysis then the next phase of the process will be identifying a preferred scenario. So just to make sure you understand, we don't expect that anybody is going to pick one of the scenarios whole cloth and that will be what is adopted. The way that these kinds of processes usually work are picking kind of the best pieces from each one of the scenarios, the things that make the most sense for Palo Alto, that preserve quality of life, that mitigate impacts, that achieve the goals that the City wants to achieve. So we anticipate that that will likely represent some sort of hybrid with components of one or excuse me of two or more of the scenarios.

And then once we have that preferred alternative there will need to be a step of some sensitivity testing, figuring out whether or not the preferred scenario is really covered under the environmental analysis that's already been done. Certainly, it's been our hope with this EIR to present what we have been describing as kind of book ends or an envelope within which a scenario could be crafted that would be covered by this EIR, but that's going to be an important future step once we have that scenario, to make sure the analysis still is valid for that preferred scenario to move forward and be adopted.

So with that explanation of what the scenarios are, I want to then just take a moment to go through each one of the scenarios and again you have this within your Staff report and also in the orientation document. So this just summarizes some of the information you have already been presented with. So Scenario 1 is a business as usual scenario. This is a pretty typical CEQA alternative just that is required by CEQA to question well, what would happen if we did nothing? So in this case doing nothing means leaving your existing Comp Plan in place. The amount of housing that's assumed under this alternative, excuse me, this scenario and the

amount of population is based on past development trends in Palo Alto. And the amount of jobs in this scenario is based on the Association of Bay Area Governments (ABAG) jobs projection, so it has the lower end of housing and the higher end of jobs among the four scenarios.

By comparison Scenario 2 slows both housing and jobs. So it has the same lower end of growth and housing and population as did Scenario 1, but it slows jobs through an annual limit on office and Research and Development (R&D). In terms of transportation, this one would consider a relatively limited number of continuing existing investments and then also making the investments that are called for under the County Expressway Plan.

Scenario 3 is a different way of looking at housing. It increases the amount of housing growth or the rate of housing and population growth and it also would consider a shift on where that housing is located. So the current adopted Housing Element has housing sites identified kind of all the way down the length of El Camino Real and this would really move some of those housing sites from the south and from the San Antonio area to farther north and increase densities in Downtown and the California Avenue area. So that is one scenario that tests the slightly higher amount of housing and it has kind of the midpoint of jobs. So lower than Scenario 1, but higher than the job numbers in Scenario 2; and another important feature of Scenario 3 is testing the idea of Caltrain in a trench, so grade separating the Charleston and Meadow Caltrain crossings.

Then Scenario 4 is the scenario that includes both the highest end of the housing growth as well as the highest end of the job growth. In Scenario 4 the amount of housing growth is consistent with ABAG projections as well as the job projections from ABAG. And so rather than focus on limiting housing growth quantitatively, this scenario would focus on addressing the potential negative impacts of that housing through the most robust and extensive suite of sustainability strategies and measures, things like transit passes and alternative energy measures. So this would really seek to address the impacts of housing rather than just limit the numbers of housing. Again, the focus on housing would be in the Downtown area and the California Avenue area around existing and planned transit stops and even possible Bus Rapid Transit (BRT). BRT would be, mixed flow BRT would be considered on El Camino Real as part of this scenario as well as the grade separate of Caltrain that also is in Scenario 3. And by that combination of measures we want to test whether or not or how those, that assembly of measures can mitigate the effects of even a higher amount of growth than would be anticipated given Palo Alto's past development history.

This slide is just a side-by-side comparison of the four scenarios. We can come back to that later if that's useful. So for each one of these scenarios we analyzed these topics at the same level of detail. These topics come to us from CEQA, from what we call the Appendix G checklist. So CEQA helps us identify what topics to analyze. The City has actually adopted its own thresholds of significance. So the specific kinds of questions that we answer about each one of these topics is set by the City, given your specific list that's tailored for Palo Alto and specifically for the Comp Plan analysis. So you can see here that there's really a broad range of topics. And an important point for folks that are less familiar with CEQA that I mentioned before is that CEQA really focuses on the physical environment, so what you don't see here are economic or

social topics. That's not part of CEQA, but this analysis is really focused on the physical environment itself.

So when we look at these impacts, let me just take a minute to orient you to this table here, this table is trying to show a side-by-side comparison of where the impacts were different. So less than significant is a CEQA term of art, meaning that the impact would not be so severe that mitigation measures are required or specific changes to the plan or to the project to make its impacts less severe; potentially mitigatable or significant and mitigatable means that there could be an impact, but we think that we have an idea about a mitigation measure that will resolve the impact or reduce it to a level where it's not so severe. And then significant and unavoidable impacts are those where the impact is going to cross a certain threshold that's usually identified by CEQA, by the threshold of significance, and even if the City does everything that we think is feasibly in its power that would not reduce the impact to below that threshold. So the impact would still occur even if the City attempts to mitigate it. And I can talk a little bit more about some of those specifically and why they occur, but that's an explanation of the abbreviations you see here on this table.

So I think that an important takeaway from this table is that even though the numbers that you saw on this table might be seen quite dramatically different to you kind of in your daily experience of Palo Alto and how much growth and change this represents, the degree of difference in the physical environmental impacts between these scenarios is really not extreme. You can see that in all of the topics that are included on this slide they actually had the same all four scenarios actually had the same level of impact. And then when we go to the next set of topics there are some differences in terms of the noise impacts and there are some differences in terms of the utility demands, but even there in both of those categories the impacts can be mitigated. So the differences are important and I think the EIR provides a lot of valuable information on the difference of degree, but the ultimate kind of level of impact is not dramatically different among the four scenarios.

So just briefly I want to go through how the topics slotted out into those different categories of less than significant or versus mitigatable versus significant and unavoidable. Less than significant impacts meaning no mitigation measures are needed. We found would happen in the topics of biological resources, geology and soils, hazards and hazardous materials, and population and housing. There is a larger group of topics that would where we did identify impacts, but we decided that those impacts probably can be feasibly mitigated. And so that's this list, aesthetics, air quality, cultural resources, hydrology and water quality, land use, noise, public services, transportation and utilities. So those, for each one of those topic areas then we have in the presentation the mitigation measures themselves because I anticipated that you may have some questions or we might have some discussion about these mitigation measures. I'm not going to read each one of these mitigation measures to you or attempt to summarize them, but I just want to let you know that they're here and we can come back to any of these that you want to go into in more depth, and of course, you have these in your packet as well.

And then finally there is a set of impacts that I mentioned earlier that were called significant and unavoidable. And these impacts are in the categories of air quality, greenhouse gasses and transportation. So for each one of these impacts we did identify and discuss a potential

mitigation measure, but ultimately we concluded that the level of the impact would be beyond the threshold of significance even with the mitigation measure and so we cannot conclude that the impact would be able to be mitigated to a less than significant level.

And I want to point out as you can probably tell that all of the impacts in this Category A are types of analysis that are very quantitative analysis in the EIR. Some types of the analysis that we do are more spacial. For example, questions about whether or not there would be development in a flood plain or a very high fire hazard severity zone, that really depends on where the development is located or where the Comp Plan would identify different types of development to occur. Other types of the analysis that we do in the EIR is really pretty qualitative, like whether we think about impacts on aesthetics, for example. But these categories are all very quantitative and they are based really on the numbers that you saw in that table for future development as well as the numbers for growth in the region. So when we think about traffic in Palo Alto and when we think about the associated air quality emissions and greenhouse gas emissions we can't just take the trips that are part of Palo Alto, we have to take all of the trips coming into and going out of Palo Alto, including trips that are using your roadways, even if they're not stopping in Palo Alto, that's not part of the greenhouse gas analysis, but for transportation, for example. So we really have to look at Palo Alto in a regional context and because of that we find that the amount of, for example, greenhouse gas emissions and the amount of needed reduction in greenhouse gas emissions when we think about Palo Alto as well as the region is going to be higher than we can feasibly say that we can bring down to levels that are consistent with the thresholds of significance. So I think that's the reason why some of these are significant and unavoidable that even if you include all of the mitigation measures that are proposed and do as much as you can to, for example, ensure that the City's actions are going to be consistent with state goals for reducing greenhouse gas emissions, we still can't necessarily demonstrate through the quantitative modeling that the City would be able to achieve those goals.

And it's similar with the transportation, so when you have standards for increase in BMT or impacts related to Level of Service (LOS), for example, even if the City does a very extensive suite of measures it may not be adequate to reduce these impacts to a less than significant level. So we conclude that those are significant and unavoidable and what that means for you and for your Council is that there are a certain type of findings, a statement of overriding considerations that would need to be made to adopt a Comp Plan, even acknowledging that it would cause significant and unavoidable impacts.

So just before we move on to the discussion I want to remind folks of the timeline. We've talked already about the earlier phases of this project and when they were completed. The public review period we are still as Elena said considering when the appropriate final date of that is based on when the Council hearing is going to be. So right now that is, right now the most current thing that's been published is the comment period will go through May 5th, but we are considering whether or not that may be extended in light of the Council hearing. And then we are going to be publishing the scenario analysis this fall and then a final EIR that includes responses to comments on both the fifth scenario and the DEIR in May, and that will tee up the Planning Commission and the Council to consider adoption of the Comp Plan in the second half of 2017.

So just in the, the most immediate next steps the Council, the next upcoming Council meetings are discussion of the fifth scenario on May 16th, as we mentioned. And they are going to have a hearing very similar to this one on June 6, another opportunity for them and for the public to comment on the DEIR. And then hopefully having a public hearing on the fifth scenario again sometime this fall; it's currently scheduled for November 14th. And we'll be coming back to you, of course, before that for your chance to talk to us about the fifth scenario in November, November 9th. And again, all of this is towards publishing a final EIR in May and then going towards adoption from there.

So just as a reminder tonight what we are really hoping to get is comments and questions that are focused on the EIR itself, on its methodology or findings or the mitigation measures that we've touched on briefly here. And we will do our best to respond here tonight, especially if the questions are factual or relatively brief, but the real place for the responses is going to be in the final EIR that will be published after the fifth scenario is out and after its had its chance at public review, so that's where you'll get your real point-by-point in-depth responses. But again, certainly we will do our best tonight as well to the extent possible.

So written comments are welcome and encouraged and Elena is going to be the point person for those comments. So anyone who has written comments please submit those to Elena. Her address and email address is on the screen. Email is perfectly acceptable. So we welcome and encourage any comments. Thank you.

Cara Silver, Senior Assistant City Attorney: Chair Gardias, just to wrap things up, if I could just add a few brief comments on this. We did want to let you know that this is your first opportunity to review this EIR. There will be other opportunities throughout the process, so don't feel that you need to get all of your comments out at this session.

Also, I just wanted to kind of point you to sections of the EIR that are particularly relevant when reviewing it. Sometimes when you are given a big, thick document like this with lots of technical appendices and tables, etcetera, it is a little bit difficult to figure out what you should focus on. And we typically advise that reviewing the executive summary is really a very good starting point. The executive summary lists all of the impacts. It lists all of the mitigation measures and whether the impact can be mitigated or not. If as you read through that summary section, you will find other issues that you may want to drill down on more completely and so you can then refer to other pieces of the EIR and other chapters for more in-depth review.

Another place to focus on, as Joanna mentioned, is the impact methodology and the mitigation measures. Those are very important. We would like to get your input on whether the mitigation measures that have largely been developed by the City staff and the consultant team do adequately mitigate the impacts that we have identified and if there are any additional mitigation measures or if you do not think that the mitigation measures we've suggested are adequate we would love to receive your feedback on those.

And then finally, I did want to point you to Appendix B, which is contained in Volume 2 of the EIR, and that is a very good memo that discusses the evolution and the analysis that we have

prepared in connection with the thresholds of significance that the EIR uses. And so it shows the kind of the historical background on those thresholds and then describes in detail what thresholds are being used for this particular EIR. So that's also a good reference for you all. Thank you.

Acting Chair Gardias: Thank you very much. It's a good comment so just before we move on with public hearing I want to just touch bases on this because we discussed this at the pre-Commission meeting that given the breadth and importance of this document it is impossible for the Commission just to review it at tonight's meeting. So what we discussed to already reserve a time following the Commission meeting for another review and limit this just review and just do the portion of this document. So that's what we discussed and with thanking Joanna for the review, I would like to just give the voice to the public. So let's review the comments from the public and then let's discuss what we can achieve today and what we will not achieve today so we have some clear delineation. So with saying this, thank you very much for the review and let's see if we have any comments from the public.

Acting Vice-Chair Waldfogel: Our first public comment is from Mr. Stephen Levy, five minutes. Do you need 25?

Stephen Levy: No, I mean you know. A document like the one that Joanna prepared can be completely accurate, professionally done and not respond fully to the information needs that this community deserves, and I believe that's the case. I think there is one striking omission and basically I'm urging you to urge everyone in the new alternative to correct the omission. I think there are two thorny problems that may be a result of the way the EIR is structured. Not anyone's fault, but omissions. As Joanna said, they crafted the alternatives based on a series of community meetings. I went to all of them; you went to some of them in 2004. The housing alternatives, even the high one in 4, do not reflect my oral communication to you at the beginning that there are no regional population numbers, new regional job numbers, new regional household numbers. They are all higher for two or three reasons, but more than that the EIR alternatives do not reflect the May Summit that most of you went to, and the enormous public comments before this body, before the CAC on which I serve, and before the Council about housing. So I encourage you to encourage Joanne and the staff to go big on housing in alternative 5. The Council will ultimately decide. We are not talking about decisions now; we are talking about a community getting the information to understand what it is to really contribute to the regional housing shortage. We've had 280,000 new jobs, 170,000 new people since this alternative was crafted, so go big. PH1-01

The two technical points are, and you know more about this than we do, that the community in the EIR is transfixed with identifying and mitigating what Joanne has correctly said are differences, but small differences among growth alternatives. But we all know that if you want to reduce the impacts on the air, on the environment, on traffic and parking, we need to be talking about mitigation measures that change the behavior not of the new residents or whether it is 5 or 10 percent, but of the 100 percent of existing residents who are here. If the EIR and the Comp Plan and my committee and your Commission are going to move the needle we need to be talking about not mitigating primarily new growth, but mitigating and changing the behavior of the parking and traffic and environment of existing people. PH1-02

And the last point, and it's just a fixation of how CEQA is done or city councils and planning commissions work, the EIR and Joanna correct me if I'm wrong, because I think you did a completely wonderful job, but the EIR when it looks at the impacts on a city pretends that if it doesn't happen here, it doesn't happen nearby, and that's demonstrably false. And so if you are a regional thinker and Joanne mentioned that we are doing this in the regional context, then this community deserves to know so at least they can make the decision about whether a little bit of growth here has fewer impacts than that same growth in Sunnyvale or Menlo Park or Redwood City because we are the most mitigating, environmental sensitive community and I can't believe that growth anywhere else is better for the regional environment, for the global climate than here. I know that the EIR and the CEQA process forces us to think of us as an island, but we're not. So encourage the Staff and the consultant and you all to think about whether it's better to limit growth here and push it elsewhere if we really are regional environmentalists or whether we should just be an island. And thank you for five minutes. That's refreshing. PH1-03

Acting Chair Gardias: Thank you. This concludes the public hearing, but per our practice we would like staff to respond to the issues that Mr. Levy brought up. So if you could just spend a couple of minutes just to review all this items that he brought to the table. Thank you.

Ms. Jansen: Sure, I'm happy to take a stab at that. So the first point was about thinking about an additional fifth scenario that really goes big on housing and there's one comment that Mr. Levy made that I'm not sure whether you misspoke or misunderstood what I said, but the meetings that these are based on were from 2014. And so they are based on ABAG's Projections 2013, so I'm certainly not disputing that since the summer of 2014 there's been additional growth and additional change. That's certainly true. As far as I'm aware, there's not another set of ABAG projections that's been released, since Projections 2013.

Acting Chair Gardias: No, it's time for the staff to respond so…

Ms. Jansen: So I, again, the point is certainly taken that conditions have changed. We didn't finalize these scenarios until after the Summit, so we really did our best to take into account the input that we heard at the Summit although we had already started forming the ideas about that there would be four scenarios and that they would test a range. So I wouldn't say that they don't take into account the input of the Summit, although the Summit, as you probably recall, was really kind of more focused on policies and issues rather than on specific land use discussions and the more land use focused discussions were really the ones that we had in the summer, the previous summer of 2014. But I think we did particularly when we talk about the range of growth management strategies, the range of sustainability strategies, the range of transportation investments, not just the pure numbers, but other types of characteristics that are considered in the scenarios those very much come directly from the Summit. So we did make a very strong effort to incorporate that input.

That said, certainly the fifth scenario is an opportunity to add another bookend to this process. We have heard voices that one way of addressing the jobs/housing imbalance that the Council, that would really seem to spur the Council to want to add a fifth scenario is not just to decrease jobs, but also to increase housing. So we have heard that message and I'm sure that's

something that's going to be an ongoing part of the discussion. As Mr. Levy accurately said, no decisions have been made about that and we are going to be talking about that more with the Council on May 16th.

Another point that was made was about mitigation measures changing the behavior of existing residents and I think that is a really important and intriguing question, and it's also, as Mr. Levy noted, somewhat awkward to address under CEQA. In terms of statute and case law, really we can't write an EIR or a mitigation measure that requires a project to mitigate existing deficiencies. And in terms of thinking about a mechanism for doing that such as funding for a particular transportation improvement or a particular mitigation, really the best mechanism we have are things like development impact fees and, of course, as you are aware, those are charged to new development. So, while I think it's absolutely vital to change behaviors or address problems that are happening now, today, even in the absence of any growth, it may be a little bit challenging to do that through your EIR and its mitigation measures specifically. I think the Comp Plan and its policies and programs are a great venue for considering those kinds of attempts, but I think it is, again, a very valid point that we need to keep in mind the increment of new growth compared to what's already here is not solely responsible for the types of impacts that you see when you read the EIR.

And then finally, the question about how the EIR conceptualizes where growth might happen or what might be the impacts of deflecting growth away from Palo Alto. It's accurate to say that in terms of the traffic modeling, just to take one quantitative example, the traffic model is a regional traffic model. It's the Santa Clara Valley Transportation Authority (VTA) model, which looks not just at the nine county Bay Area, but even beyond those borders. We kind of plug numbers, the numbers that you saw for the scenarios into that traffic model and when we decrease housing in Palo Alto it is accurate to say that we didn't then look into the model and increase housing in Tracy or in Sunnyvale or in other places, so I think that's a valid point. We did, I think, touch on this in some other maybe less model-based sections of the EIR. For example, in the section on population and housing the discussion of Scenarios 1 and 2 does bring up the question of well what will happen in terms of housing affordability or displacement if the supply of housing is lower rather than higher. So that I think maybe gets to some of that question. It may not be a complete answer, but those are my responses.

Acting Chair Gardias: Very good. Thank you very much. So let's then focus for a moment on what we may accomplish today. So any proposal from you? Are there any sections we can review today and some that we may leave for the next time?

Elena: Thank you Chair. Staff would suggest that we follow the format of the slide right here to focus the discussion on the EIR methodology, the impact findings and mitigation measures, and specific attention to mitigation measures that maybe you have some comments on and also specifically probably the significant and unavoidable impacts.

Acting Chair Gardias: Ok, so that would be the agenda for today, right?

Jonathan Lait, Assistant Director: If the Commission feels, again it's your… we are here to receive your comments so if you can do it today, great. If you want us to come back, just tell us the areas that you want us to focus on when we come back as well. That would be great.

Acting Chair Gardias: Yeah, well I mean for sure we would like to have a follow up session. That we, we already know this, right? Because there will be some learning curve, some after thoughts, so we would like to already put it on our calendar and then we will not be able to review everything.

Mr. Lait: Ok, so when we get to the calendar, I don't think our consultant is available for the next meeting, but we can find some time in I guess May where we can come back before the Council meeting? Ok?

Acting Chair Gardias: Very good.

Mr. Lait: Thank you.

Acting Chair Gardias: Ok, thank you. So let's get started with EIR methodology. Would you like to take us into it, just to give a summary of the methodology within a couple of minutes? So it would just put us into the mood.

Mr. Lait: So yeah, if I could suggest, maybe… so I, I don't know how much the Commission has read. I mean, it's a big document and I don't think we are expecting… we actually had this conversation late in the afternoon. I mean it could be a little bit intimidating because there is a lot of technical information in here, a lot of details, and as a Commissioner that might be a little bit, could be a little bit off putting because how are we to know about all these different detailed aspects of the code? And so that extent we do have, we can respond to some of those questions if something strikes you as not being right or you want some more information we can talk about that. But I would suggest that as community members I would look at the document from that lens and as Commissioners, to you know… if you've read the document and Cara kind of spoke to some of the key areas to pay attention to. If you're reading something that doesn't quite sound right those are the things we kind of want to hear about. If we were to launch into a discussion about methodology we would be here into tomorrow sometime.

Acting Chair Gardias: Ok.

Mr. Lait: But I guess I would ask maybe amongst the Commissioners if there's any specific questions that Commissioners have, maybe that would be a way that we can kind of tease out (interrupted)

Acting Chair Gardias: Very good. Ok, I know. We'll get there. So good, thank you. Please.

Ms. Jansen: I just want to reassure you that it's been my experience at hearings like these with planning commissioners on a big document like that, that the questions are kind of all over the

place. So certainly from my point of view it's fine if we jump around from parks to air quality to traffic and that's however you guys want to dive in is totally fine.

Acting Chair Gardias: Very good. We'll do.

Acting Vice-Chair Waldfogel: Framing question, another framing question.

Acting Chair Gardias: Yes, Commissioner Waldfogel.

Acting Vice-Chair Waldfogel: Yes, thank you. I mean there's clearly a huge amount of work has gone into this over more than just a few days, so it's impressive. Just another question for staff is, do you want us to try to weigh in on the scenarios, preferencing scenarios versus the question of, say, mitigation that may apply across multiple scenarios? I mean what I am struck by in this document is that there are very few categories where the impacts differ between the scenarios. There are just a few and I'm just wondering are we looking for some focus on that question? I mean you commented earlier that this is an unusual EIR in that it contains multiple scenarios. You know, I'm surprised you didn't do a little job descript, interactive calculator for us. Maybe that will be the next version of this. But it's not a serious request. But I just wonder if you want us to think about that question at all tonight?

Ms. Jansen: I think the main goal in my mind for tonight is to hear any questions or concerns that you have really about the analysis of the scenarios and the approach to how they were analyzed or the conclusions that we came to. So to speak to your point, for example, if you would have thought that by reading a particular threshold of significance you just kind of at a gut level would have said, "Oh, well, Scenario 4 is going to be way worse than Scenario 1 on this threshold," and then you read the discussion and it said "Oh, I have exactly the same impacts." That's the kind of question you might raise tonight and say, "Well, why is this? And I don't see how that can be, or did you take this into account?" and that would be fine. As opposed to just a discussion of what we in CEQA parlance call kind of the merits of Scenario 1 versus Scenario 4, if that's helpful.

Acting Vice-Chair Waldfogel: And just a suggestion as you present this you might want to present the baseline numbers for these categories of housing, jobs, and because it's, again it's hard to assess whether we are talking about 3 percent changes or 30 percent changes without seeing the baseline numbers presented in this, in this (interrupted)

Ms. Jansen: Ok, great point. Yeah and those certainly are in the EIR, but I can see how that would be helpful to have it on here.

Acting Chair Gardias: Very good, thank you. Commissioner Downing.

Commissioner Downing: So I do have kind of a preliminary question, probably a question for Cara. But so the first two scenarios look at housing growth or looking at the average amount of housing we've added per year, so a little over 100 units, so my question is: how does that work when we're supposed to put together a Comp Plan that's also consistent with our Housing Element? Because in our Housing Element we've committed to 1,998 housing units by 2023

and so the EIR you're doing here is looking at significantly less than the impact you would have had to look at for the Housing Element. So how do these two things jive together?

Ms. Silver: Thank you. That's a good question. So the Housing Element requires that the City zoned for a certain number of units and so it's really a theoretical number. It's not the actual number that is going to be built; whereas, the growth scenarios sort of estimate what we, it's not even a belief, it's just kind of testing what happens if X number of units get built. So the Housing Element looks at theoretical sites and then these growth scenarios look at the actual units that will be built and what the environmental impacts of that particular level of growth will be.

Commissioner Downing: So I think what I have difficulty in understanding is that when people go ahead and they do development in line with the housing sites that we selected in the Housing Element, people are relying on this EIR to cover themselves for that development, right? Because we've already looked at what that looks like. That's what they are relying on when they go to build out their specific project. So what I don't understand is let's say for whatever reason one year instead of 175 something units or whatever, someone grows at 500 units. How are they covered from an EIR perspective if the EIR looked at far fewer units than they are allowed to build? How does that work?

Ms. Silver: Well, this EIR looks at the full range and so actually you will see in this document the environmental impacts of that 500 unit development. It's analyzed. I think what you're asking though is what happens if the Council were to select a Comp Plan policy that was targeted at that particular number of units and that's kind of a different issue. That's not the CEQA coverage aspect of the issue. That is if somebody, if the Council selected a growth option that anticipates say 100 units and then a project for 500 units came on line that would be inconsistent with the Comp Plan and would require a Comp Plan amendment.

Commissioner Downing: Right, so I guess what I'm getting at is I don't even know why we're looking at an EIR with two possible options neither of which they could actually select for the new Comp Plan update because it wouldn't be in line with our Housing Element.

Ms. Jansen: I just want to go back to that because these are in line with the Housing Element. But all of the scenarios include at least the minimum amount of housing that's called for in the Housing Element. Scenarios 1 and 2 anticipate the continuation of the existing adopted Housing Element, and then in 3 and 4 we look at additional housing or a change in the housing sites.

Commissioner Downing: But I don't follow that because you're… the number of housing units you've targeted, I mean it's for 100 something units, and that's far less than what would actually be allowed to be built under the Housing Element. That's less than the target.

Acting Vice-chair Waldfogel: It's 151 per year.

Commissioner Downing: Yeah, 151 per year and yet we're supposed to build almost 2,000, the target is 2,000 by 2023, so I don't understand because the two option (interrupted)

Ms. Jansen: Oh, I see what you're saying, in terms of the rate.

Commissioner Downing: Yes.

Ms. Jansen: So the total amount is greater, right. So this won't do anything to prevent the housing from being built that's called for in your Housing Element. I guess the point that I'm making is the total amount, I'm trying to go back to the table here, the total amount under Scenario 1 and Scenario 2, which are the two lowest ones, are still above what's called for in your current Regional Housing Needs Allocation (RHNA); so in your current Housing Element.

Commissioner Downing: Well, so I mean to get really technical about it, our target for 2023 is almost 2,000 units.

Ms. Jansen: Right.

Commissioner Downing: Almost certainly for the next 7 year period after that it's going to be much more than 2,000 units, so I count a minimum of 4,000 units just based on RHNA allocation. So that's not even like oh, we want to fix our housing problem. That's just plain RHNA allocation. So the only scenario that even comes close to that is Scenario 4. So my question is, I don't understand why we are studying scenarios that are not in line with our Housing Element, which would be, if selected for the Comp Plan, immediately inconsistent with the Housing Element. That's what I don't understand.

Ms. Jansen: I guess it seems like my concept here that we're… the total number is larger than your total RHNA is not an adequate response. So I apologize for that. I think what we wanted to, your question really is: why are we considering this? I think you have a two-part question is one, why are we considering this, and two, could we really even adopt this?

Commissioner Downing: Right, right.

Ms. Jansen: And I would say the reason you're considering this is because it's consistent with the past, I think it is 40 years of development history in Palo Alto. So in terms of identifying a range of scenarios I think there is some validity for considering, and again, what we're testing here is what would happen if, right, we're not saying this is what you should do or this is the one you have to pick, but part of the question, and I think it is valid to ask is: what would happen if we just continued that pattern? And so that's why this Scenario 1 as well as Scenario 2 are on the table is because this is the average of the rate you have been doing for the past 40 years and because we did hear a lot of voices in the community that say, "I don't want to grow any faster than that." So that's why these scenarios are among the range of what was tested.

So then I think the second part of your question is, could we really even really feasibly adopt these? I think that you could adopt these, and again, the modeling that we've done for these scenarios, the 2 lowest growth Scenarios 1 and 2, does take into account the existing housing sites. So the housing sites from your adopted Housing Element are in what was modeled for Scenarios 1 and 2 and that's assumed that those housing sites are going to build out and in

addition there would be some more room for additional growth. What about your future RHNA? Is it reasonable to say that you would be able to meet those? I think that's a more speculative question and I don't really think there's necessarily a yes or no answer that anybody could give you today.

The way that ABAG derives those RHNA projections is based in part on local regulations so you might say that if Palo Alto like had a particularly restrictive growth regime than ABAG might take that into account when assigning you your RHNA and assign you a lower RHNA than we're guessing today that you'll get. Of course, the other thing that ABAG takes into account when it's making its RHNA assignments is Plan Bay Area and the RTP and the sustainable community strategy and thinking about kind of a larger regional idea of concentrating growth, for example, around transit. Of course, Palo Alto has some really important transit resources that ABAG would probably be looking really closely at as a great place for more housing. So, would adopting Scenario 1 or Scenario 2 as the preferred scenario make it more difficult for you to meet your RHNA in the future? I think that's a very valid question and the City may well find itself in that position. But I think that's an important part of what we're trying to surface here with looking at this range of four scenarios.

Commissioner Downing: So I just want to make sure that I understand what we're looking at. So if we did adopt Scenario 1 and 2, and there comes a year where we're not adding 151 units, we're adding 500 units, 600 units, are those developers then out of luck? Do we have to go and redo our EIR if we are, in fact, building out the units that we said we would in our Housing Element? Would we have to go back and redo the EIR?

Ms. Silver: In general, probably not. What we would do is we would look at where those housing units are built. Assuming they are built in the areas that have been analyzed in the EIR, there wouldn't be a need for additional analysis. Although there might be some sort of project level impact analysis, so once you know exactly what the… this is kind of a very general program level EIR. Once a project is identified, a housing project, there might be some additional shade and shadow impacts and aesthetic impacts and groundwater contamination issues or things like that associated with the particular project that is proposed that would require some additional environmental analysis.

Commissioner Downing: Ok, but they wouldn't have to go do a separate EIR is what you're saying? If they were, if we were over that limit? If we were over these projections?

Ms. Silver: If we were… I'm sorry.

Commissioner Downing: So these EIR's right, so this projects 151 units per year. If we had a year where we were building 600 units, would the projects that are over 151 units, would they have to go and do their own separate EIR because this one does not cover them?

Ms. Silver: Right, as I explained as long as the sites in this EIR have been analyzed and those are the sites that are being proposed, they wouldn't have to do program level EIR, but there might be some project specific issues that would be studied in more detail. It may not be an EIR, it may be Negative Declaration, just some lesser environmental review.

Commissioner Downing: Ok, and if we had chosen a scenario that covered that number of units, then would that be avoided?

Ms. Silver: Yeah, it's really the same answer.

Commissioner Downing: Ok. Alright.

Acting Chair Gardias: I think Commissioner Alcheck would like to speak to the same subject.

Commissioner Alcheck: Well actually, ok well first I want to just sort of formally acknowledge that I really appreciate your contributions, Mr. Levy. I find them particularly informative and inspiring and I hope that you continue to communicate your knowledge to the leadership in this City and to its residents.

I think it's hard to imagine like that we will continue for decades this process the way it currently is, because I couldn't agree more about the issue that we are addressing, this environmental impact as an island. I'm on a high horse here when I say this, but I think that the solution, the road out of here, is a visionary… there's a home in Leland Manor this week that's being listed for $2,000 a square foot. We have, in my opinion, the only impact that I find problematic at this point is the housing shortage, and I find… It's my impression that the fifth scenario is a reaction, that all the scenarios are incorporating too much growth. That was my impression. I may be wrong, but my impression that this Council and the leadership was not satisfied that any of these scenarios were sufficiently slow enough and that is, I believe, I won't speak for everyone on the Commission, but I think I am, we are of one mind, Commissioner Downing and I. And I imagine there are other peers here that feel the same way, that this is just… we need some visionary leadership that inspires this community to address the housing crisis instead of encouraging the sort of fears that are being perpetuated particularly among our residentialist community members who want to sort of turn a blind eye to this problem. And I think that this notion that the Housing Element, all we have to do in the Housing Element to sort of make it legally adequate is to suggest that we could build this many homes, but we have absolutely no responsibility to really encourage that. In fact, we're just going to pretend like that's an option, but we are never going to allow a process that would build more than 140 units, which is what we have. And you're right, it's a very restrictive approach to housing development. And I just can't imagine that RHNA moving forward will go oh, you have such a restrictive housing policy in place so we're going to continue to allocate you less units simply because you prefer to live in a $2,000 a square foot residential market. None of our peers, none my peers of capable of affording housing in this area and it's just… it's so hard to imagine that there won't be some significant just like slap in the face moment over the next decade where we just… I find it problematic.

I find this exercise, it's such an important exercise and I'm so discouraged because I feel like, I don't feel like our efforts to encourage a fifth scenario that would be in line with the go big approach of Mr. Levy has any likelihood of occurring. And I think that's really problematic and I appreciate that the EIR is not the place where we sort of define how we solve every problem, but I do think that this concept of what… maybe the EIR doesn't have to address the regional and environmental impacts, but why wouldn't our leadership encourage a draft of an EIR that

did accept or define those impacts with more information? I think this is going to fall on deaf ears. I think it's going to go to City Council, I think when it goes to City Council they're going to be much happier when they see a Scenario 5 that is less than Scenario 4, which is woefully inadequate.

So I don't know in hearing your sort of dialog with our City Attorney I think that every project that sort of… any project in our current scenario that would create 500 units of housing would absolutely probably affect elements of the community that would probably necessitate if not a Negative Declaration some sort of the EIR approach on a project based specific level, and I don't know that there would be a conflict. I kind of think that her answer that it would be the same answer is probably accurate. I don't think that… I think the more important point that you're highlighting is just, what an inconsistency that the City would approach this from a scenario that is wholly disconnected from… highly sophisticated suggestion of how many units we need. It just feels like we are participating in an effort to provide inaccurate information. And so by suggesting that we don't actually have to build those units and that 145 is really what we've done for the last 40 years; the last 40 years have resulted in what I would call an housing disaster, and so the… and I don't know that the RHNA allocation even if we did accomplish it would actually get us out of this disaster so quickly. Because it probably won't, but I just think there has to be more emphasis placed on the notion that we should aspire for a regional…

Our City should aspire to impact the region in an overall positive way, as opposed to how can we essentially ignore the regional situation? And really it's funny that comment about addressing the changes that would be required for 100 percent of the existing residential population it's… the residents of this community that's not, you would not think that that is the kind of information people want to hear, you know? We might need to change the way we want to live so that our community could benefit, for our region to benefit, for our earth to benefit. But, if I, if it was my choice, that's the sort of information I would like us to consider. What mitigation efforts does the whole community could possibly take on in an effort to improve the negative impacts? And so I think I'll end there, but I'm discouraged with the, with my anticipated belief of what Scenario 5 will be, and that's it.

Acting Chair Gardias: Thank you. Commissioner Rosenblum.

Commissioner Rosenblum: Hi. So I take the advice to heart to try to concentrate on the analysis and possibly how you came to certain conclusions; however, I think you can't really do that without looking at the scenario ranges. And so a couple things that I think would be helpful: what is our number for 2030 in terms of RHNA and ABAG allocation? So if we hit our minimum from the numbers that you were using from 2013 what is our minimum threshold in terms of household formation that we are expected to hit?

Ms. Jansen: You're asking about if you projected the RHNA, your current RHNA which goes through 2023 (interrupted)

Commissioner Rosenblum: Correct.

Ms. Jansen: To 2030.

Commissioner Rosenblum: Correct.

Ms. Jansen: What that would be?

Commissioner Rosenblum: Yes, because in the exchange with Commissioner Downing you said you believe that all of them would meet this. What is the number we had to meet?

Ms. Jansen: Well, what I was referring to is just the like I said, the overall total and I understand the point about the rate. So I certainly don't have that calculation going forward at my fingertips.

Commissioner Rosenblum: Ok. I think that's a really important number and my guess is that these, all the scenarios except Scenario 4 will be short and that when the new numbers are calculated that even that will be short. Because I believe the analysis that Dr. Levy brought around there are forces that are moving that number upward. And furthermore it doesn't even take into account an existing gap when this started, which as you correctly point out are 40 years of housing policy. So you started in the hole. We were given an allocation that is based upon 3 percent of the County population, but we have 9 percent of the jobs, 25 percent of Caltrain boarding's. We're an important regional hub, but we got off light in some ways in the RHNA calculations, but that doesn't even account for the deficit we started with. So if we're trying to address the jobs/housing imbalance I understand there's a denominator issue you can just get rid of jobs and that might be an answer, but I think the solution is really around housing, particularly if you're thinking about sustainability and regional planning.

The second thing I wanted to bring or first question, but also to bring in… I just did, I agreed with Commissioner Waldfogel that it's very helpful to actually have the baselines. So I put the baselines in to just calculate the range of growth that you're anticipating. And it's between I think .54 and .88 percent growth per year in housing. And that is I believe below the regional estimate in every case. And so I think that even our most aggressive scenario we're still slipping behind. And so I echo my Commissioner's ask to make sure the baseline is there. Put that baseline against the region. I think that would be really helpful. It must be in this document somewhere and I just, again, I read the executive summary. I went to individual exhibits, but I couldn't find it myself.

The final comment I'll make is Dr. Levy also referenced the Our Palo Alto Summit that took place this last year. And I remember our Mayor at the time, Holman, made a great speech at the beginning. Said, "This is the Constitutional Convention for this document, for the Comprehensive Plan" and that that's what we're doing is trying to come up with exactly these things. How much growth do we want in housing? What is our policy towards job growth? What is our transportation policy? And the interesting thing is that they tabulated this. So every table had to submit their answers by phone and the City captured all this. So you can just go and download it and I did that. And so it's quite revealing. You have a very high preponderance of answers that were for much higher density, even to the extent of saying we should get rid of our height limits and the people that showed up and it's a very large set of people, it was like 400 something people, and under each category you have more than 80

answers for each of these things. So you actually have a fairly good set of results and what I'm getting to here is none of the scenarios reflect that.

All the scenarios are low growth scenarios defined as lower than the County, lower than what would make a dent in the jobs/housing imbalance. And certainly when you look at certain goals like reducing vehicle miles traveled covering emissions the scenarios really all very similar. I mean you're absolutely correct when you said the impacts are all the same. It's because the scenarios are almost the same. And so my point on the analysis is in some ways they're all kind of the same. And what I'm asking for is you're doing Scenario 5 is there should be a bold scenario particularly around housing. And housing is the root of a lot of the goodness that particularly when you look for sustainability goals, but also to help with affordability and other things that we saw the last time we met, which was around the Citizen's Survey, the great dissatisfaction was all around affordability of housing, diversity of housing. Those were the most notable things by far.

So anyway, so my comment is when I look at the scenarios they feel although you give them different titles the numbers are all within a fairly narrow range. And that's why the impacts are all the same. And so put that aside in terms of the crafting of the document itself, baselines plus our compliance requirements regionally would be super helpful right up front and to see where we are under those would be, would be useful.

Ms. Jansen: Elena was kind enough to find the current RHNA for me from your current Housing Element. It's 1,988 units as Commissioner Downing said. So I think over eight years that's 248 units a year times 15 years from 2015 to 2030 would be 3,720 units. I think if I can remember how to do math by hand. So that would be beyond Scenarios 1 and 2 as you pointed out, slightly beyond Scenario 3, then Scenario 4 would exceed that.

Commissioner Rosenblum: Yeah, so again I concur with Commissioner Downing. It's odd that three of our four scenarios are below what the conservative RHNA estimate is and if Dr. Levy who is a regional economist is correct about this, those numbers are only going up, and we started in a hole. So I, that reflects my comment that if housing is our main, is one of the main issues as reflected in the Citizen's Survey, as reflected in the Our Palo Alto Summit, as reflected in just about daily life and the cost of housing, it's just odd that three of our four scenarios don't even meet our kind of statutory requirement. So I think it's important and I'm glad you're doing a fifth scenario because it gives us an opportunity to really put the hammer down.

Acting Chair Gardias: Very good, thank you. It looks like that's the material that we would appreciate at the following, at the follow up meeting and probably you should just spend first hour just on reviewing the relationship to the RHNA numbers and scenarios that we have on the table. Can we do this?

Ms. Jansen: Yes, that's fine.

Acting Chair Gardias: Very good, thank you. So (interrupted)

Ms. Jansen: We're happy to do that. I guess, I'm sorry, could I just ask for a clarification on your point about comparing… what I wrote down was put the baseline against the region. Could you just say again what metrics you're thinking of there to make sure we're (interrupted)

Commissioner Rosenblum: Yes. Two baselines; the first is your summary tables. I'll say net new. Net new housing, net new population, net new jobs, but don't give the current. So two of those numbers are quite easy to find; it's very easy to find the total number of current households and the total current population. It's difficult to find the number of current estimated jobs. All of them are findable and, but it would be good instead of us trying to find our own numbers, working off different rates you just had the official City numbers that you used when you did the scenarios.

Ms. Jansen: Ok.

Commissioner Rosenblum: The second is regional policy estimates, so the latest numbers from ABAG, RHNA, what we're expected to do. And so use that as like here's the hurdle we need to try to hit and if you have a policy if we decide we don't want to hit it for whatever reason that should be explicit.

Ms. Jansen: Ok. And we are happy to provide that and I will since you mentioned looking for it in the EIR just note that at least some of that is in the Population and Housing Chapter which has comparisons to the Current ABAG projects, but I'm happy to put in the, what you're asking for here, but it is in the EIR.

Acting Chair Gardias: Very good, thank you. Commissioner Downing.

Commissioner Downing: So a little bit out of the box thinking here, but there are certain elements of our Comprehensive Plan for example that are required by law. We're required to provide them, we're required to have Land Use, we're required to have Housing, but I would suggest a conversation for staff and for Council about other elements that are not necessarily required which other cities undertake because they view them as valuable for assessing the quality of life of the city and where it's going. We've spent a lot of time talking about these kind of core things, but sort of missing a little bit of the side things.

So to the point of ok, this is like the one percent of growth, what about the other 99 percent I mean there are Comprehensive Plans that do address those things. There are Comprehensive Plans that look at economic vitality, right? That look at any number of things that a community finds valuable to itself and for us I mean I certainly think that looking at displacement, looking at housing affordability, just looking at what the quality of life is, what the diversity of the housing stock is. Not just the numbers, but how many people can actually find what they need? What actually matches their household size, what actually matches their incomes, right? We're not, I don't know that we're necessarily doing a very good job of coving that and if this is a top priority for us and I don't know. I'd like to explore that option for the future because it's clear that this community has priorities and when other communities come up with priorities that aren't statutory they still had them in the Comp Plan.

Ms. Silver: Just one clarification on that. I think that's an excellent point. So and again we have to separate the Comp Plan from the Comp Plan EIR so some of that discussion is actually in the Comp Plan itself in the Housing Element. And then if your comment is that you would like to see what the environmental impacts of that displacement is and that would be an appropriate comment for the EIR.

Acting Chair Gardias: Very good. Cara, thank you very much for reminding us about the objective of this session and all those comments are truly good. We need to just verify the math and I heard we will do it, right? At the follow up session, but if we may just start refocusing on the EIR because there is another big book that we need to review so I would like to ask my colleagues just to do this. Commissioner Waldfogel.

Acting Vice-Chair Waldfogel: Thank you. And perhaps to just amplify on some of the comments that have just been made and by the way my preference is to get this done in a finite amount of time. So that would be a good thing.

How coupled are the various aspects or how coupled are the impacts from the various aspects? So I mean if we were to think about I'll probably be pilloried for putting a number out, but if we were to think about say, a 10,000 housing unit objective, but without substantially changing the jobs number I mean how would we even think that one though? I mean would we have to, I mean are all these things coupled together that the cultural impacts, aesthetic impacts, the air quality impacts are all wrapped around each of these pieces or are they fairly separable?

Ms. Jansen: It's a great question and it's, it's really something we struggled in both constructing the scenarios and in analyzing the scenarios because at a certain point you really have to look at something as a piece. It's very difficult to just analyze an isolated component of a scenario by itself. So just to take an example kind of a micro-example of the transportation measures I'll have you look in the project description and you'll see that the different scenarios include different sets of transportation measures so like these are summarized in Table 3-7 and they include different ideas about sustainability for example. And so when you measure Scenario 4 just as an example that really looks at the entire kind of package of a sustainability initiatives and transportation infrastructure improvements and those numbers, the jobs and housing numbers coupled with that set of improvements and that set of sustainability initiatives.

So just thinking about the job for example of our traffic modelers they can't really model the effects of only giving employer incentives for carpooling and bicycling separate from giving free transit passes. Or they could, but what that would mean would be remodeling the scenario kind of for each one of what our five different sustainability initiatives for example that are listed under Scenario 4. So the approach to the analysis is really to consider these kind of as a package and for that reason it can be somewhat difficult to disentangle whether a given level of impact is due to or a lack of an impact is really due more to the employer incentives or is it due more to the free transit passes and kind of what, what's the magnitude of those different measures (interrupted)

Acting Vice-Chair Waldfogel: Right, but relative to that can you disentangle housing from jobs? I mean at least at that level. Is that a, are those separable threads?

Ms. Jansen: I want to make sure that I'm trying to respond in a helpful way. The way that the quantitative analysis was done considers both of those things as a package. To think about the differing impacts I think you'd be really talking about those two topics kind of conceptually. So does housing generate more trips or do jobs generate more trips or at what times of day do those trips occur? And you could kind of talk qualitatively about what you might expect to see from an increase in housing or a decrease in jobs, but when we, if we want to do specific quantitative modeling that actually looks at developing different parts of Palo Alto in different ways then we need to assign specific numbers to specific locations and then do that, that modeling and that analysis of that particular scenario. So to consider a change in one aspect of that scenario whether through a fifth scenario or some modification of one of the scenarios would really mean kind of going back and changing the numbers and doing the model again.

Acting Vice-Chair Waldfogel: Well and just to finish this thread and is that a, is that process statutory? I mean I guess what I'm looking for is: is there a way that we can answer some of these questions? I mean I've heard some requests which I support for scenarios that have more housing. I don't think I've heard any demands here for scenarios that support more jobs, but people may have viewpoints on that here. I bet it'd be great if there was a quick way to get to that so that we don't draw this out into a Scenario 5 followed by Scenarios 6, 7, 8, 9, and 10.

Ms. Jansen: Sure. Sure, sure. Yeah.

Acting Vice-Chair Waldfogel: That would just be my ask.

Ms. Jansen: Right. And I think that was part of the goal in the scenarios and I definitely have heard that for some of you or maybe all of you the scenarios don't really seem to represent a range. For other people they seem very dramatically different. So, but that was the goal of the four scenarios just to kind of provide like a low and a high so that then once we do that, those analyses we can make some educated guesses about how changing the numbers or the locations of growth might, might make an (interrupted)

Acting Vice-Chair Waldfogel: So to that point then I think there would be a lot of value in perhaps following some of the suggestions here and looking at some, looking at some stretch numbers (interrupted)

Ms. Jansen: Beyond the range we have (interrupted)

Acting Vice-Chair Waldfogel: Right, beyond the ranges that we have because at least that way we can, at least we'll have some seat of the pants analysis. So I mean we may say 10,000, 15,000 units clearly unacceptable impact, but at least we have something to base that discussion on rather than pure speculation.

Acting Chair Gardias: Very good. We have Commissioner Alcheck waiting for his time.

Commissioner Alcheck: Yes, actually I just… this might be a question for Assistant Director Jonathan Lait. Do you have the impression that Scenario 5 is supposed to be a slower growth

model than Scenario 4? I know that it's not being presented tonight, but I assume that it's being worked on and before we get too far ahead of ourselves I'm just curious if you have any information to share sort of regarding what… is it still open for? We had a community member today that suggested we should go big. Is that an option or is it, has there been Council direction as to what they're hoping it should be that you can sort of specify tonight?

Mr. Lait: I'm going to ask Elena who has been working with the consultant team and staff to develop that Scenario 5, but I again just want to take the opportunity to redirect us to the document. We're not here about, we're not here tonight to talk about the Scenario 5, but there will be opportunities to have this discussion. What we're here prepared to talk about is the document, but with that in mind I'll ask Elena just to kind of briefly update the Commission on that Scenario 5.

Elena: We have requested direction and feedback from the City Council on what Scenario 5 should be analyzing. We had a meeting about housing in February where we asked should we consider significant housing changes that would result in changes to some of these policies or even the Housing Element and we didn't receive as much feedback as we had hoped. We did receive a lot of good information, but I think that's what we're anticipating to be hearing back from May 16th, on May 16th. Our impression is not that they're looking more for significant increase of housing. The direction seems to be more looking at the quality of life. To finding that balance between jobs and housing that would help support existing and future residents of what they expect from the City of Palo Alto.

Acting Chair Gardias: Very good. Ok, thank you for the update. I have two Commissioners waiting for their voice, but in order just to shape the discussion toward the document I will start asking questions myself. So hopefully it's going to just trigger the switch. So if you don't mind I will just go through the impacts and mitigation measures and I will refer to the specific sheets so please just follow me and I will just do a couple of them at the time because I know that the others may want to continue on the scenario numbers.

So if you just let's go to the Page 1.8 that is the first from the impacts series and just talks about the aesthetics. And this refers to the, refers to the discussion that was at the Council level about how should Palo Alto look like. And I think that there will be probably a specific Council direction about how truly architecture and aesthetics of Palo Alto should be derived and I'm sure that they will provide some sort of pointers and guidance in that perspective, but there should be some policy or mitigations because of the changes. And some of the mitigation measures that address the first aesthetic points talk about variety of the different of promotion of quality design and some other items. It is always a question what is a quality design. And then there will be many parties just arguing about this. PH1-04

There is from perspective of the aesthetics and architecture and visual resources there is a concept of vernacular design that pretty much addresses pretty much everything that's rated to the environment because that's the design that just takes the resources that are in, the local resources and builds locally. So there is no transportation, no environmental impact and so forth. And then pretty much there is a certain aesthetic look that is derived from the local environment. So this is how adobe buildings were built at a certain point of time because they

were natural. They built out of natural resources; clay and straw and whatever was available. That pretty much gave the old missions their look and then that is a possibility or opportunity for Palo Alto. So I would if I, I would suggest to insert vernacular definition into this document that would maybe be more appropriate. So that's comment number one. PH1-04 cont.

Then if you turn to Page 1.17 and before I just go to the specific item I would like to just also know that this that was kind of obvious during this discussion, but when you look at that significance of different scenarios as my colleague observes, observed, all of them are pretty much the same for all the, for all impacts which is truly to believe. There are some differences, like for example for Culture-3 item, but throughout all of them those scenarios they pretty much they have the same impact. And I would recommend that you just go and review them again because when I was just looking myself and I can give you maybe couple of comments after the meeting I find that some of them were truly to be, were not really… they should vary among themselves. That was my perception. So on Page (interrupted) PH1-05

Ms. Jansen: Sorry, couldn't I just ask about that? Are you saying that what's in the table doesn't match the conclusion that's in the text or are you saying that you disagree with the conclusion (interrupted)

Acting Chair Gardias: I disagree with the significance (interrupted)

Ms. Jansen: Ok.

Acting Chair Gardias: Of the impact for different scenarios.

Ms. Jansen: Ok, thank you.

Acting Chair Gardias: And I just don't want to just use too much time on this. So there is like for example when I go to Page 117 and that's a good, I'm going to give you an example on that relates to a Culture-1C item, a mitigation measure, and this talks about archeological resources, but pretty much take this comments throughout. There is number of the state level policy requirements which I believe that are not necessary to be in this document. They just put a haze and lots of verbiage in this documentation that may not be necessary. If there is already a policy, state policy measure that we need to comply with this doesn't have to be in this document. This is just an obvious reference.

Ms. Jansen: I agree. PH1-06

Acting Chair Gardias: So if there is a possibility and then pretty much this was a bullet point within this mitigation about protection of Palo Alto's archeological resources; this is governed with state level documentation so I don't believe that we need to pretty much repeat what's governed with the state measures. And I may find more examples like this.

So now I'm going to just go back to my colleagues and I know that Commissioner Rosenblum has a comment.

Commissioner Rosenblum: Yeah so going back to a couple of the specific items under the plan, so assuming the scenarios are what they are a few things I think would be significant. I think that the biggest lever you have for mitigations so the of the four plans as presented or the four scenarios as presented Scenario 4 seems to be the most thoughtful within the community input that I've seen. Meaning it's attempting to use various mitigation measures to manage growth versus hard caps. It anticipates a larger proportion of housing, etcetera. So if I concentrate on that one I find that the most useful of the scenarios and it seems compliant and it's the only one that seems compliant with our regional allocation.

I think that there is language that seems so Transportation 3A, require Transportation Demand Management (TDM) programs, for example, and so my question is how granular do we get at this level? So do we try to advocate for specific mode shares through more aggressive TDM programming? So the thing I'm thinking of specifically we just launched our Transportation Management Association (TMA). They're beginning to acquire funding. They are, they have their own goals for trying to work on mode shift. And so under Scenario 4, under all the scenarios actually, probably the biggest lever in managing impacts is changing people's behaviors in mode shift. Should this EIR anticipate the level of funding or the kind of TDM's that may be required? Because right now it just says "require TDM," but is that something that's going to be anticipated by the Comp Plan or as part of the EIR? So that's the question. The comment would be I want this probably to be the biggest lever that we could use particularly under Scenario 4. PH1-07

Ms. Jansen: I think that the EIR mitigation measures really have a responsibility to be specific, feasible, and enforceable. So if we were to just kind of throw out there that oh, the City should start a TMA and do some TDM stuff and we didn't really have any evidence that you had the resources to do that or you had any intention of doing that then it would be very difficult to kind of propose that as a mitigation measure with a straight face. But given the fact that you do have a TMA in place and some, some programs are beginning and the City is funding the early stages of this process I think it can defensively be included as a mitigation measure. So you might see other for example transportation improvements where we say well, if you've built this then that would mitigate the impact, but you don't have any funding identified to build it so we can't really rely on that mitigation measure to mitigate the impact.

Commissioner Rosenblum: In your experience do well crafted EIRs that are related to Comprehensive Plans have specific targets for things like TDM? So for example, this has targets for number of housing units, number of jobs created, and those are all things that will be achieved through policies and this doesn't have any zoning implications, but for example, zoning. Things like that. And then someone actually has to go and build those housing units. Similarly for TDM right now it's, it just says and TDM is a mitigation measure. Is there ever an attempt to say and as part of the scenario mode of Single Occupancy Vehicle (SOV) needs to drop to this level which implies fairly aggressive TDM probably doubling the frequency of shuttles plus… just curious if this is normally not part of the Comp Plan because in my view this is a very appropriate thing in this kind of Comp Plan where you're planning housing, jobs, and transportation together.

Ms. Jansen: I think that you are seeing some communities in California moving in that direction at the Comp Plan or the General Plan level. I would not necessarily say that it's widespread at this point particularly in the example that you're pointing out as TDM. I'm sure obviously as you're aware that we see that a lot more. These days it is tied to specific development proposals and EIRs or specific plans and EIRs in Mountain View, in Menlo Park, etcetera where they're tied to these kind of larger developments or specific plan areas and they have those kinds of targets or metrics for trips or trip reductions.

Commissioner Rosenblum: Yeah, so I'll just make one comment then and then let it go back to my colleagues. A couple of things to consider; so one, this may be just my personal view, but it's fairly strongly held which is TMA/TDM is one of the most effective mitigating factors that we have and given that Palo Alto just started one if there's an area to spend more time on on the mitigation side this would be a good one to dig into, set targets and those would probably be tied eventually to budgets. But Council would be able to see that and say oh, if this is what has to happen then there's some implications.

The second you just mentioned larger developments so I would imagine like North Bayshore and Mountain View or other major developments would have to have more specific plan. So on that note Palo Alto has a couple of specific plans so Downtown, Cal Ave., and eventually Fry's. And I don't know if this is outside of the scope of this or not, but to have recommendation for specific area plans for those sites if that's something that… yeah, so? Is appropriate? Ok. Like those sites probably, those three areas have such a disparate effect on really everything, transportation, jobs, and housing sites that those probably need a specific plan. And other communities in our vicinity have done that through use of specific plans in addition to their comprehensive plan. So those would be the comments of things that I would see outside of the scenarios that would be useful.

Acting Chair Gardias: Very good, thank you. Commissioner Downing.

Commissioner Downing: I think what I would be interested in knowing is sort of in your expert opinion what are the things that, what are the policies, what are the considerations that when you're doing these EIR analysis you're like oh, that shifted the needle. That made something much better or that made something much worse. So I think the problem that we're having in kind of even beginning to kind of look at this analysis in an analytical way is that because every scenario came up with more or less the same impacts it's really hard for us to even kind of drill into something and say to you oh, well, why is this so much better under this scenario than that one, right? We can't even ask you that question because there's nothing for us to sink our teeth into. And so in the absence of that I guess I'm asking in other EIRs that you've done in other places where you worked what are the things that you saw made a big impact in these kind of analyses?

Ms. Jansen: It's a, that's a great question. It's a tough question to answer because in my experience I mean I'm kind of thinking ahead here and I'm realizing this may sound like I'm trying to weasel out of something and I'm truly not. Every community is different and the kind of issues that are most important to every community are just so different that the things that they're trying to grapple with are so divergent. In some communities it's schools and school

capacity. That's the main issue and solving that problem is the thing that they spend the most time on and in other communities it's ag land preservation and in other communities it's traffic congestion. So it's there's really there's truly not kind of a one size fits all answer.

So I think here in Palo Alto I totally agree with Commissioner Alcheck that the thing we've probably heard the most about is housing and the need for affordable housing and the need for people to be able to stay in Palo Alto that are already here. And so I do, I do think you, you already have a robust set of programs in your adopted Housing Element. Certainly this Comp Plan looks at other ways of, or the Comp Plan scenarios look at other ways of addressing that problem whether through providing more housing and I know there's as Elena mentioned at the February Council meeting they talked about still more ideas for housing and really kind of housing affordability and preserving affordable housing not just building more housing. So not all of these solutions are going to necessarily come through your Comp Plan process either as policies or programs or even through EIR mitigation measures.

Another issue that we've heard a lot about here in Palo Alto has been traffic congestion. And I think we've heard from people who both really want to make sure that there continues to be a focus on transit use and access to transit and making transit more accessible and putting more people on transit and also people who say, look regardless of how workers get in and out of Palo Alto I have two kids to get to soccer games and grocery stores and etcetera and we also need to think about ways of getting around Palo Alto that work and where we're not at total gridlock.

So those are two different sets of problems with two different sets of solutions and in the latter I think what this EIR shows is one of the biggest differences it could happen from trenching Caltrain. And that's one of the EIR's, excuse me, one of the mitigation measures or one of the I guess scenario components in this EIR that's really shown to make one of the most kind of dramatic differences that we see between the scenarios just as one example. So to go back to Commissioner Rosenblum's comment that's a component of the scenario where making that happen would clearly be a significant investment for the City and it would also require some regional level of effort likely and not just for Palo Alto by itself. It's kind of difficult to tell you here's the list of the mitigation measures you should adopt because it, I think the problems that you see as the most pressing and that you individually or as a group want to solve may not be the same as the problems that other community members or decision makers see as the most pressing and the most in need of solution.

Commissioner Downing: Well let me ask you a different question. I've noticed that on both sides here we've sort of interchanged these two concepts between what's a policy in a scenario and what's a mitigation? And so I guess my question is how do we decide what we're going to call it and then on the mitigation front are we more or less doing the same mitigations across all scenarios or how do we… how are we picking and choosing those things?

Ms. Jansen: It's another excellent question. The especially when we look at a programmatic EIR like this the line between what's kind of a project component and what is tacked on as a mitigation measure can get a little bit blurry. And I realize that I probably should have touched on this in my presentation. Typically when we would do a Comp Plan and a Comp Plan EIR the

way we handle mitigation measures is an assumption that what we identify as a mitigation will be incorporated into the plan itself as a policy or a program. So you see that language in some of the mitigation measures like the aesthetics one that Chair Gardias was mentioning earlier where it says the Comp Plan should add these policies to strengthen the protection for visual resources. So in that case right now actually some of the policies that we reference are current Comp Plan policies, but because of their significance in helping to mitigate that impact we want to make sure and call them out in the mitigation measure so that we say these are really some policies that the Comp Plan needs to include if you want to avoid this potential impact. So the policies could get, the mitigation measures could become part of the project when the Comp Plan is adopted. So you might end up with a relatively short what we call Mitigation Monitoring and Reporting Program and instead fold these mitigations into the Comp Plan itself.

Commissioner Downing: So with respect to this EIR and with respect to kind of transportation/traffic issues of the mitigation measures that you've proposed which ones do you think have the most significant impact?

Ms. Jansen: The most significant ability to reduce impacts? You know I would have to go back and look at each one individually to give you a good answer and I'm happy to do that. Of course, the level of impact that you're trying to mitigate varies between the different scenarios so I think another important question is going to be where do we end up on the preferred scenario and then as I mentioned in the presentation there's going to have to be a very important step of comparing that preferred scenario to the list of mitigation measures that we've identified and either confirming that those mitigation measures would effectively reduce the impacts of the preferred scenario or if necessary identifying additional mitigation measures or tweaking the mitigation measures we have here so that we know that they're responsive.

But to go back to your earlier question about kind of how do we, I know which mitigation measure we're applying to which scenario. The EIR does say that, but I mean for each mitigation measure. But to the extent that the City has identified in this EIR a mitigation measure that's feasible and implementable and effective to some extent it kind of has an obligation under CEQA to make sure that that mitigation measure is adopted and enforced if that impact is going to occur under the preferred scenario.

Commissioner Downing: It would just be helpful to know what, what are the biggest levers for us to press? Where are areas that presumably in looking at these mitigation measures you've looked at the reality, you've looked at budgets, you've looked at what you think is feasible, but if there's a particular mitigation measure that you're like hey, if we had twice the funding we could quadruple the impact we have here. Like those are things that would be really helpful for us to know and I feel like I'm not really getting that out of the EIR. I'm sure it's in your heads, but I don't know what those things are. I don't know what you guys seem to find as most helpful mitigation measures.

Ms. Jansen: Right. Well, I mean I guess two responses. I think really where those kind of big ticket wins would come from in my mind is less in the mitigation measures because I kind of think of the mitigation measures as cleaning up after the fact. Like we've come up with these scenarios and then these scenarios have these little pitfalls or problems and we're trying to fix

those with the mitigation measures. I think more effective is to look at the components of the scenarios themselves like you guys have already been talking about. And I know we've been saying that we're here to talk about the EIR so I'm not trying to get you back off course, but in terms of effecting the greatest change in response to your question I think that really comes in the scenarios rather than in the mitigation measures. Not that the, the mitigation measures are important, absolutely. But in terms of making the greatest difference and having just said that I think what we've all acknowledged is that among the scenarios and I think this is important, you're just from the increment of new growth and given the situation that you have on the ground I think it is important to acknowledge that a change like shifting housing sites from south to north and concentrating more density in Downtown or California Avenue just does not have a different universe of impacts, positive or negative necessarily. It may have some benefits or it may have some smaller negative impacts, but it's not a different order of magnitude from the other scenarios.

Acting Chair Gardias: To what to this discussion about mitigations and measures and policies. We talk about this at the pre-Commission meeting and I had a comment that there is number of the policies and programs that are being inserted by CAC group, but possibility by Council to the Comprehensive Plan and then also there is this list, right? So we may need to just take a look at this comprehensively, understand all this policies and just make sense out of them not only from EIR perspective, but latter on from the Comprehensive Plan perspective.

Ms. Jansen: Yeah, and we are trying as we're working with the CAC through their process of working on the elements to make sure that when there are policies that are specifically mentioned that should be in the Comp Plan that we're putting those in to the elements for discussion by the CAC and those include a note that say "EIR mitigation measures" so they realize the role that they're playing in the EIR side of the process. But yes, that step is important and definitely will need to happen.

Acting Chair Gardias: Ok, very good. Thank you. So let me just take a couple of minutes myself. So I would like to just refer you to Page 123. That is about, that is about greenhouse gas emissions and climate change and because of the draught that's hopefully just ending I have couple of thoughts that I would like to add to this and specifically on the Page 123 there is verbiage about flooding. So in some countries, for example, Germany, planning focuses on 1,000 flooding zone. We still just take into the consideration 100 years flood zone. And also this is the flooding. The same may be flopped and we can say there should be also impact from the draught perspective. So my question to you is like this: what would be the impact if we changed the language from 100 to more restrictive 1,000? PH1-08

Ms. Jansen: If we… which language are you referring to specifically?

Acting Chair Gardias: There is within that bullet point there is…

Ms. Jansen: That, that Page 123 has, it does have flooding related mitigation measures on it. They had to do mostly with sea level rise rather than the 100 year flood plain.

Acting Chair Gardias: Right, exactly. So (interrupted)

Ms. Jansen: Hydrology (interrupted)

Acting Chair Gardias: Yeah so instead of 100, right? Mitigation should just focus on the larger disasters that should be of related to the 1,000 flood zones.

Ms. Jansen: So the, an example of some specific thresholds of significance that talk about the 100 year flood hazard area are Hydrology 7 and 8. Those are on Page 127. So just looking at those thresholds and the way they're currently worded we didn't identify significant impacts. To your question of what would happen if that, I think the question you're asking is: what would happen if that threshold was changed to look at 1,000 year (interrupted)

Acting Chair Gardias: Yes, exactly.

Ms. Jansen: Flood or a more comprehensive area. And so I guess there's kind of a technical question about whether or not that data exists. I know there's data for 500 year flood plains, but I think it would be a question of looking at the mapping or the data that exists to say well, where are those impacted areas? And I would anticipate as I'm sure you would too that that's kind of a much larger area. And so we would find more of the City and sphere of influence to be effected by the 1,000 year flood.

Acting Chair Gardias: Yes, of course. Yes. Yes.

Ms. Jansen: So then you'd be in the position of thinking of either making land use changes or policy and program changes here as mitigation measures (interrupted)

Acting Chair Gardias: It would definitely cost us more, right? I mean if we're going to just adopt 1,000, it would be just… it would be quite a potential out place, to mitigate this. But what I am suggesting is just to reconsider this (interrupted)

Ms. Jansen: I guess another option could be for I think to get at the point you're making is less of a CEQA impact and mitigation measure question and more of kind of a policy level in the amended Comp Plan to include a policy to examine this or include some information disclosing what those different kind of levels of flood plain are and not just the 100 year flood plain.

Acting Chair Gardias: Yeah, maybe we should start with the disclosure. Maybe that should be the first step. Because of course it would be harder for us to adopt something more stricter than everybody else is doing.

Ms. Jansen: Right.

Acting Chair Gardias: But at a certain point of time we may get there, right? So maybe disclosure should be the first step toward this stricter rules.

Ms. Jansen: Ok.

Acting Chair Gardias: So then (interrupted)

Ms. Silver: Excuse, Commissioner Gardias one point to add to the issue of sea level rise when you do get deeper into the discussion of that particular chapter it was interesting from our perspective where in the middle of the analysis an important Supreme Court case decision came down that said that you no longer need to analyze sea level rise under CEQA. It's not considered an environmental impact under CEQA. We chose to move forward with that analysis anyway. We can analyze more than what's required at the minimum and so you will see a detailed description of or analysis of sea level rise in this document.

Acting Chair Gardias: Ok, very good. Thank you. So if I may just give another example. So on Page 125 there is a hydrology and water quality and then it just there is couple of risks that talks about the watering of the basement construction, which of course was the subject of various articles. And then just I found that and then this in addition to the severe draught that we had this year and some tree loss that we had in the, in Palo Alto which maybe we can somehow connect those three items together. Of course I know that would be hard to argue that the watering of the basement would impact it, but it would just could add to the conditions, to the impact on the lack of trees if you do water certain construction site for basement.

PH1-09

I think that what we should do we should make sure that we have a specific mitigation measure that spells out that pumped water belongs to the local, belongs locally. Otherwise what is happening is just pretty much it flushes back to the bay and I know that under pressure it comes back later on a couple of months later, but still this water, right, it's not the bay, the water from the bay, but the water from that vicinity where the construction is occurring. So I believe that there should be a specific mitigation measure that would require somehow to distribute this water locally as opposed to just doing analysis. Of course analysis would be one of the parts, right, but then specific requirement to distribute this water locally as opposed to flush it to the bay, which of course is easy.

So that was another comment. So now let's I'm going to go back to my colleague's comments. No other lights?

Elena: Chair Gardias if I could just add? Staff has clearly heard that there's definite concerns about the breadth of the scenarios and the fact that most of the scenarios are very similar. We just wanted to add that these scenarios are in the EIR based on Council direction, based on multiple hearings and that's why they're framed the way they are. But there is the fifth scenario that's coming up as we said on May 16th which is an opportunity to provide a different, a different perspective. And that item will go to Council and it will also come back to you for further discussion and for further feedback.

Acting Chair Gardias: Very good, thank you very much. So since I don't see any other lights I'm going to just take another three minutes. I promise I'll be brief. I have a couple of other red lines so I'm going to just give it to you. It will be ammunition that you can use.

So Page 129 there is a program to maintain and periodically review height and density limits to discourage single uses. I'm not really sure if we need such a program. It's just pretty much it's just a part of ongoing operations, right? It just goes back to my comment that we should not just making certain, we should not be just reinventing this what already is in place. PH1-10

Then there is another comment as to the noise level, Page 131. It just talks about and this is Noise-1A. It just talks about exterior noise level. And one second… and I'm sorry I think that it's just, I would just take you to Page 132 as opposed to 131. That when it talks about interior noise level, but pretty much it's within the same logic, right? So we have a noise ordinance which is 9.10 that already just specifies a certain standard. I would like to ask you just to review this, this certain numbers because I think that we have stricter. I think that our 9.10 just talks about 30 decibels for the, for residential rooms and then 40 decibels for others. So pretty much making reference to the standards that are not as strict as ours, it's not necessary here. Please double check on this. PH1-11

Ms. Jansen: I will be happy to double check on that. I feel fairly confident that this mitigation measure was crafted with reference to the noise ordinance, but I'm happy to double check on that.

Acting Chair Gardias: Yes, please double check, right? I just you know I may be mistaken, but I looked at this and I thought that we have a stricter standard.

Ms. Jansen: Ok.

Acting Chair Gardias: So and then there was a discussion within the community about the airplane passing over Palo Alto. I couldn't find anything in the document. Maybe there is something, I don't know, but please take a look at this as well. PH1-12

Ms. Jansen: That is touched on in the Noise Element. If you want me to take a second I'd be happy to give you the, or excuse me, Noise Chapter. Some specific page numbers, but basically just to summarize the thresholds of significance that we look at when we look at a programmatic document like this really have to do with long term ambient noise increases rather than periodic events. So it's again not to say that the airplane over flights are not an important factor in quality of life, but just in terms of which specific quantitative thresholds are looked at those kind of isolated noise events aren't really captured in the 24 hour ambient noise levels that are the subject of this analysis.

Acting Chair Gardias: Understand. Thank you very much for responding. So that's we can take it off the table right then? So then just going to the population and housing 141 and we it also relates to the scenario discussion in a certain way, right? Because it just it talks here about balance between if you look at the impact Pop-4 on Page 141 it just talks about that there will be possible imbalance or not imbalance between residents and jobs. I think that this specific issue that needs to be studied farther and there needs to be a specific as opposed to comment that no mitigation necessary that's what this, well, I'm sorry, no. This says Pop-3 has no mitigation necessary. There needs to be you're just referring to the study that needs to be PH1-13

done and I think the study should be, would be good if that study would be accomplished within the perimeter of the Comprehensive Plan. It may be too late.

Because we talk about different, we have different sides about one argues for more housing, the other side argues about the bonds, but to be honest I'm not really sure if we truly know mathematically what this balance is, right? And we can just if you think about the jobs, you can say that there is, there are different, there is a different structure of jobs. So like for example there are County related jobs, there are original jobs, right, there are different haps there are local jobs as well. So it would be nice if somebody just looked at this, truly conducted the study as quickly as possible and just provide us with some perspective which jobs we can just support with the housing in Palo Alto, which jobs we will not be able to support in Palo Alto because regardless what we do those jobs would be pretty much or just the employees would be coming from the outside. So I think this is important distinction so that is maybe not the correction, but some action item that could be accomplished. And also (interrupted)

PH1-13 cont.

Ms. Jansen: I just want to make sure that you and all the Commissioners are aware because I think Cara was quite correct in encouraging you to kind of at least focus first on the executive summary, but I just do want to make sure that you're aware that when you see a little sentence like "no mitigation necessary" I realize that in the table that might sound a little bit dismissive so I want to make sure you know that in the chapter itself if you go to the discussion of that impact you will find a more, much more detailed explanation and in many cases lots of tables and math to support the conclusion. So I just want to make sure you know that's there and it's not just tossed off with one sentence.

Acting Chair Gardias: Very good, thank you; I will look at this. And then finally this will be my last comment, on Page 145 you talk about TDM what my colleague Rosenblum talk about. And this has specific reduction percentages and I would like to and those are coming from the transportation engineer's manual.

PH1-14

Ms. Jansen: Right.

Acting Chair Gardias: Which differ from, which differ I believe from the objectives in the reductions that we had.

Ms. Jansen: Oh, these are reductions that are based on the rates in the Institute of Transportation Engineers (ITE) trip generation manual. So that's kind of a nationwide standard of how many trips you might expect an office park to generate. And so what this is saying is using that as a benchmark reduce from there. not to use that standard, but to use that standard as a starting place for then doing a pretty substantial 45 to 30 to 20 percent reduction.

Acting Chair Gardias: I see, ok. So that was the point. Ok. Very good. Ok. So that clarifies this item.

Ms. Jansen: Yes.

Acting Chair Gardias: Thank you. So those were my comments. So just going back to my colleagues; Commissioner Rosenblum.

Commissioner Rosenblum: Yes, just a very brief comment. So I just wanted to respond to Ms. Lee. I appreciate that you have a range that was given to you by Council and so some of this exercise is us giving feedback to Council that it would be equally odd if we were considering four scenarios that each anticipate adding 50,000 units of housing and there's community outrage and we didn't question say why are all these scenarios on the very high side? And so I think we understand that you're doing this at Council direction. The comment to put in the record is they're all kind of the same. They're all lower… I looked up actually you have a table in there so I apologize that actually has your ABAG projection. It's 4,420. It was your projection for 2030 so only Scenario 4 meets it, does not exceed it. But I think that is how you actually did Scenario 4. And so you have one barely compliant scenario under those projections and so the message back to Council is we probably need a range here especially if housing is that important. But otherwise I really thank you for the time. I understand the constraints that you guys are operating under.

Acting Chair Gardias: Very good. I think this concludes our review and we're going to come back to this at a later time again. So thank you again for all this work and all this knowledge that you brought to us. Thank you.

Ms. Jansen: Thank you very much.

Commission Action: No action taken, Commissioners provided comment only

Study Session (Public Comment is Permitted. Five (5) minutes per speaker.[1, 3])
None

Approval of Minutes (Public Comment is Permitted. Five (5) minutes per speaker.[1, 3])
None

Acting Chair Gardias: So just going back to our internal matters. We don't have any meeting minutes to approve.

Committee Reports

Commissioner Member Questions, Comments or Announcements

Acting Chair Gardias: Are there any comments from the, that not related to this topic items? Nothing? Very good. So the meeting is adjourned 9:40. Thank you.

Adjournment 9:40

[i] The Chair may reduce the allowed time to speak to three minutes to accommodate a larger number of speakers.

JOINT ARCHITECTURAL REVIEW BOARD AND HISTORIC RESOURCES BOARD MEETING DRAFT MINUTES: April 21, 2016

City Hall/City Council Chambers

Call to Order

Roll Call

Present:	ARB:	Chair Robert Gooyer Vice Chair Alexander Lew, Board Members Peter Baltay, Wynne Furth, Kyu Kim
Absent:		None
Present:	HRB:	Chair Martin Bernstein, Board Members David Bower, Beth Bunnenberg, Roger Kohler
Absent:		Vice Chair Margaret Wimmer, Board Members Patricia DiCicco, Michael Makinen

Oral Communications

None.

[The Board proceeded to Item Number 3.]

Agenda Changes, Additions and Deletions

None.

City Official Reports

1. Meeting Schedule and Subcommittee Assignments
2. List of Staff-Approved (Minor) Architectural Reviews

[This item was heard following Item Number 3.]

Board Member Baltay requested an update regarding the project at El Camino and College Avenue which was last reviewed by the subcommittee. Jodie Gerhardt reported staff conducted a site visit, reviewed changes to the project, and discussed with the applicant requirements for the project to proceed. She believed the applicant decided to remain with items approved in the building permit. Board Member Baltay recalled the building as presented to the Architectural Review Board had a curved fascia trim; however, construction plans called for a chamfered piece. That was a significant change or reduction in the quality of the design. Ms. Gerhardt advised that an earlier subcommittee approval included a more angular look to the building which was approved in building permits.

Chair Gooyer inquired whether items addressed by the subcommittee were the only changes or whether there were other changes which did not receive review. Board Member Baltay believed the plans submitted to the subcommittee were different from the plans presented to the ARB. Chair Gooyer asked if the earlier subcommittee approved those changes. Ms. Gerhardt answered yes; apparently that was

not clear to the subcommittee. Board Member Kim requested all prior approvals be presented, as the majority of Board Members were new to the Board.

Ms. Gerhardt reiterated that staff did visit the site and verify those types of things. In the future, staff reports would include items subject to subcommittee review and background information regarding previous approvals.

Ms. Gerhardt requested Board Members notify her of their attendance at meetings scheduled for May 5, May 19 and June 2.

[The Board proceeded to Item Number 4.]

Action Items

The following item was heard by the Architectural Review Board and Historic Resources Board jointly.

3. **Draft Environmental Impact Report for the Comprehensive Plan Update:** Request for Architectural Review Board, Historic Resources Board and Public Comments on a Draft Environmental Impact Report (DEIR) prepared for the Comprehensive Plan Update. The Draft Environmental Impact Report was published on February 5, 2016 for a 90-day public comment period that will end on May 5, 2016. For more information, contact Elena Lee at elena.lee@cityofpaloalto.org

[This item was heard following Oral Communications.]

Elena Lee reported the purpose of the item was to solicit feedback. The Final Environmental Impact Report would contain responses to all public comments. The Planning and Transportation Commission heard the item on April 13, 2016, and a second hearing was scheduled for May 11, 2016. The City Council was scheduled to hear the item on June 6, 2016. The comment period would end at the close of business on June 6, 2016. Ms. Lee reviewed the process for the DEIR. The City Council was the body responsible for certifying the EIR. The EIR studied long-term policies and programs; it did not set policy. Decision makers could consider revisions based on analyses and conclusions contained in the EIR. As required by CEQA, the document analyzed change from existing conditions rather than the existing Comp Plan. For each scenario, project descriptions summarized the differing impacts or results from housing, population and job projections, land use policies, transportation and infrastructure improvements, growth management strategies, Zoning Code amendments, and sustainability measures. The City Council had expressed a desire to understand all ramifications before selecting a preferred scenario. For the current document, staff prepared a range of potential scenarios. The EIR illustrated potential impacts of potential decisions and programs. The final preferred alternative could be a combination of scenarios. Once the City Council selected the final scenario, Staff would perform additional sensitivity testing to determine whether the EIR covered all topics. The four scenarios did not propose any significant land use changes. Scenario 4 proposed changing the zoning designation of the Fry's site from multifamily residential to mixed use. The first scenario was the "business as usual" or the no project scenario as required by CEQA. Scenario 2 proposed the slowest growth of all the scenarios. The third scenario, housing reconsidered, proposed slower growth but not as slow as Scenario 2. Scenario 4 was a sustainability-tested scenario. Areas of significant unavoidable impacts were greenhouse gas and transportation. Areas of less than significant impacts were biological resources, geology, soils, hazards and population and housing. All other areas were determined to have impacts that could be successfully mitigated. In terms of aesthetics, the goal was to ensure visual character was not degraded. For cultural resources, it was important to ensure historic resources were not demolished or altered. A fifth scenario would be published as a supplement to the EIR in approximately October 2016. Staff anticipated providing a Final EIR covering all five scenarios in May 2017.

Board Member Bunnenberg inquired whether Board Members could submit personal comments and comments made in public. Ms. Lee replied yes. Board Member Bunnenberg asked if declaring a preference for a scenario constituted taking a position. Ms. Lee advised that Board Members could comment on both the update of the Comprehensive Plan and scenarios.

Chair Bernstein inquired whether a definition of compatible had been published and whether creative design had been identified. Ms. Lee explained that the EIR identified additional things that needed to be accomplished after adoption of the EIR. Identification of methods to implement projects would occur after adoption of the EIR.

Board Member Bunnenberg indicated the main threats to historic structures were transportation projects, large redevelopment projects and land values. She suggested the Comp Plan recognize the threats of transportation projects and redevelopment projects and include a sphere, perhaps 150 feet, of potential effect around historic properties that would allow the HRB to comment early in the process. She proposed staff submit comments from the HRB to the ARB and to the City Council. She preferred the slow or very slow growth scenarios.

Board Member Baltay wanted the EIR to address the potential impact of reducing parking requirements for some higher-density residential developments. Allowing only one parking unit per development was worth study and could have the impact of making it easier for builders and architects to develop units, which could encourage or force people to use alternate means of transportation. The EIR should study in detail the impact of changing parking requirements in a non-obvious way to promote greater densities of housing. **PH2-01**

Board Member Bower noted San Francisco had adopted a limited parking requirement for buildings which resulted in vast amounts of cars parking on the street. Therefore, he would be hesitant to do the same. The HRB was constantly faced with destruction of historic resources without a means to stop the destruction. He hoped that would be recognized in the new Comp Plan, and that the new Comp Plan would contain better tools to deal with destruction of historic resources. The DEIR discussed potential shade and shadow impacts as it impacted open public spaces. That should be broadened to surrounding structures. **PH2-02**

Vice Chair Lew inquired whether the EIR could evaluate proposals contained in other cities' general plans and perhaps incorporate some proposals in the new Comprehensive Plan. Ms. Lee reported some proposals were being evaluated in the Comp Plan update process. In addition, staff was following Comprehensive Plan updates in East Palo Alto and Menlo Park. The EIR studied impacts from traffic, population and greenhouse gas emissions in the cumulative analysis. Vice Chair Lew was struck by the similar numbers of the four scenarios, but the aesthetics of the four scenarios were potentially very different.. He suggested the four scenarios contain illustrations of the aesthetics for each scenario. He also suggested traffic data be illustrated with graphics. He liked the shadow studies for public open space and was interested in the standards for shading impacts. **PH2-03** **PH2-04** **PH2-05** **PH2-06**

Board Member Kohler requested a list of accomplishments resulting from the Comprehensive Plan. He had reviewed several Comprehensive Plans over the years of his service on the HRB; however, conditions in the City never seemed to improve.

Board Member Furth suggested the ARB schedule a study session to discuss the Comprehensive Plan. Baseline numbers in the DEIR would be helpful to determine the percentage of change. An important point of the EIR was that it circumscribed the outer limit of possible policy changes that would not require further environmental review. However, the document did not go far enough. Small changes in vehicle miles traveled per capita meant an overall increase in vehicles mile traveled, which suggested decreased mobility. The Transportation Element seemed to have inadequate measures to address mobility. Based on her cycling experiences, onsite bicycle parking requirements did not support a more aggressive and intensive use of bicycles for short trips. That should be addressed in the Transportation Element. She suggested the document include a table of acronyms. With respect to Scenario 3, she was unsure how **PH2-07** **PH2-08** **PH2-09**

focusing on working professionals and ignoring lower-income groups was admirable or consistent with federal and state housing policy. She did not feel they had adequate tools to think about that. She suggested more discussion of the environmental effects of demolition of existing buildings. In analyzing the "business as usual" scenario, staff should assume that all sites would be built to maximum FAR with underground parking. She expressed concern regarding the effects of that in terms of intensity of development and in terms of greenhouse gas and other pollution issues. It was now possible to have a light-industry software factory in any space except a retail space. Actually, it could even occur in a retail space. That issue should be addressed. She expressed concern that small professional offices were being replaced with larger uses and that urban greenery was being lost. They needed analytic tools to indicate whether redevelopment would increase greenery and to determine whether development would result in heat islands. She did not find an analysis of heat islands in the DEIR. She hoped proposed demolition regulations for historic resources and evaluation of potential historic resources were tied together. She expressed concerns regarding loss of views of the Foothills and the skyline changing from greenery to buildings. Perhaps the definition of scenic highways should be expanded.

PH2-10
PH2-11
PH2-12
PH2-13
PH2-14
PH2-15

Board Member Kim agreed that illustrations and drawings and that a study session would be helpful. In addition, summaries indicating Comprehensive Plan and EIR components subject to ARB review would be helpful. They needed better definitions of high quality and creative design as they could be subjective. He asked if another draft would be reviewed after the City Council reviewed it on June 6th. Ms. Lee explained that ff the EIR included all the analysis the Council felt was necessary and identified all mitigation measures, then that piece would be packaged in the form of a Final EIR. An environmental analysis of the fifth scenario would be a separate companion document to the Draft EIR. At the end of the process, both documents would be addressed in the Final EIR. If the City Council identified a new scenario or other items that had not been fully analyzed in the EIR, then staff would prepare a full analysis of that in a second supplement to the EIR, which would be subject to the full review process. Board Member Kim inquired whether a draft of the Final EIR would be reviewed or submitted to Council for certification. Ms. Lee reported the Final EIR was required to be circulated for a minimum of 10 days for public comment. If no further comments were received or changes needed, then the Final EIR would be certified by the City Council.

PH2-16
PH2-17
PH2-18

Chair Bernstein concurred with comments regarding a study session. The HRB was encouraging applicants to request a study session with the HRB prior to submitting an application. Perhaps the EIR could include encouragement of study sessions with the HRB. With respect to POP-4A, page 8, affordable housing should be placed on the site being considered rather than elsewhere. A study session regarding a historic resource should be required and should include review of an area of potential effect. Perhaps the DEIR could analyze a central district where cars were prohibited. Scenario 3 should include analysis of lower-income households in areas of increased housing densities.

PH2-19
PH2-20
PH2-21
PH2-22
PH2-23

Chair Gooyer felt the priority had been housing, which resulted in housing being placed in commercial or R&D areas. Scenario 3 was the most practical scenario. TOD was the future and the most practical approach.

The following items will be heard by the Architectural Review Board only.

4. **4175 Manuela Avenue [15PLN-00129]:** Request by Kevin Davies, on behalf of Congregation Kol Emeth, for Architectural Review to demolish an existing one story synagogue facility totaling approximately 11,691 square feet and construction of a new synagogue facility with approximately 23,555 sf. In addition, but not specifically subject to the Architectural Review Board's review, are requests for a Variance to exceed the maximum allowable floor area by approximately 4943 square feet for a portion of the building with a vaulted ceiling over 17 feet in height. This request is not for actual floor area, but volume space that by code is counted toward the floor area maximum and relates more toward building mass as opposed to the intensity of the proposed use. A Variance is also requested to allow the access ramp to the subterranean garage, as well as the below grade garage itself, to encroach into the special setback. Religious facilities in the residential districts are also subject to a Conditional Use

Permit. The Variance and Conditional Use Permit is not the subject of the hearing, but the public may comment on these application requests. Environmental Assessment: This project is exempt from environmental review pursuant to a CEQA Guidelines Sections 15061, 15302 and 15303. Zoning District: Single Family Residential District (R-1(20,000)). For more information, contact Ranu Aggarwal at RAggarwal@m-group.us

[The Board heard this item following Item Number 2.]

Jodie Gerhardt reviewed details of the proposed project. This was the ARB's second review of the project. Key issues were pedestrian access and circulation; the wood lattice; visual impacts of the garage ramp; and the experience of the surface connection to below-grade parking. Staff recommended the ARB recommend approval of the project to the Director based upon architectural review findings and the conditions of approval.

Stan Field, Field Architecture, shared the inspiration for and orientation of the project.

Jess Field, Field Architecture, provided details of the lattice design, examples of other uses of wood lattice, and samples of materials.

Spike Brion [phonetic] related the numbers of service attendees who parked on the street and at Aldersgate. Attendees parked on neighborhood streets before parking in the Aldersgate lot. Even with additional parking spaces in the proposed project, 30-plus cars would still park on the street. The new facility would need a second level of underground parking.

Paul Johnston was pleased with and satisfied by changes proposed to address his concerns. Staff had accepted those changes and included them in the conditions.

David Booth, Kol Emeth Rabbi, did not project actual or substantive growth of the congregation in the future. He hoped to offer communal and Jewish activities at the new facility.

Dan Siegel, attorney for applicant, noted the proposed building was shorter than the current building and significantly shorter than allowed heights for a residence on the site. The congregation wanted a modern and efficient facility. The congregation was not growing. A requested variance was before the Planning and Transportation Commission. Attendees were parking in legal spaces.

Peter Wexler indicated the Kol Emeth Board was concerned with and responsive to community concerns. He appreciated staff's engagement with the project.

Yvonne Boxerman provided comments from neighbors at meetings held regarding the proposed project. Attendees parked legally on the street on some Saturdays, not every Saturday.

Board Member Kim requested the number of people who biked to Kol Emeth. Kevin Davies reported a traffic analysis was performed and submitted. Approximately 15-17 people walked or biked to services.

Board Member Baltay asked if the greenery on the stair landing, shown on Sheet A17 was documented in the landscape plan. Mr. Davies advised that it was not, but it could be included.

Board Member Furth asked if the neighborhood had sidewalks. Ms. Gerhardt responded no. Board Member Furth requested an explanation of the relationship between proposed improvements and the property line and the City right-of-way. She inquired whether the garden was located in the right-of-way and about any treatment in place of a public sidewalk along the frontage of the building. Ms. Gerhardt advised that the project was adhering to a special 30-foot setback which allowed front landscaping. The proposed walkway would be located on private property. Board Member Furth asked if landscaping was located on the street side of the property line. Ms. Gerhardt advised the landscaping was similar to a planting strip. There was landscaping located street side. Board Member Furth asked if the walkway met

ADA requirements and would be lit for 24-hour access. Mr. Davies indicated the sidewalk would be constructed to meet accessibility requirements. Lighting had not been designed, but would meet the minimum requirements. The applicant did not want light pollution in the neighborhood. Board Member Furth asked if short-term bike areas were located adjacent to and backed into the drop-off area. Ms. Gerhardt reported bike areas should not back into a drive aisle; however, there were some tight corners around the administration building.

Board Member Kim was pleased with the refinements to the project. The majority of his concerns had been addressed and resolved. There seemed to be a lack of bicycle parking; however, it was sufficient for the number of cyclists indicated by the applicant. Mr. Davies advised the project provided 20 spaces, one more than the Code required. Board Member Kim inquired whether there was a plate backing on some lattice members going across the two buildings as shown on Sheet A16.1. Mr. Jess Field explained that additional vertical slats would be welded between wood lattice members to replace the need for columns. Those would be concealed behind wood and serve essentially as a box beam for the span. Board Member Kim asked if the plate was the same profile as the wood lattice piece and hidden behind the wood. Mr. Field answered yes. Board Member Kim disclosed that he visited Field Architecture's office to view the mockup. He was pleased with the choice of wood. He asked if the applicant choose the old-growth species rather than the newer wood. Mr. Davies felt the pieces could be interchanged if necessary in the future. Board Member Kim was pleased with Condition 19 regarding maintenance of the wood lattice. The circulation diagrams were helpful. He had minor concerns regarding pedestrians crossing vehicular entrances to the site. Mr. Davies advised that surface parking on Saturdays would be assigned and others would park below. Mr. Booth reported parking attendants directed traffic on Saturday mornings and Tuesdays. Board Member Kim noticed Condition Numbers 4 and 23 were similar; perhaps they could be combined. Board Member Kim inquired whether the applicant agreed to only eight events in a year as stated in Condition Number 16. Mr. Davies stated the applicant did agree. Analysis of events indicated only seven events with more than 300 attendees were held in a year.

Vice Chair Lew could support the project. The parking seemed reasonable. The triangular lot made everything more difficult. If the existing concrete fence was repainted, staff should review the color choice. Any lighting at the driveway entrance and signage should be approved by staff. Mr. Davies advised that signage would meet requirements.

Board Member Baltay could support the project as a whole. He expressed concern that staff supported the requested variance as it was not floor area square footage, but second-story compatibility. That was what the floor area regulations were intended to reduce. A building taller than 17 feet affected the appearance of the bulk of the building. Correspondingly, other parts of the building should be reduced in size. He could not support that type of variance finding based on that logic, especially as it was in or close to a residential neighborhood. He felt the design was compatible and would be more compatible because the project removed a large parking lot. The variance issue was not within the ARB's purview. Mr. Davies noted the proposed facility was shorter than the existing facility. Board Member Baltay was sympathetic with neighbors' concerns about parking; however, the project seemed to meet all parking requirements. A second underground parking garage was well beyond Code requirements. The wood slat design was beautiful. It would require regular maintenance. He questioned whether the ARB could require the applicant to submit a photographic record of the status of the lattice every 2 years; however, that was not entirely fair to the applicant. Condition Number 19 was open-ended. The landscaping in the stairwell was a good idea and should be included in the final project.

Board Member Furth felt the project was difficult to think about in terms of the standards applied by the ARB. The existing facility was a conditionally permitted use in a residential neighborhood; in an atypical R-1 district; backed up to Foothill Expressway; lacked continuous sidewalks; close to Arastradero; and radically underparked for bicycles. She was concerned by the sidewalk connection with Arastradero. The project requested a significant reduction in parking; the project reduced bicycle parking as well as car parking. She could find no justification and found it undesirable to reduce parking for bicycles. She did not support a second level of car parking. The applicant should facilitate alternative methods of transport. The bike parking areas were not separated by distance or physical barriers from automobile

circulation. The project proposed alternate transportation and a TDM; however, there was no safe way for people to walk from Arastradero to the site. Condition Number 27 was not the solution. Requiring a discussion would not meaningful address a project. The City should require a design and a financial contribution towards that project at the time a project could be built. That could and should be included in a conditional use permit. That needed to be a much more serious condition.

Chair Gooyer agreed that the project had progressed. From a distance, the lattice wall would appear to be a 15-foot wood fence in front of the building. No one from the neighborhood or the public had expressed such a concern. The examples of uses of the wood lattice were institutional facilities, not the entrance to a residential area. He could agree to requiring a photograph of the wall be submitted every two years. He did not disagree with granting the variance.

MOTION: Board Member Furth moved, seconded by Vice Chair Lew, to approve the project as recommended by Staff with the following modifications: (1) the City be provided with a recorded public access easement over the walkway across the front of the property; (2) the access easement be lit to appropriate standards for a public sidewalk; (3) the bicycle parking requirement be increased to 31 spaces; (4) in June of even-numbered years for three occurrences, commencing 2 years after construction of the project, a report be filed with the City documenting the required maintenance of the wooden screen at the front of the property including photographic documentation; and (5) the location of the bicycle parking spaces and any associated landscape changes return to the subcommittee.

Chair Gooyer inquired whether landscaping should return to the subcommittee. Board Member Furth would consider bringing back the location of the bicycle parking spaces and any associated landscape changes to the subcommittee. Mr. Davies advised the site did have appropriate space for additional bike parking.

Ms. Gerhardt inquired whether documentation of the lattice wall maintenance was one-time. Board Member Furth responded no. Chair Gooyer stated after four years they would be able to determine whether maintenance was a problem. Board Member Kim did not believe maintenance documentation should be a requirement as the congregation would be responsible to maintain it as needed. The Board had not required other applicants to submit documentation to demonstrate weathering and maintenance of materials.

Board Member Furth inquired whether there had been at some point a condition requiring construction of a sidewalk to Arastradero. Ms. Gerhardt indicated Condition Number 27 was the only condition regarding a sidewalk to Foothill.

AMENDMENT: Add conditions: (6) require staff to approve the color of new paint on the fence along Foothill; (7) the applicant be required as a condition of approval to participate in funding of a new sidewalk connecting the premises to the nearest sidewalk on either Foothill or Arastradero.

Board Member Furth believed requiring the applicant to participate in funding a new sidewalk connection was reasonable in view of the requested parking reduction and the site was a place of public assembly that needed to encourage pedestrian and bicycle access. Board Member Baltay questioned the requirement due to the potential expense of the sidewalk. Chair Gooyer questioned who would be the additional participants in funding the sidewalk. Board Member Furth replied the City. The Board needed a design for the sidewalk if it wanted to include specific numbers; however, there was no design. It was not reasonable to require the applicant to fund the entire sidewalk. It was appropriate to require some funding as the proposed project would intensify use of the site. Chair Gooyer questioned whether people would walk down Foothill Expressway to reach the site. Board Member Furth clarified that it would more likely be a link to transit. Vice Chair Lew noted the County's 2040 plan included an addition of pedestrian access on Foothill. Board Member Furth stated staff was quite capable of determining the appropriate level or amount of funding.

Board Member Baltay inquired whether realistically staff could follow-up with the documentation required every 2 years. Ms. Gerhardt indicated it would have a staff impact, and she would need to determine the best way to track it. Chair Gooyer suggested one report after 3 years. Board Member Baltay explained that for the first 3 years the congregation would maintain the wall, but after 10 years the appearance could be different. He was concerned because it was a dramatic facade with wood. Board Member Furth advised that a maintenance condition already existed; the motion concerned reporting. Vice Chair Lew was more concerned that someone would decide to paint the wood wall rather than continually maintain it. Board Member Baltay suggested one review after 5 years. In 5 years, maintenance or the lack of maintenance would be obvious.

AMENDMENT: Change (4) to: in June, 5 years after construction of the project, a report be filed with the City documenting the required maintenance of the wooden screen at the front of the property including photographic documentation.

MOTION PASSED: 5-0-0-0

Mr. Davies inquired whether the easement dedication was a recommendation or a condition. Board Member Furth indicated it was a recommended condition. The applicant had a choice of providing one in the public right-of-way, which was undesirable, or having a lighted PAE that provided the applicant could relocate it or shut it off.

5. **355 University Avenue [15PLN-00237]:** Request by Hayes Group Architects, on behalf of Palo Alto Masonic Temple Association, for Major Architectural Review, Historic Review, and Seismic Rehabilitation Floor Area Bonus for a new façade and signage, new second story with outdoor rooftop patio area, and interior modifications at 355 University Avenue, and a new façade and site improvements to the ground floor and adjacent public alley at 461 Florence Street for Design Within Reach. The project requests approval of a seismic rehabilitation floor area bonus for the addition of the new second story. Environmental Assessment: Categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guideline Section 15301 Existing Facilities, Section 15304 Minor Alterations to Land, and Section 15311 Accessory Structures. Zoning District: Downtown Commercial (CD-C(GF)(P)). For more information, contact Rebecca Atkinson at rebecca.atkinson@cityofpaloalto.org

Rebecca Atkinson reported the applicant had updated the project plan set since March 10, 2016 and responded to feedback from the ARB, HRB and staff. She provided full-sized sheets of selected aspects of the plan set. The applicant had compiled a series of options for the different elevations. The arrangement of planters did not allow for much pedestrian waiting in the recessed area; therefore, Staff included a condition of approval to remove some planters. Staff requested feedback regarding the wood siding on the University Avenue facade in relation to the metal louvers on the Florence Street side. She reviewed details of the options for the ground-floor area. The Director determined the project represented a correct use of the seismic rehabilitation floor area bonus; the proposed changes in building height, length and envelope were minor and pedestrian oriented; and there was no floor area bonus remainder. Staff recommended the ARB recommend approval to the Director based on the draft findings and conditions of approval. The applicant requested discussion of Condition of Approval Numbers 12 and 28. With respect to Condition Number 28, there was some question regarding whether the findings in regard to pedestrian orientation could be made with or without the curb in place. The applicant requested discussion of the timing of the project returning to the subcommittee. The applicant provided samples of new materials.

Board Member Furth noted Condition Number 12 concerned a public access easement. Ms. Atkinson indicated the easement would cover those features the ARB might include in the ground-floor area in order to make findings.

Ken Hayes, Hayes Group Architects, had revised the design to address comments from both the ARB and HRB and provided alternatives to discuss.

Laith Sayigh, DFA Architects, explained changes to and options for the design.

Chair Gooyer was disappointed with the applicant providing options for the ARB to select. The applicant should provide the design on which the ARB would comment. Ms. Gerhardt indicated staff requested the applicant provide options for use of the Florence area.

Board Member Baltay requested the width of the white portal frame on the original application and as currently proposed. Mr. Sayigh indicated the width increased from 5 feet to more than 6 feet. Ms. Atkinson added that the dimension change was included in the staff report. The current width was 6 feet 7 inches.

Board Member Baltay felt the increased width of the portal frame was an improvement, but still not the proportions he wanted to see. The planters detracted from the usefulness of walking nearby, and they would not weather well. The lattice work in front of the structural glazing also detracted from the quality of the design. The idea of wood veneer inside would be better. The concept was handsome overall. He appreciated the space planning idea of the basement. He could support the facade. He was very concerned about the Florence Street facade. The owner was requesting a large approval and extra square footage; however, the architect was not doing much to the facade. The facade needed more vitality and life, perhaps some windows or other changes. The site was challenging with the alley, parking, and upper facade. Mr. Sayigh explained that the applicant was not renting that part of the building. It was very tricky for the applicant to do anything to that part of the building that affected the functionality of the building. The applicant attempted to provide a design that cleaned up the facade without changing the usage of the space; yet, the Board continued to request changes. Mr. Hayes clarified that the site contained two distinct buildings. The building receiving the seismic upgrade faced University Avenue. The applicant did not have any right to do anything to the second building. Chair Gooyer asked why the applicant presented the second building. If the applicant had no control over the building, then the applicant should not have shown it. Ms. Gerhardt advised all buildings were on the same legal parcel. Chair Gooyer asked if there was one owner for both buildings. Mr. Hayes assumed the lodge owned both buildings. Design Within Reach was leasing the space from the Masonic Lodge. Design Within Reach originally leased the ground floor of the building, but the space was illegal. From the City's standpoint, the space did not exist, and Design Within Reach could not use it. Because the ground floor was originally leased by Design Within Reach, it was shown to the ARB. Board Member Baltay viewed the situation as one property owner who needed to upgrade the property as a whole. The property owner was receiving benefit from the tenant's improvements. Palo Alto had a long history of public murals. He suggested a mural or a trompe l'oeil on the facade. Painting it white or adding a large louver were not acceptable ideas. A public gathering spot or a place for transients to congregate was not needed. Perhaps the ground-floor space could be a public bicycle parking space along the alley. An empty space was not a positive improvement.

Board Member Furth believed the University Avenue frontage and use would be a great addition to the street. She liked the open, accessible, visible aspects and the roof terrace. With respect to the frontage, the Code allowed the ARB to select among 18-inch setbacks for pedestrian usage, landscaping, and a third option she couldn't remember. The ARB had discretion on that point. The alley was not supposed to be a place for trash storage. Without the trash bins, the alley could be a successful space within the City. The Zoning Code and the Urban Design Guidelines stated to avoid blank walls. She could forego fenestration on the Florence blank wall. A Byzantine mosaic or a living wall would be fine. She wanted assurance that the building frontages facing the alley would be cleaned and painted. That should be a condition, if it wasn't already. She strongly supported converting the ground-floor space to bicycle parking, including space for bicycles with trailers. Trash storage in the remaining space would be a good long-term solution, but that was within the landlord's discretion. She favored an approach that was well lit, well landscaped, and contained some seating. Bicycle parking should be available, if not 24 hours a day at least until other businesses closed. With respect to the curb, she did not know of a good design. She preferred bollards over curbs.

Board Member Kim believed the planters could work on the University side, but they needed a relationship to the storefront mullions. Fewer planters would allow space for people to congregate. He preferred the wood paneling over the metal louvers; however, the wood grain would be lost at that height and distance. Making the storefront appear smaller by surrounding it in a dark color was handsome and a nice solution. For the Florence Street facade and space, he preferred the full open space option. The rollup doors would have to close for security reasons. The proportions of the main entrance on University Avenue were slightly awkward. The double doors should be double the width of the storefront mullions; that might be the reason for the awkwardness.

Vice Chair Lew preferred the wood veneer option for the University Avenue side. He agreed with comments regarding the planters; fewer would be better. He could support the wider doorway. He was not happy with the proposal for the Florence Street facade and space. He preferred using the space for public art. The space was not appropriate for public gatherings. He would not expect to find bike parking at this location. He supported some sort of space for employees to gather in the alleyway. He preferred murals for the blank facade. He did not like metal louvers on the white wall. He inquired whether the University and Florence buildings could be separated for possible approval. Ms. Gerhardt explained the buildings were located on one legal parcel and should be kept together. The City Art Department was interested in the empty space; however, there was no funding or plan for the space. If the Board approved using the space for public art, a backup plan would be needed for the space. Ms. Atkinson clarified that Staff suggested adjusting the location of shutters so that the space could be opened and programmed by the Public Art Department. She added that other entities could be interested in the space.

Chair Gooyer noted revisions to the University facade were based on two comments. Neither the wood veneer nor the metal louver was a solution to the question asked. The door was awkward in the overall proportion. The mesh seemed arbitrary in that it stopped two-thirds of the way to the door. The facade needed rethinking. The planters did not add to the architecture. He did not like either option for the Florence Street facade. The empty space was just an invitation for people to congregate.

Board Member Kim did not want the Florence Street building to hold up approval of the University Avenue building. Chair Gooyer stated that was the project. The design was focused on the interior, and the facades did not match the quality of the interior. Ms. Gerhardt advised that changes could be returned to the subcommittee, if the Board felt the changes were minor. Board Member Baltay felt changes were not appropriate for referral to the subcommittee. He asked if the project could be conditioned such that the applicant could apply for a building permit for the University building, but the permit could not be issued until the ARB cleared the entire project. Ms. Gerhardt reported the applicant could apply for concurrent building permits at their own risk. Board Member Baltay wished to find a way for the applicant to tell the property owner that the property owner needed to address the rest of the property before the owner could lease to the applicant. Mr. Hayes wanted to find a way to bifurcate the two elements. He suggested tying the occupancy permit for the store with approval of the Florence Street building, so that construction on the store could begin while they continued addressing the Florence Street building. Mr. Sayigh clarified that the applicant was paying rent on the space it would donate to the City as a space for bike parking or public art. Chair Gooyer stated the applicant's deal with the landlord was not within the purview of the ARB.

Board Member Furth did not believe the building could be approved because the Florence frontage did not comply with the Code or the Urban Design Guidelines. Perhaps the ARB could agree on a condition that sent that aspect of the project to the subcommittee. Both Chair Gooyer and Board Member Baltay did not feel that issue was appropriate for the subcommittee. Board Member Furth suggested the Board reach consensus on a direction for the facade. Ms. Gerhardt suggested the Board attempt consensus on each aspect of the project.

Board Member Baltay could support the University Avenue facade with the wood if the planters were removed. Vice Chair Lew preferred the wood and agreed with the reduction of two planters. Board Member Furth preferred the wood and had no opinion about the planters. Board Member Kim preferred

the wood and reducing the number of planters. Chair Gooyer felt the whole proportion of the front elevation was off. He could not accept the University Avenue elevation.

Ms. Atkinson reported the alley facade would be painted white. Project plans showed that the 461 Florence Street building would be cleaned and repainted the existing color. The security gate and new stairway would be gray. Board Member Furth inquired about changes to the barred windows. Ms. Atkinson indicated no changes were proposed for the windows on the 461 building. Mr. Hayes added that there would be lighting in the alley.

Board Member Baltay suggested continuing the item to a date certain to allow the applicant to return with minor changes to the University facade. Chair Gooyer understood four Board Members had stated they could approve the University facade. Board Member Baltay wanted the applicant to reconsider the proportions. In addition the applicant could work with staff to determine a process to separate the two buildings and have proposals for use of the empty space. Mr. Hayes wished to bifurcate the two buildings such that the University building could proceed while they worked out the Florence building. Chair Gooyer asked how that would help the applicant. Mr. Hayes explained construction of the main store could proceed. They had applied for building permits. Chair Gooyer inquired whether the applicant hoped to receive a building permit for the University building without approval of the Florence building. Mr. Hayes answered yes. Chair Gooyer did not believe that was feasible. Ms. Gerhardt advised that they could say no issuance of TCO for the retail space until the Florence issue was resolved. Board Member Furth was very concerned about effectively tying the two buildings together. Mr. Sayigh advised that the project would likely fail without approval at today's meeting. Board Member Baltay reiterated his suggestion to continue the item for 2 or 4 weeks.

MOTION: Board Member Baltay moved, seconded by Board Member Kim, to continue the item to a date certain of May 19, 2016, at which time the applicant would return with final revisions to the University Avenue facade and, after working with Staff, proposals to address Florence Street modifications.

MOTION PASSED: 5-0-0-0

Chair Gooyer inquired whether staff would discuss a plan for the project. Ms. Gerhard would discuss the issue with the Director and the City Attorney.

Minutes Approval:

None.

Subcommittee Item

None.

Board Member Questions, Comments, Announcements

Board Member Furth requested a study session regarding the Draft EIR for the Comprehensive Plan. Vice Chair Lew felt there were two items: the DEIR and the Comprehensive Plan. Board Member Furth wished to discuss the aesthetics section. It seemed to omit some important elements. If Board Members agreed that the ARB wasn't or couldn't evaluate aspects of projects, then shaping mitigation measures in the Comprehensive Plan EIR was a good way to make that happen. Chair Gooyer inquired whether Board Member Furth was interested in a discussion or having someone present to review the finer points. Board Member Furth was more interested in Board Members' views. The criteria for aesthetic evaluation and proposed mitigation measures and level of significance drove what happened in the Comp Plan. Public comments regarding neglected aesthetic aspects were interesting. If it was properly mitigated, the City would be better looking in the future. Board Member Baltay would support scheduling a study session if the goal was for the Board to speak as a unified voice and impact the process. Board Member Furth concurred. Board Member Baltay stated it would be appropriate for the Chair to appoint a

subcommittee to develop a plan. Board Member Furth wished to consider the important as well as the urgent.

Board Member Furth was willing to serve on a subcommittee. Chair Gooyer requested a second Board Member volunteer for the subcommittee. Vice Chair Lew did so. Board Member Baltay suggested all Board Members submit written comments. Board Member Furth stated that would violate the Brown Act.

MOTION: Board Member Furth moved, seconded by Vice Chair Lew, to form a subcommittee to review the Comprehensive Plan DEIR.

MOTION PASSED: 5-0-0-0

Vice Chair Lew attended the Council meeting concerning revisions to architectural review findings. The Council proposed many revisions and referred the item back to the ARB for comment. Chair Gooyer asked if staff would present an item to the ARB. Ms. Gerhardt responded yes.

Adjournment

CITY OF PALO ALTO CITY COUNCIL TRANSCRIPT

Special Meeting
June 6, 2016

The City Council of the City of Palo Alto met on this date in the Council Chambers at 5:00 P.M.

Present: Berman arrived at 5:05 P.M., Burt, DuBois, Filseth, Holman, Kniss, Scharff, Schmid, Wolbach arrived at 5:14 P.M.

Absent:

Closed Session

1. CONFERENCE WITH CITY ATTORNEY
   Existing Litigation - 1 Matter
   Authority: Government Code Section 54956.9(d)(1)
   Buena Vista MHP Residents Association v. City of Palo Alto, et al.
   Santa Clara County Superior Court, Case No. 115CV284763
   Existing Litigation - 1 Matter
   Authority: Government Code Section 54956.9(d)(1)
   Toufic and Eva Jisser, and the Toufic and Eva Jisser Revocable Trust v. City of Palo Alto, et al.
   United States District Court for the Northern District of California – San Jose Division, Case No.5:15-CV-05295 EJD.

Mayor Burt: Our first item tonight is a Closed Session item, which is a conference with the City Attorney regarding potential litigation, two related matters, the first being Buena Vista Mobile Home Park Residents Association versus the City of Palo Alto, the second being the Toufic and Eva Jisser and the Toufic and Eva Jisser Revocable Trust versus the City of Palo Alto. I will entertain a Motion to go into Closed Session.

Council Member Kniss: So moved.

Mayor Burt: Motion by Council Member Kniss.

Council Member Holman: Second.

Mayor Burt: Seconded by Council Member Holman.

MOTION: Council Member Kniss moved, seconded by Council Member Holman to go into Closed Session.

TRANSCRIPT

Mayor Burt: Please vote on the board. That passes unanimously with Council Members Wolbach and Berman not present. We will now go into Closed Session.

MOTION PASSED: 7-0 Berman, Wolbach absent

Council went into Closed Session at 5:02 P.M.

Council returned from Closed Session at 6:14 P.M.

Mayor Burt: The Council has just returned from a Closed Session, Item Number 1. There is no reportable action.

Agenda Changes, Additions and Deletions

Mayor Burt: Our next item is Agenda Changes, Additions and Deletions. We actually have made changes from the published Agenda. One is that Item Number 18 has been moved forward.

Beth Minor, City Clerk: Correct. To be Agenda Item 14A. It'll be right after the bid, the second item on Action.

James Keene, City Manager: You're also removing Item 15.

Mayor Burt: Item 15 is being removed from tonight's Agenda, rescheduled ...

Mr. Keene: For the 27th of June meeting. That is the Storm Drain Blue Ribbon Committee recommendations regarding future storm water management funding. One other just technicality, Mr. Mayor. There is an at-places memo related to Item Number 10 on the Consent Calendar, approval of the first amended agreement with the San Francisquito Creek Joint Power Authority. It really is just a reformatted item. The substance of the item stays the same.

Mayor Burt: Thank you.

City Manager Comments

Mayor Burt: Our next item is City Manager Comments. Mr. Keene.

James Keene, City Manager: Thank you, Mr. Mayor, Council Members. I did want to share with the Council that the City has been recognized as a One Star winner by the Green Electronics Counsel as part of its Sustainable Purchasing Awards program, which recognizes excellence in the procurement of sustainable electronics. The award was the result of a collaboration

between our Information Technology (IT) and Purchasing Departments. The combined impact of all the 38 winners announced in this program resulted in almost $17 million in energy savings and greenhouse gas reductions. Other One Star winners include such cities as the City of Seattle, the District of Columbia, and the Province of Nova Scotia. Also, as we do year after year, our City's Administrative Services Department received a Government Finance Officers Association award for achievement of excellence in financial reporting for the 2015 Comprehensive Annual Financial Report. The City has received this award going 19 straight years which does represent obviously a long-term, consistent record of exemplary financial management and reporting. Accounting Manager Laura Kirk and her team in Administrative Services Department (ASD) are to be specially recognized for their efforts in that regard. As you know, the VTA, Valley Transportation Authority, has engaged a consultant to review existing bus routes and make recommendations for future routing and scheduling resulting in the development of three concepts for public review and comment. At our request, the City's request, VTA hosted a community meeting on Wednesday, May 18th, at the Rinconada Library to present what they call the three next network concepts. Our Staff has been following this study closely, and we share our community's concerns regarding the level of cuts to service within Palo Alto under both what they call the 80 percent and the 90 percent concepts that were presented by VTA. Without getting into the details of what those measurements mean, our concern is of course that students, commuters and seniors who rely heavily on the service provided by Route 35, Route 88 and Route 89 to travel to and from school, work and services could be affected by these recommendations. These routes also provide direct connections to Caltrain, helping to support ridership on our key transit link. While some of our Palo Alto routes do not generate high levels of ridership when compared with some other VTA routes, the transit choices report prepared by Jarrett Walker and Associates for VTA in February 2016 identifies Palo Alto as one of the top activity centers in Santa Clara County. As the Council well knows, this is due to the high concentration of employment and residential density. In fact, Downtown Palo Alto is one of only four zones in the County in the top tier for activity density related to these transportation measures. We hope that, as the next network initiative moves forward, VTA staff will look for ways to better serve Palo Alto and achieve both the City's goal for more convenient transit service and VTA's goal of improved efficiency. I have just signed today a letter to VTA General Manager Nuria Fernandez strongly opposing the recommendations of the 80 and 90 percent concept and requesting they limit service cuts to Palo Alto as they move forward. The topic of the Middlefield Road/North California Avenue Complete Street project, the Planning and Community Environment Department cordially invites our community members to attend an open house this Thursday, June 9th, in the City Council Chambers between 6:30

P.M. and 8:30 P.M. to learn about a minor roadway restriping project along Middlefield Road between Channing Avenue and Oregon Expressway and on North California Avenue between Alma Street and Jordan Middle School. Our Staff will present the revised concepts which include measures to reduce vehicle speeds, a separated bikeway in front of Jordan Middle School, new crosswalks where needed, and operational improvements at several signalized intersections. In response to community feedback on the last proposal in January, the current concept maintains most existing on-street parking on both sides of Middlefield Road and does not include bicycle lanes. Additional information on the project can be found on the City's website under transportation. Project Safety Net, our community collaborative related to youth well-being, has distributed a community survey as a follow-up to the Federal Center for Disease Control Epi-Aid investigation here in Palo Alto, that asks our residents and students, who must be at least 13 years of age to participate, about their insights and attitudes related to Palo Alto's efforts to prevent and respond to youth suicide. The online survey is available in English, Spanish and Chinese. To access the survey, one can go to the Project Safety Net website at psnpaloalto.com. The survey is anonymous and runs from last Friday, June 3rd, through the 24th of June. The information will be shared with the various stakeholders in the Center for Disease Control Epi-Aid process. Just a comment related to the Council Consent Agenda. I'll just do it here, right now. I did want to say thanks to Herb Borock for his comments on the High Speed Rail comment letter. Our Staff looked at the suggestions and will be happy to add a request that Palo Alto participate in the Section 106 process for historic resources. With that change, we're recommending approval of the draft letter which was crafted with input from the Council's Rail Committee. Other than acknowledging the passing of Muhammad Ali, that's all I have to report.

Mayor Burt: Thank you.

Oral Communications

Mayor Burt: Our next item is Oral Communications for items that are not otherwise on the Agenda. We have three speaker cards. If there are any other speakers who wish to speak, they need to bring a card forward at this time. Our first speaker is Claude Ezran, to be followed by Doria Summa. Welcome.

Claude Ezran: Good evening, Mr. Mayor, Council Members. I'm Claude Ezran, 770 Seale Avenue. I would like to invite all of you as well as members of this audience and people who are watching us to Palo Alto World Music Day, which this year will take place on Sunday, June 19th, which is also Father's Day, on University Avenue, which will be closed to

traffic. It will be from 3:00 P.M. to 7:30 P.M. I want to mention also that it's the eighth time now that we're having this festival in Palo Alto. It's becoming a good habit. We named this festival World Music Day; there are two meanings behind World Music Day. One is music from around the world. Let's not also forget that it's a celebration that is taking in place in something like 120 countries around the world, around the summer solstice on June 21st. For instance in the U.S., New York, Chicago, Los Angeles, San Diego, Pasadena are having huge celebrations. Oftentimes it's on June 21st which is the exact date of the solstice. In that case, we usually call the event Make Music Day. In Palo Alto, we expect to have about 42 musical groups playing jazz, classical music, pop, rock, Greek music, music from Eastern Europe and so on. This event would not have been possible without a very generous grant from the Stanford Federal Credit Union, which by the way is not only sponsoring Palo Alto World Music Day but also several other public events organized by the City or sponsored by the City of Palo Alto. I want to thank them for a very generous contribution. Finally, I want to say there are many employees of the City who are involved in organizing this event and helping me. I want to highlight first the help from the Palo Alto Police Department. Some of the officers have volunteered to work during Father's Day, so I'm very thankful for their contribution. Also, there are two employees from the Community Services Department, Amy Johnson and Stephanie Douglas, who have been very, very supportive of our efforts. I'm very, very thankful to all they have done to help me. I hope to see you there on Sunday, June 19th. Thank you.

Mayor Burt: Thank you. Our next speaker is Doria Summa, to be followed by Rita Vrhel.

Doria Summa: Good evening, Mayor Burt, City Council and City Staff. Doria Summa, College Terrace. I sent you an email and photos regarding an event that occurred in College Terrace last Friday morning. I'm here to follow up on that. On Friday morning, an extra-long truck came up Cambridge Avenue and attempted to turn left onto Yale Street. The truck could not make the turn, partially because of the traffic circle. After much maneuvering, the truck was able to go back up to Cambridge, then the truck attempted to turn right going the other direction onto Yale Street. Of course, it couldn't make this turn either because of the traffic circle and parked cars. It ended up taking out the stop sign, shearing the hydrant, sending the hydrant and a giant geyser of water into the air. The hydrant landed 23 feet away, narrowly missing an occupied building. It could have injured vehicles or bystanders. This accident never should have happened. The truck was not on an approved truck route, nor was it on the route allowed by the construction logistics plan for its destination, 1601 California Avenue, the upper Mayfield site. Trucks cutting through the neighborhood

for this project and others have been a frequent occurrence over the last two years. The College Terrace Neighborhood Association has worked with Stanford and Public Works Staff for years to try to prevent just these types of incidents and to keep large trucks from cutting through residential streets. After the accident, the driver told me that he had no idea how to get to the site and had not been given any instructions or a map. The approved route to this site is Page Mill to Hanover and then up California Street. Since he didn't have this information, he called his supervisor in Oregon, who instructed him to cut through the neighborhood which led to this event. We greatly appreciate all the efforts and help by Public Works Staff and Police Department, even very recently two weeks ago, to remind project leaders that their large trucks need to use the approved routes. Even so, this accident took place. We hope to work together with all parties to find solutions such as effective signage and better communications and accountability. Thank you.

Mayor Burt: Thank you. Our next speaker is Rita Vrhel, to be followed by our final speaker, Sea Reddy.

Rita Vrhel: Good evening. I have a copy of a letter from Jaclyn Schrier that I have provided to each one of you. It talks about Mayor Burt's comments on May 16th regarding tech firms in Downtown not being in compliance with the zoning laws. I was here for that meeting, so I did hear that comment. This letter brings out the issue of violation of permitted administrative, medical and professional uses. I'm not sure if that is or is not correct. I do wonder, since the comment was made, how the City goes about having these companies come into compliance with the existing zoning laws or is that a concern. I think the writer of this letter makes several excellent points, which are shared by many in the community. If anyone on the City Council would care to email me and provide any information as to how I should proceed, should I go to the Fire Department, should I go to Policy and Services, where do I go. Thank you. The other thing is that a couple of weeks ago the Olive Garden project was approved. I was also here for that meeting. It appeared that there was no transportation mitigation policy—I hope I'm calling it the right thing—but at the end of the meeting, everybody agreed that a 30 percent reduction in transportation would be worthwhile. I guess I have question as to how are these transportation mitigation policies, once they're put into place, followed. Do the companies submit data to the City Council or to someone? Is this just an idea which everyone hopes will come to fruition? Are the programs actually occurring with substantive results? It seems like traffic is still horrible. Again, if anybody wants to email me on how these programs are implemented and monitored, I would be grateful for that. Thank you.

TRANSCRIPT

Mayor Burt: Thank you. Our final speaker is Sea Reddy. Welcome.

Sea Reddy: Good evening. I want to take this opportunity to side with Doria about the concerns of the construction going on in our neighborhoods. I noticed today there is like seven to eight trucks all around us, surrounded by a huge amount of whatever. I plead with the people that are working in that industry to be careful. We have a lot of people that are riding their bikes and walking. Be very careful. That's the only way that we could minimize, and we want zero accidents. Not low accidents, zero accidents. Thank you. I also want to take this opportunity to congratulate the two winners that'll be tomorrow's election. I can read the tea leaves. Is that how they call it in America, they say in America? I congratulate them. It's a very open process. We've spent $2.3 million, I heard. We're going to spend another million-plus. It doesn't have to be. Ideas don't need to be that expensive. I was talking to Dr. Robert Reich the other day. I said, "What do you even need 1,500? You could do it with your ideas." I think we are getting there. Our ideas are heard. I appreciate your kindness, your thoughtful suggestions, the friends I made. It's nothing to complain about. I'll continue the journey, possibly at the 18th District level to Congressional District in 2018. Thank you all.

Mayor Burt: Thank you.

Minutes Approval

2. Approval of Action Minutes for the May 9 and May 16, 2016 Council Meetings.

Mayor Burt: Our next item is approval of Minutes. We have Minutes from the meetings of May 9th and May 16th.

Vice Mayor Scharff: So moved.

Council Member Berman: Second.

Mayor Burt: Motion to approve by Vice Mayor Scharff, seconded by Council Member Berman.

MOTION: Vice Mayor Scharff moved, seconded Council Member Berman to approve the Action Minutes for the May 9 and May 16, 2016 Council Meetings.

Mayor Burt: Please vote on the board.

MOTION PASSED: 9-0

TRANSCRIPT

Consent Calendar

Mayor Burt: Our next item is the Consent Calendar. Entertain a Motion to approve.

Female: (inaudible)

Mayor Burt: I was going to allow public speaker after the Motion to approve.

Council Member Kniss: So moved.

Council Member Holman: Second. Looking to the maker of the Motion, that's incorporating the recommendations and suggestions by Mr. Borock and confirmed by City Manager?

Council Member Kniss: Yes.

Council Member Holman: That's Item Number 13.

Mayor Burt: Can I ask a clarification? Is it incorporating specifically what Mr. Borock said or what the City Manager said he intended to do, not necessarily identical?

Council Member Holman: I understand. Correct me if I'm wrong. I understood the City Manager to concur with Mr. Borock's comments regarding Section 106 process. I thought there was some reference to his suggestion about commenting dates also, which were in the latter part of Mr. Borock's letter.

Mayor Burt: I'm just wanting to clarify whether you are explicitly saying Mr. Borock's language as opposed to the thrust and at the City Manager's discretion.

James Keene, City Manager: I'd really prefer, I think, the Staff's comments were to be responsive and respectfully responsive to Mr. Borock's comments. I'd feel better if the—I can't find them right now. The way that I expressed it would be the language that he would be asking us for.

Council Member Holman: Say that again please.

Mr. Keene: The way that I had worded during the Manager's Comment would be the direction, the change that's correct.

Council Member Holman: If you could find that to repeat it, it would be most helpful. Apologies.

Mayor Burt: I think the distinction is whether we are adopting it with the City Manager's statement that he intended to address the thrust of what Mr. Borock's comments were.

Council Member Holman: That's what I'm trying to get clarification on.

Mr. Keene: Sorry. I'm looking for that right now. Hillary, could you come up here and help me with this? Just (crosstalk).

Mayor Burt: Jim, I'm not sure that she's looking for the exact language but the intent.

Council Member Holman: Yeah.

Mr. Keene: The intent was to be responsive to the comments in part.

Hillary Gitelman, Planning and Community Environment Director: Thank you. Hillary Gitelman, the Planning Director. We spent some time reviewing Mr. Borock's suggestions. Our thought was to incorporate his suggestion regarding Section 106. The other comments related to the comment period and the duration of that, we felt like we didn't need to incorporate those. We've completed the letter. It's going to meet the deadline as originally articulated by the agencies.

Mayor Burt: Is that acceptable?

Council Member Holman: Yes. I'd specifically reference Section 106. Just a quick process point. I thought we usually heard from members of the public who wanted to speak to the Consent Calendar before we made a Motion about the Consent Calendar.

Mayor Burt: I don't know.

Council Member Holman: I'm pretty sure we do, because it could be that a member of the public could influence our vote potentially.

Mayor Burt: It's certainly before we vote. That Motion to approve has been made by Council Member Kniss, seconded by Council Member Holman, with the modification as stated by Director Gitelman. We have one speaker, Omar Chatty, to speak on Item Number 13.

Omar Chatty, speaking regarding Agenda Item Number 13: Hello. My name's Omar Chatty. As you know, from time to time I come to this esteemed Council and the Mayor to give you the latest kill numbers on Caltrain High Speed Rail since 1995, when the Peninsula Joint Power Board and High Speed Rail and Sacramento agreed to use the Caltrain standard-

width tracks. Two hundred sixty-five people have been slaughtered on these tracks since 1995; 75 have been killed since I've been coming to you for the last 5 years, and six this year. Like clockwork, turning a calendar, one a month at least on this track. Admittedly, many of them are suicides, but it's very easy to do. It's unfortunate how many have been Palo Altans, even if they have to go to Mountain View to kill themselves. I think the comments from Palo Alto are not unreasonable. I hope you will consider them and Mr. Borock's input. I do want to comment that the Federal and State safety people have not discussed blended solution. It's a political solution with political bodies, not Federal and State safety. It is not unlikely that the safety people will come back and say, at the State or Federal level, you can't have four train different speeds between 50 and 110 miles an hour on the same single track where you're doing a two-track, even with positive train control. I would ask you please to consider again Bay Area Rapid Transit (BART). At least reaching out because it's going to take 15, 20 years and over 200 people will die. Less die with BART, but there are still some suicides. I want to remind you of something Joe Simitian seems to overlook. In 2008, the people of Palo Alto gave a two-thirds vote for BART to San Jose using operation and maintenance. That's what that was about in 2008. It was two-thirds. That's been ignored by the City Council and others. However, luckily in November we had Redwood City voters vote out of office Mrs. Jim Hartnett, whose husband is the Chief Executive Officer (CEO) of the Caltrain High Speed Rail and, until last year, was on the High Speed Rail Board. Maybe that's one way to approach knocking out High Speed Rail in addition to the future ballot measure. On the November ballot measure proposed by the Leadership Group and VTA, it's important to note that $1 billion of that is for Caltrain, really High Speed Rail, the grade separations and the electrification. All that's for High Speed Rail. Hopefully the public will be aware of that and kill it. That's unfortunate to say that. If we do get grade separations, I would encourage this Council to consider making the grade separations wide enough to handle BART in the future when the people realize what's going on or decide to support BART over Caltrain and allowing for two tracks and a single track for the freighter. Thank you.

Mayor Burt: Thank you. Council Member Schmid, did you have a question?

Council Member Schmid: Yeah. The Motion, I think the City Manager requested to substitute an at-places "10" for "10" in the packet. Is that included in the Motion?

Council Member Kniss: Of course.

Council Member Holman: Agreed.

TRANSCRIPT

MOTION: Council Member Kniss moved, seconded by Council Member Holman to approve Agenda Item Numbers 3-13 including changes to Agenda Item Number 10- Approval of the First Amended Agreement With the San Francisquito… as outlined in the At Place Memorandum and Agenda Item Number 13- Approval and Authorization for the Mayor to Sign… as outlined during City Manager Comments.

3. Resolution 9590 Entitled, "Resolution of the Council of the City of Palo Alto Approving two Escrow Deposit and Deposit Agreements, Authorizing the Deposit of $6.1 Million Into Escrow Funds Related to two Series of Library and Community Center General Obligation Bonds and $2 Million for the University Avenue Parking Assessment District Bonds for the Purpose of Early Redemption of Such Bonds, and Authorizing Related Actions."

4. Approval of Contract Number C16163554 for $206,056 With Trafficware for San Antonio Road SynchroGreen Adaptive Timing System Implementation and an Associated Amendment of the Budget Appropriation for the General Fund and Capital Fund.

5. Resolution 9591 Entitled, "Resolution of the Council of the City of Palo Alto Summarily Vacating a Public Utility Easement at 3276 Kipling Avenue."

6. Acceptance of the Palo Alto Fire Department Quarterly Performance Report for Third Quarter Fiscal Year 2016.

7. Approval of Four Contracts for On-Call Inspection and Plan Review Services in a Combined Amount Not-to-Exceed $7,700,000 Over a Three Year Term Ending June 30, 2019 With: (1) 4Leaf, Inc.; (2) Kutzmann and Associates, Inc.; (3) SAFEbuilt; and (4) Shums Coda Associates.

8. Approval of a Contract With Airport Management Consulting Group in the Amount of $183,008 for Planning and Consulting Services at Palo Alto Airport, Including Evaluation of Options in Managing the Office Spaces and Hangars, Development of Primary Management and Compliance Documents Including the Airport Rules and Regulations, Minimum Business Standards and Leasing/Rents and Fees Policies, and Related Matters; and Approval of Budget Amendments in the General Fund and Airport Fund.

9. Approval to Amend the Current Purchase Order to Include Equipment for new Ambulance Purchase.

10. Approval of the First Amended Agreement With the San Francisquito Creek Joint Powers Authority and its Member Agencies for Funding of Construction of the San Francisquito Creek Flood Reduction, Ecosystem Restoration, and Recreation Project, San Francisco Bay to Highway 101.

11. Ordinance 5384 Entitled, "Ordinance of the Council of the City of Palo Alto Repealing Ordinance Number 4936, the Council's Prior Authorization for Natural Gas Purchases (FIRST READING: May 16, 2016 PASSED: 9-0)."

12. Ordinance 5385 Entitled, "Ordinance of the Council of the City of Palo Alto Amending Municipal Code Sections 12.32.010 (Water Use Restrictions) and 12.32.020 (Enforcement) (FIRST READING: May 16, 2016 PASSED: 9-0)."

13. Approval and Authorization for the Mayor to Sign a Letter Responding to the California High Speed Rail Authority's Notice of Intent/Notice of Preparation.

Mayor Burt: Please vote on the board. That passes unanimously.

MOTION PASSED: 9-0

Action Items

14. PUBLIC HEARING: to Hear Objections to the Levy of Proposed Assessments on the Palo Alto Downtown Business Improvement District and Adoption of a Resolution Confirming the Report of the Advisory Board and Levying Assessment for Fiscal Year 2017 on the Downtown Palo Alto Business Improvement District.

Mayor Burt: We will now move on to Item Number 14 which is a public hearing to hear objections to the levy of proposed assessments on the Palo Alto Downtown Business Improvement District and adoption of a Resolution confirming report of the Advisory Board and levying assessment for Fiscal Year 2017 on the Downtown Palo Alto Business Improvement District. Mr. Keene, did you want to kick it off?

James Keene, City Manager: Mr. Alaee, did you have any opening comments?

Khashayar Alaee, Senior Management Analyst: I don't have any opening comments. There is an at-places for you, Mr. Mayor, with some comments, a script for you.

Mayor Burt: I'm sorry. We couldn't hear you.

Mr. Alaee: There's a script there for you for reading.

Mayor Burt: Council Members, any discussion? Yes, go ahead and ask questions at this time. Council Member DuBois.

Council Member DuBois: Am I addressing questions to Staff?

Mayor Burt: Who do you want to ask questions of?

Council Member DuBois: I wasn't sure. I guess Mr. Cohen would answer questions or Staff, either one.

Mayor Burt: If there are—Cash, are you prepared to answer all the questions? There may be some directed toward the representatives of the Business Improvement District (BID).

Mr. Alaee: I think we're able to certainly answer any questions. I think the City Attorney is able to answer questions, and Russ is able to answer any questions.

Council Member DuBois: I'll try to be quick here. We've seen a lot of growth Downtown. I just wondered has there been any discussion about changing the boundaries of the Business Improvement District.

Russ Cohen, Palo Alto Downtown Business Improvement District: We haven't discussed that lately, because in order to expand the boundaries or even increase the fees, we'd basically have to go back to square one and reorganize and reemerge the organization. That is really problematic in our view.

Council Member DuBois: I had a question about how you defined the benefit. Could you maybe speak to that a little bit in terms of what the benefits are?

Mr. Cohen: I think if you look at our annual report, you'll see a long list of accomplishments that are the fundamentals of what we do at the BID. The two fundamentals would be cleanliness and safety. If we don't concentrate on cleanliness and safety, then we can promote as much as we want, but nobody will come because it's not safe and it's not clean. Another benefit to our organization is that we represent all the businesses within the district as a conduit to City Hall. They count on us to represent their interests here at this dais.

Council Member DuBois: it was interesting reading the definitions and categories of companies. I think a large professional company was considered ten or more employees. It seemed kind of obvious. There's not a category for a company with several hundred employees. It's considered large, I guess.

Mr. Cohen: Ten or more is how we definite it.

Council Member DuBois: If a business has multiple locations, do you charge per (crosstalk)?

Mr. Cohen: Per address.

Council Member DuBois: Just a few quick comments. It was kind of a mismatch between what's been going on Downtown versus the way the business development district was set up. It kind of matches our zoning in terms of categories of companies. Talk a lot about retail, talk about small professional offices. There's been some stuff in the press lately about kind of large professional offices. To me, it was striking the mismatch. I do think as companies come Downtown, there's a lot of benefit to attracting, recruiting, retaining professional staff that the Business Improvement District actually contributes to. Some of your lower rates for people that are on the first floor, who aren't traditional retailers—it's just more of a comment that you might want to think about redefining benefits. I think a lot of that attractiveness is what's bringing these very large companies Downtown. I still don't really understand in terms of being able to change your boundaries or rates, but we have a lot of different boundaries Downtown. Maybe not for this year, but if you guys could consider maybe aligning with the Parking Assessment District or some other boundary. I do think Downtown is growing, but we have this kind of old boundary and kind of old fees at this point.

Mr. Cohen: I'll certainly take your comments back to the Board.

Council Member DuBois: Just my comments. Thank you.

Mayor Burt: Council Member Kniss.

Council Member Kniss: Just looking back through this and trying to remember—I wasn't on the Council then—why this was established and when it was established. Is it actually 2004?

Mr. Cohen: 2004.

Council Member Kniss: Can you remind me what was going on economically and so forth at that point that brought this together?

Mr. Cohen: I can try. It was certainly ...

Council Member Kniss: Since it was established by the City Council.

Mr. Cohen: ... certainly before my time. I'll try my best. I can call folks like Barbara Gross and Georgie Gleim who were there at the time of the foundation of it. As I understand it, the Chamber of Commerce at that time had what they called a Downtown marketing committee. That's how the BID grew out of that committee. There was an interest in focusing the attention on Downtown to make it a more vibrant location and a destination. There was an interest in finding a funding mechanism in which to do that. The BID actually grew out of the Chamber of Commerce.

Council Member Kniss: It looks like it was formed as a result of, I'm guessing, the early recession in that decade that persisted at least through 2003.

Mr. Cohen: Some tell me—folklore here; I wasn't here—that you could roll a bowling ball down University Avenue at that time. It really wasn't ...

Council Member Kniss: And not hit anyone, I presume.

Mr. Cohen: Not hit anyone, right. I didn't finish the metaphor there.

Council Member Kniss: Thank you for the reminder.

Mayor Burt: Vice Mayor Scharff.

Vice Mayor Scharff: Thank you. I'd like to address my questions to Russ as well. Just briefly, the overview. You collect roughly how much money?

Mr. Cohen: About $131,000 to $140,000. Are you asking how much we invoice or how much we collect?

Vice Mayor Scharff: How much you collect.

Mr. Cohen: It's just shy of $100,000.

Vice Mayor Scharff: It's about $100,000. After you pay administrative staff and that kind of cost, what's left?

Mr. Cohen: About 30.

Vice Mayor Scharff: What do you with that 30? What did you do with that 30,000 roughly?

Mr. Cohen: If you look at our budget that is submitted to you, that you have before you, you'll see exactly how we allocate those funds. Everything from administrative costs to event planning, printing, postage, the list goes on. Lamp post banners are a big expense. Lamp post banners that you see throughout Downtown, that's a major expense. Our financial audit every year is a major expense.

Vice Mayor Scharff: You talked about—the primary goals were cleanliness and safety. Yet, the City is the one who pays for all that.

Mr. Cohen: Not exactly accurate.

Vice Mayor Scharff: The BID pays for none of it.

Mr. Cohen: That's not exactly accurate either. We partner with the Parking Assessment District. Up until this year, there was money allocated for street cleaning or sidewalk cleaning. We also contribute to the Downtown Streets Team. We promote their efforts financially.

Vice Mayor Scharff: What do you do for the Downtown Streets Team when you say do it? When I read through the list of accomplishments, it feels to me like what you really do is you do a lot of event planning, which is great.

Mr. Cohen: Some.

Vice Mayor Scharff: You put signs out, and you advocate on behalf of the businesses in the Downtown. Everything else the City actually pays for, and you take credit for it. That's sort of how it feels.

Mr. Cohen: That could be how it feels, because we do pride ourselves on public-private partnerships. One of our greatest partners is the City of Palo Alto itself. For example, I might come to the City, and I might advocate for Public Works, for example, to paint the University Avenue tunnels. Now, we did not pay for that project, but we advocated for that project. We made it a priority for the Public Works to get that project done. You're absolutely right. We'll take credit for getting the project done and spearheading that effort. From a funding standpoint, no, we did not pay for it. That's a good example.

Vice Mayor Scharff: In the last year, what were the three things you think would not have happened if it wasn't for the BID?

Mr. Cohen: You're asking me to remember my accomplishment list.

Vice Mayor Scharff: I'm asking you the top three things you're proud of, that you think would not have happened if it wasn't for the BID.

Mr. Cohen: I think our lamp post banner program defines our district in a differentiating way than any other downtown. I'm particularly proud of that, because it helps brand our Downtown. What typically happens in a downtown is there are banners that are put up once a year, and they last for probably 10 years. They get old and stale, and they do not differentiate the downtown experience as we have with our banner program. Our banner program is unique. Once again, for that program what we've done is form private-public partnerships and found sponsors to underwrite the cost of changing out those banners at least four times a year. The installation may come out of our budget, but the actual production does not.

Vice Mayor Scharff: Thank you.

Mayor Burt: I have a couple of follow-up questions for you, Russ, and then for Staff. On Page 290 of the Packet, it talks about the sidewalk cleaning, steam cleaning, once a month. Who pays for that?

Mr. Cohen: That did come out of the Parking Assessment District funds.

Mayor Burt: What's then the relationship between the Assessment District and the BID?

Mr. Cohen: We, for the last five years, have been the administer of the Parking Assessment District Committee. That used to be a standing committee of the Chamber of Commerce. What was realized over time was that the issues that were brought forward by the Parking Assessment District were basically Downtown issues. We took over the sort of administration, doing the minutes, doing the secretarial duties, and trying to hear what the issues were and trying to influence that budget.

Mayor Burt: The Downtown Streets Team, is there a funding that is going to ...

Mr. Cohen: There's two funding mechanisms. One through the BID itself in our budget, and one through the Parking Assessment District. The Parking Assessment District funds go directly to the Downtown Streets Team particularly for the maintenance of the garages.

Mayor Burt: What's the dollar amounts coming from the Assessment District and the BID respectively to the Downtown Streets Team?

Mr. Cohen: I do know the BID amount off the top of my head, which is $5,000 per year. I do not remember the amount from the Parking Assessment District. Barbara reminds me it's about 90.

Mayor Burt: Ninety thousand?

Mr. Cohen: Right.

Mayor Burt: The sidewalk cleaning, you're saying that is an accomplishment of the BID because you ...

Mr. Cohen: Because we work closely with the Parking Assessment District and City Staff. I meet regularly with Public Works Staff.

Mayor Burt: I think it would be a lot better if there was language that was really more credible in terms of what the role is. That's not the way the report from the BID reads, I think, to an objective reader. Without the clarification you just provided, I would have interpreted it that the BID was paying for the sidewalk cleaning.

Mr. Cohen: Duly noted.

Mayor Burt: Just in general, I mean, that's an example. The same thing when you reference the Downtown Streets Team. $5,000 toward it is notable, but that's not a primary portion of the funding.

Mr. Cohen: There are two different funding sources and two different buckets in which those funding goes. The Parking Assessment District funding goes specifically to parking garages. The other funding goes to support their efforts on the Downtown streets.

Mayor Burt: Did I understand you correctly that there's $5,000 coming from the BID and $90,000 coming from the Assessment District?

Mr. Cohen: Correct.

Mayor Burt: Does the BID do the billing to the members?

Mr. Cohen: This year, we tried a new offsite system with a third-party vendor. A company called Muni Services, LLC does the invoicing.

Mayor Burt: What about the collection? You had talked about first $131,000 to $140,000. When the question was clarified as to the incoming, it was $100,000. There's X amount invoiced and Y amount collected.

Mr. Cohen: That's correct.

Mayor Burt: How does that work? Who is responsible for closing that gap between the billed amount and the ...

Mr. Cohen: Ultimately, it's the BID's responsibility to make sure that we don't have a gap in that funding. Unfortunately, there is and there always has been. It's very difficult to close that loop. There is no carrot and stick. There's a lot of companies out there that simply don't pay their invoices, their assessment fees. There's a variety of reasons why that happens. I'll give you a couple of examples. Let's take Bank of America, for example. By the way, the highest assessment fee is a financial institution. They get their invoice to the local branch, and they don't know what to do with it. They pass it on to a regional branch. The regional branch sends it to their company headquarters in South Carolina. They don't know what to do with it. It just goes into this bureaucratic quagmire, sort of the swirling vortex. It's very difficult to get a company like Bank of America, for example, to pay a simple $500 invoice. Another example might be a startup. A startup says to themselves, "We're only going to be here for a year or two. We're either going to get sold or we're going to go away. What is the incentive for us to pay the invoice?" There's a lot of different reasons why they don't pay the invoice. We're lucky that our attrition rate is what it is; it could be larger.

Mayor Burt: Thanks. I want to direct the other question to Staff around really the purpose of the BID. The question is about whether the BID has a lobbying function. We've had the BID come before the Council and be strong lobbying advocates often against positions that the City is intending to take. As I look at the Bylaws, there's a section that says including but not limited to the following activities. Then, it goes into a description of the following activities that seem to describe what was the intention of the BID, which really I believe when it was set up didn't include lobbying, but it's morphed into that. The question is really is that a proper use. If the Council did not want to enable a body, because we create the BID, who has as one of its functions to oppose the actions of the Council ...

Mr. Cohen: And support.

Mayor Burt: ... how would we—pardon me?

Mr. Cohen: And support as well.

Mayor Burt: Thank you. We're done. I'm speaking to the Staff.

Mr. Cohen: I'm sorry.

Mr. Burt: You can sit; that's okay. How would we go about addressing that?

TRANSCRIPT

Molly Stump, City Attorney: Thank you, Mayor Burt. City Attorney Molly Stump. In addition to the Bylaws, which you referred to, there are a couple of other relevant documents. The Palo Alto Downtown Business and Professional Association is essentially a contractor to the City and is the City's partner in administering the—both collecting the funds at an administrative level and then engaging in the activities benefiting the businesses in the district. Under both State law and the City's contract with the Business and Professional Association, the purpose of the funds is described as acquiring, constructing, installing or maintaining improvements and promoting activities that will benefit the businesses located and operating within the district. It's really a policy question for the Council as to whether the activities described in the annual report and otherwise known to the Council fall within that description or to some degree are other types of activities. The City's contract with the Downtown Business and Professional Association provides that if the Council has some concerns about the proposed activities in the annual report, that there is a pause in approving that report, which is before you tonight, of up to 30 days to allow the Staff to consult with the Business and Professional Association to resolve any Council concerns. That is one option. The Council could engage in that process, and that puts this process on hold for no more than 30 days. Ultimately, the City does have a contract with the Business and Professional Association that was entered into in 2004. It is an annual contract that's renewed automatically by the approval of the annual report that's before you tonight. That contract potentially at some point could not be approved and/or it could be terminated during the course of the year on 90 days notice by either party.

Mayor Burt: This is a Public Hearing, and I'm supposed to provide specific remarks. If the Council wants to have any other discussion and action, should I nevertheless open the Public Hearing, provide the remarks and then consider whatever action, whether it be to go forward or otherwise?

Ms. Stump: Yes. Certainly, you do need to open the Public Hearing and provide an opportunity for members of the public generally but in particular the businesses against whom a charge is levied to register their concerns or comments.

Mayor Burt: At this time, I'd like to open the Public Hearing, which is a levy of an assessment on businesses in the Palo Alto Downtown Business Improvement District for Fiscal Year 2017. It's the time and place for the public hearing on the levy of an assessment on the businesses in the Palo Alto Business Improvement District for FY 2017. In February 2004, the City established the Palo Alto Business Improvement District. Annually, the City must hold a public hearing to authorize the levy of an assessment in the

next fiscal year. On May 16, 2016, the Council set this time and day as the time and date of the Public Hearing on the proposed levy of an assessment for Fiscal Year 2017. The Council appointed the Board of Directors of the Palo Alto Downtown Business and Professional Association as the advisory board of the BID. The advisory board has prepared its annual report for the 2017 fiscal year and submitted it to the Council. The City published the required notice in a local newspaper of record regarding reauthorization of the BID for 2017 as required by bid law. All interested parties will have an opportunity to provide testimony this evening. At the conclusion of the public hearing, the Council will determine whether a majority protest exists. A majority protest will exist if the owners of businesses that will pay 50 percent or more of the proposed levy of an assessment have filed and not withdrawn a written protest. We've actually already had the brief report by Staff and the BID representative. The public hearing is open. I see we have at least one card. Our first speaker is Barbara Gross. Welcome.

Public Hearing opened at 7:04 P.M.

Barbara Gross: Hi. I just wanted to clarify some points as to the origin of the Business Improvement District and how it came about and why it's important. The Chamber of Commerce, as Russ described, had a Downtown marketing committee that was an all-volunteer committee. It was impossible to keep up the amount of volunteer hours that it really took to be able to create the relationships within City Hall and to follow up on all the activities that the immediate Downtown core business district really needed to pay attention to. As a result of that, with some help from actually City Staff, the Business Improvement District was created. As of today, we work in concert with the Chamber of Commerce. As the Chamber of Commerce is concerned with the entire City, the Business Improvement District focuses on the Downtown. We also have, as Russ said, under our auspices the parking district committee as well as overlooking Lytton Plaza. The Friends of Lytton Plaza, who redeveloped that, handed it over to the BID to oversee its upkeep and improvements, which the BID has by putting in new plants, encouraging the City, which is great because that's part of the relationship-building, to install additional trees and umbrellas and some additional tables, because the park has been so successful. Again, what we do, based on the official requirements of a Business Improvement District, which is to have the City administer the funds but have the contract to the Downtown Professional Association actually activate all of those things. The music on the plaza and those kinds of events in the Downtown, Meet the Street and other events in the Downtown, trying to bring business to businesses together as well as the residential community to come Downtown and enjoy what they can. The focus is to have a Downtown monitor really overlooking benches, which Russ does, in concert with the banks and all the people in

the Public Works Department, the tree wells, the cleanliness of the garages, the receptacles that he's been working on with the City to replace. There is this motivation and emphasis to push this focus on the Downtown where it might not be if it weren't for the Business Association. Thank you.

Mayor Burt: Thank you. We have a second speaker; it's Brad Ehikian.

Brad Ehikian: Well done. Most people get that fairly wrong, so thank you. My name is Brad Ehikian, and I am with Premier Properties. We have probably one of the larger management portfolios in Downtown Palo Alto. We have about 35 properties alone that we have under management. One of the reasons why I joined the BID was to really get a pulse on what was happening Downtown. We interact with a lot of tenants and businesses that are coming into Palo Alto. When I joined, I viewed it as a conduit to the City and to our businesses, to really get a feeling for what issues were affecting them. I think it's really important that our businesses do have an outlet to the City to be able to communicate some of the concerns that they have. These are things that we're really concerned about. We have a large interest in making sure that Palo Alto stays vibrant, stays clean and safe. This is our important market for us, and we really try to protect it. Again, I want to put out there that I really want to just promote that there's this conduit for businesses to be able to kind of explain some of the concerns that they have and issues that are affecting them, so that we can help kind of address some of these issues and make our City better and stronger and more economically vibrant. Thank you.

Mayor Burt: Thank you. We have one final speaker, Georgie Gleim. Welcome.

Georgie Gleim: Thank you. Ditto to everything that's been said before. The idea for the BID actually came from the City's Economic Development Manager at the time, when the marketing committee and the Chamber of Commerce was really struggling with how can we try to promote Downtown as an entity and do it strictly on volunteer labor which was just getting more and more difficult. She said there is this instrument call the Business improvement District; let's investigate. Over the course of two or three years, I think, we did a lot of surveys. We really crafted the boundaries as carefully as we could as well as the definitions of the types of memberships and the levels of assessments that would be charged. One thing I was just thinking of. If the BID didn't exist, there wouldn't be a Downtown Streets Team to help keep the City clean and help some of the homeless, because that organization came from the BID. There wouldn't be a way for the City to get very organized information from the business community in Downtown. I do know that there are a lot of different departments—Russ

has done a wonderful job of engendering relationships with different city departments. They will come to him and ask for ideas. What can we do about this? What did the businesses think about that: That would be made much more difficult and much less—it wouldn't have as uniform a series of ideas if something like the BID did not exist.

Public Hearing continued to the June 27, 2016 Council meeting.

Mayor Burt: Thank you. That concludes public comments. Molly, if the Council's going to consider whether to either go forward tonight and conclude the matter or refer it, do I close the public hearing either way or do I leave the public hearing open if we may be doing this other action that you described?

Ms. Stump: I think if you're going to take another action, I would suggest that you keep the Public Hearing open so that we can, when we return, incorporate any additional comments (crosstalk).

Mayor Burt: Thank you. Vice Mayor Scharff.

Vice Mayor Scharff: A couple of things. I wasn't quite following what your other action was. The other action was to leave the Public Hearing open and then, if we raised concerns, talk to the BID Board and come back to address those concerns. Was that the action?

Ms. Stump: Thank you, Vice Mayor Scharff. The City's contract with the Business and Professional Association includes a provision wherein if the Council has concerns about the annual report and proposed activities for the upcoming fiscal year, that there be a stay in the proceedings—it's described as a stay—to allow an opportunity for the Association to consider the Council's comments and potentially for the Staff to work with the Association and come back to Council within 30 days.

Vice Mayor Scharff: Just to zone in, is it the activities that would be going forward in the future that are outlined in the report? Is that it?

Ms. Stump: That's correct.

Vice Mayor Scharff: Where are those exactly in the report, the activities they're doing in the future? I saw a list of accomplishments, but I guess I didn't focus on a list of what we're doing in the future.

Ms. Stump: As I read it—maybe Mr. Cohen can help us—Section 3 includes a budget for 2016-17.

Mr. Keene: Presumably that starts July 1st. Is that correct?

Mr. Cohen: Yeah. The budget reflects where our monies will be allocated in this fiscal year.

Vice Mayor Scharff: It reflects where the money is going, but it doesn't reflect what the BID is necessarily going to do. Obviously there's some overlap, but ...

Mr. Cohen: Many of the activities—if I can clarify for you. Many of the activities that are listed are the same from year to year. They're ongoing costs and activities.

Vice Mayor Scharff: There's a couple of things you've asked us to do. First is hold a public hearing, which we're doing. The second was to approve the Resolution. I saw the Resolution. Then, levy an assessment. Can we levy the assessment while we think about how we want to restructure the BID?

Ms. Stump: That's a good question. If the Council has concerns, the process calls for some of those to be articulated this evening to allow the Staff to work on the item. We would advise you on other types of options for structuring the activities funded by the assessments when we would return.

Vice Mayor Scharff: What we should be doing then, as Council Members, is articulating any concerns we might have. Is that what you're looking—I will do that. First of all, I just need to know what are the non-assessment sources of revenue that the BID gets? It's a fair number. It's $54,000. Where does that come from?

Mr. Cohen: $40,000 of that is for our concert series, and that is raised by myself. I fundraise for that concert series and look for sponsorships for that series. That is similar with our banner program as well. I'd have to turn to the actual numbers. That's usually how it works. I go to the community at large and look for underwriters and sponsors for various projects. As you can see, our budget is very, very small. I recommend to our Board that if there's a project or an event that we want to hold, we need to go find people other than ourselves to fund those activities. Legal is donated to us.

Mayor Burt: Council Member Filseth. I'll just come back to a couple of things that were raised. On the one hand, the fee structure, as Council Member DuBois had stated, has essentially up to ten Full Time Equivalent (FTE) employees—I guess, retailers for some reason it's 11. There's really not a very graduated fee structure that charges the large firms a lot more. Am I understanding that correctly? On the other hand, I assume that the sponsors are probably more often almost invariably from the larger companies. I think that—yes.

Mr. Cohen: If I can clarify. That's not an accurate assumption. I'll give you an example. The summer concert series, we do have one major sponsor, but we have a long list of minor sponsors. They are not big companies.

Mayor Burt: I think I'd be interested in having a fee structure that reflected the wide range in sizes of our Downtown employers and have greater proportionality of the fees to the size of the company. I'll say that even though some of the reporting on the activities maybe slants the role of the BID beyond its actual role, it does have a facilitation role in a lot of these things. I think that these are a lot of good activities. From my standpoint, I actually think that the activities are worthwhile. What I don't see listed among the activities is essentially acting as a political force. It's not listed that they're doing it, but that's my concern. I don't think it's an appropriate role of the BID. When the City Attorney cited the structure of BID's activities to me, it does not constitute lobbying. I have no problem at all with the individual members of the BID coming and being active and sharing their opinions on whatever action the Council is taking. I don't think we wanted to create an entity that becomes a political force. I think the rest of what the BID does is great. I don't know whether other colleagues share any of those interests. Since we'd be giving guidance to Staff without necessarily voting on this, how would that ...

Ms. Stump: The documents do provide that the Council can actually modify the public report but does suggest that if the Council were going to do that, that there be this pause to allow the Association to weigh and consider and work with Staff to respond.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: Actually I just had a question. I was trying understand with greater clarity about the relationship between the BID and the Downtown Business Association. Is the Downtown Business Association just a shorthand for the BID?

Ms. Stump: Maybe I can help with that. The Business Improvement District is a legal structure. It allows the City through an Ordinance authorized by State law to create an area where there will be a special assessment. The purpose of collecting the special assessment is to provide benefits above and beyond, different than those provided generally. That's a legal structure that involves boundaries, a formula for rates, the authority to collect. The Downtown Business and Professional Association is an entity that has been created under State law to serve as the City's contractor, in essence, to both handle the billing and collection of that assessment process, but more significantly then to go ahead and expend those funds and engage in those

activities on behalf of the City. The Business and Professional Association is in that sense a contractor to the City.

Council Member Wolbach: Thank you.

Mayor Burt: Since I don't see any lights, I will move that we ask Staff to engage with the—it's really the Downtown Business Association to—I'm sorry. I need to pause here a moment. Molly, if there was a change in the fee structure, is that more complicated than some of these other matters?

Ms. Stump: It is. I'm not an expert in that. I'll need to look at it. At the time that the Business Improvement District was established, the state of State law on special assessment districts was a little different. It's frankly become more difficult and there are more procedural rules. It may be that we will need to come back and suggest to the Council that modifying the fee structure is a really substantial effort, both in terms of operational effort and legal procedures that will need to be followed.

Mayor Burt: Let me modify the Motion then. Direct Staff to review the mechanisms of modifying the fee structure with the intent to require larger companies to pay a more proportionate share of the BID. Second, to clarify the Bylaws so that activities are not construed to mean functioning as a lobbying group.

Ms. Stump: One clarification. Does the Mayor mean to clarify the City's contract? The Bylaws are really ...

Mayor Burt: Yes, I'm sorry. The City's contract. That's a better way. I'm sorry.

Vice Mayor Scharff: I'll second your Motion (inaudible).

Mayor Burt: Seconded by Vice Mayor Scharff.

MOTION: Mayor Burt moved, seconded by Vice Mayor Scharf to direct Staff to:

A. Review mechanisms for modifying the fee structure to require larger companies to pay a larger portion of the District costs; and

B. Review mechanisms for modifying the contract with the Downtown Business Association so that activities are not construed to include lobbying.

Mayor Burt: I think I've spoken to it enough. Vice Mayor Scharff.

Vice Mayor Scharff: I agree with Mayor Burt that the lobbying portion of this seems like a distraction from the goal of the BID, which for me is making the Downtown cleaner, safer, doing the banners, raising funds to have events, that kind of stuff. That's really a role of the Chamber of Commerce. I support that. Looking at the fee structure, I think it's a good plan. I'm a little concerned about how much time Staff may spend on this. It wouldn't be my highest priority if we were prioritizing things. I think over time it's good. As long as it's not an "as soon as possible" kind of thing, we do it before (crosstalk).

Mayor Burt: I meant it to be open, because my assumption was that it may or may not be something that we could address this year.

Vice Mayor Scharff: Mayor Burt, you might consider—I also have some concerns, frankly, that when you look at this, most of the money goes towards an Executive Director's salary, invoicing, that kind of stuff. Frankly, I probably wouldn't vote to even reauthorize this if it wasn't for the $40,000 or $50,000 that's collected in. I've always thought in the back of my mind that there may be a better way to do this; that we don't have all of the money basically going to pay an Executive Director's salary and so small amount of money actually goes to achieve things in the Downtown. Maybe you can't achieve that without having the Executive Director and staff. Maybe that's why you need to do it. I'd like to add in there that we direct Staff over the term to look at other structures of the BID that may provide more funds to do tangible things as opposed to going to salary.

Mayor Burt: I'm fine with that.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "investigate other structures for the Business Improvement District (BID) that may provide a more efficient use of the funds that minimizes staff and administrative overhead and focuses more on direct services." (new Part C)

Mayor Burt: The same thing as with Part A of the Motion, do we need to clarify that we're not ...

Vice Mayor Scharff: We don't expect this to be the highest priority.

Mayor Burt: Or that it will not necessarily be accomplished in the 30 days. It may be for the following year.

Vice Mayor Scharff: I thought it would be accomplished in the following year, not in the 30 days. I think this is too big for the 30 days.

Mayor Burt: I agree.

Ms. Stump: That's helpful clarification. I think what we would be doing is—I did want to amplify my earlier comments about the Business and Professional Association. It certainly is a contractor to the City, but it also is, as the speaker discussed, in a sense a grassroots organization that's grown up out of the business community. I didn't wish to slight that aspect of its function. I think what we would do is use the next few weeks certainly to consult with them, to come back to the Council perhaps with a recommendation that you go ahead and issue the levy for next year, but that there be some work that's planned out to address some of these concerns with the potential for modifications the following year.

Mayor Burt: The contract potentially could be done in the next—those changes could be done in the next 30 days, right?

Ms. Stump: Potentially.

Mr. Keene: We'd be coming back June 27th, was the thought.

Mayor Burt: I would hope that "B" could be addressed in the next 30 days with an understanding that "A" and "C" probably will not be able to be.

Ms. Stump: Yeah. Recalling that the Council's Agenda publication means that that's a week from Thursday, so it's more like 10 days Staff work to address that, but we'll make an effort.

Mayor Burt: Council Member DuBois.

Council Member DuBois: I'd like to offer a Friendly Amendment, also within the timeframe of looking at it for next year, to consider evaluating the boundaries of the BID to maybe align with another Downtown boundary such as the Parking Assessment District.

Mayor Burt: That'd be fine.

Vice Mayor Scharff: That's fine.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, “evaluate the boundaries of the BID to align with other Downtown boundaries.” (new Part D)

Ms. Stump: Just to note for the Council, that one is probably quite a bit like Item Number A, somewhat more complex.

Council Member DuBois: I just think if we're going to do it, we might as well do both.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: I just wanted to turn to Staff for just another minute here and ask about who on Staff or how does Staff conceptualize—at first glance, I know this is just coming at you right now. I know that we lost Mr. Fehrenbach, who I would guess would probably be a primary person on Staff who would be doing work like this. I heard that we're looking at this maybe for some time in the next year. Do you envision this being doable in the coming year? I know it's hard to commit off the top of your head.

Mr. Keene: I think we have to bi-furcate the motion with "B" being the return ASAP before you go on break, and the other items we'd be able to give a status report on, once we get into the fiscal year, as to what that would take.

Council Member Wolbach: Can we amend the Motion to do that?

Mayor Burt: We didn't stipulate a timeframe for any of it. Staff has clarified. I don't know if we've—it doesn't sound like they feel we have to clarify it in a motion.

Council Member Wolbach: If it doesn't need to be in the Motion, that's fine.

Vice Mayor Scharff: I just changed it, what I wrote down, to be more—I just want to make sure you're okay with it.

Mayor Burt: If I might just comment on that modification. I'm okay with Staff evaluating it. I don't have a heartburn over the bulk of the dollars going to—it's titled an administrator, but there's a great deal of facilitating functions. Even barring some of the concerns we had on the report, there's a lot of activities that are things that a person does, and they aren't necessarily purchasing and physical things. I don't have a great problem with the way it's structured, but I'm open to Staff looking at it. As long as Staff is not seeing that as a mandate to make those changes but just to evaluate.

Vice Mayor Scharff: I agree.

MOTION RESTATED: Mayor Burt moved, seconded by Vice Mayor Scharf to direct Staff to:

A. Review mechanisms for modifying the Fee Structure to require larger companies to pay a larger portion of the district costs; and

B. Review mechanisms for modifying the contract with the Downtown Business and Professional Association so that activities are not construed to include lobbying; and

C. Investigating other structures for the Business Improvement District (BID) that may provide a more efficient use of the funds that minimizes staff and administrative overhead and focuses more on direct services; and

D. Evaluate the boundaries of the BID to align with other Downtown boundaries.

Mayor Burt: We can vote on the board. That passes 8-1 with Council Member Schmid voting no. Thank you. I'll guess we'll see this back on the magical 27th. We are now moving on—the public hearing will remain open.

MOTION AS AMENDED PASSED: 8-1 Schmid no

14a. (Former Agenda Item Number 18) Authorization for the Mayor to Sign a Letter Regarding the Governor's By Right Housing Proposal.

James Keene, City Manager: We are doing Item Number 18, which is now whatever it is, 14a.

Mayor Burt: 14a, excuse me. Authorization of the Mayor to sign a letter regarding the Governor's by-right housing proposal. Welcome, Director Gitelman.

Hillary Gitelman, Planning and Community Environment Director: Thank you. Planning Director Hillary Gitelman. I'm aided this evening by Cara Silver from the City Attorney's Office. She and a colleague have helped draft what I hope you received at places this evening, which is an alternate letter. At the Mayor and Vice Mayor's suggestion, we drafted a letter that included some suggestions about how the Governor's proposal could be amended. That substitute letter is before you. We would be happy to answer any questions.

Mayor Burt: Can I add that the—what instigated that request was the Council received an update from our Sacramento lobbyist, where the Governor's Office had opened the door toward the City recommending changes to the Governor's proposal as an alternative to us opposing it. Without wanting to presuppose the Council's inclination as to which of those we want to do, I just wanted to make sure that there was some help if we wanted to look at recommended changes to the Governor's proposal, what might that look like that would be consistent with our own policies. It may

be that we can't find something that meets that requirement. That additional information, Hillary, is it this set?

Ms. Gitelman: There's a whole substitute letter that was at your places.

Mayor Burt: That's the substitute letter that (crosstalk).

Ms. Gitelman: We do have a few extra copies if there are members of the public who still need them.

Mayor Burt: Council Member Kniss, questions.

Council Member Kniss: Not a question, a comment. You want questions now, comments later?

Mayor Burt: Let's go through questions first, and then we can come back for comments. Council Member Wolbach.

Council Member Wolbach: I actually also had a comment. If I could be put in queue behind Council Member Kniss.

Mayor Burt: Council Member Holman.

Council Member Holman: Just a quick question. There's not a recommended or preferred approach here, that's been recommended or suggested by anybody. These are just alternate approaches. Do I understand that correctly?

Mayor Burt: That's right. What we have in the second letter is possible amendments to the Governor's proposal as opposed to the other alternative that we were looking at, which was opposition to the proposal.

Council Member Holman: Thank you.

Mayor Burt: Council Member Berman.

Council Member Berman: I had a quick question on the at-places memo, on Section 1. Under amendments, it says amend Section 65913.3(a)(3) to clarify that housing developments containing office use do not qualify for by-right entitlement, which I'm perfectly comfortable with. It goes on to explain the amendment. I didn't see any ambiguity in the amendment, so I'm not sure why there's the recommendation for the clarification.

Mr. Keene: Can you help me out with the recommendation for the clarification, where that's coming from?

Council Member Berman: By Number 1 on Page 1, it says amend this section to clarify that housing developments containing office use do not qualify for by-right entitlement. Then, it says currently the amendment references Government Code Section 65589.5(h)(2)(b) which defines housing developments to include mixed-use projects containing neighborhood commercial defined as small-scale general or specialty stores that furnish goods and services primarily to residents of the neighborhood. Is there a concern that small-scale general or specialty stores might also include office?

Cara Silver, Senior Assistant City Attorney: I think the concern is because the amendment references another Government Code section that could be amended later, we just wanted to clarify in the new bill language itself that there should be a reference to community service businesses which are essentially retail businesses. Also, the underlying language is what we are proposing to add to the bill, which clarifies that if there is a mixed-use qualifying project that contains some retail, the retail component should not magnify the project. It should be the housing component that's greater than the retail component.

Council Member Berman: There are kind of two things. One is that second part. The first part is a concern that in the future the definition of small-scale general or specialty stores might change to allow office. To specifically prohibit office upfront so that's clear to everybody.

Ms. Silver: Correct.

Council Member Berman: That makes sense to me. I think that's the only—just out of curiosity, why the change from 90 to 120 days? Was that just to give more time or was there a specific reason for the new number?

Ms. Silver: It's because the bill contemplates that a design review shall take place in 90 days; however, logistically it really can't start being conducted until the application is reviewed. The bill allows 30 days for the review of the application. We thought 120 days more accurately reflects the timely ...

Council Member Berman: The combination of the two. I'm with you. Thanks.

Mayor Burt: Council Member DuBois.

Council Member DuBois: Just looking at this new amendment, could you speak a little bit more about—this was a change in the opportunity for the public to review and comment. That was a change to the proposed bill from the previous version. Is that correct?

Ms. Gitelman: I think we still have a significant concern, as the League of Cities does, about the fact that these qualifying housing projects will be ministerial. They're not really going to be subject to California Environmental Quality Act (CEQA) review and the same opportunity for public comment and discretionary review by the City as they would today. I think we still capture that at the end of the letter, the alternate letter.

Mr. Keene: If I just might add. I think this is the kind of tricky balance we need to figure out whether we've struck or not between an original proposal that basically says we oppose the bill because of the fact that it excludes some of the public processes that we and other jurisdictions deploy to get a thorough review. Yet, the comment being out there that in many ways says you better come up with some language changes that we want to be listened to. That's what we've done, but you could look at that and say, even if we got those, would that be satisfactory enough to us or do there need to be some changes. This doesn't mean we're getting everything that we were trying to get by opposing it, but putting these comments in here.

Council Member DuBois: I'm trying to understand exactly that. Number 2 here, with the 120 day review, is still not really addressing the CEQA concern.

Ms. Gitelman: That's right.

Council Member DuBois: The public could participate in those 120 days but are not ...

Ms. Gitelman: Obviously there would be public participation in design review, but design review as intended by this bill is really a nominal process. It's not going to be the kind of in-depth Architectural Review Board (ARB) process that we have now, where we attach conditions and do a whole CEQA review. We have the potential for multiple hearings at the ARB and a recommendation to the Director and appeal. None of that would be available. It would be limited to a perfunctory or a high-level review of design only during the 90 or 120-day period.

Council Member DuBois: I still find that area probably the most troubling. We're under a time deadline here, but I didn't know if there was any discussion of an amendment that would capture some aspect of public review or if you just felt like that was (crosstalk).

Mayor Burt: Can I just say that this is just a straw man for us to consider. We're open tonight to either not have any recommended modifications and oppose; we could support the Governor's proposal; or we could do whatever in between we want.

Council Member DuBois: My comment is I'm concerned about the lack of CEQA review and public participation.

Mayor Burt: Council Member Holman.

Council Member Holman: I'm sorry. I do have one more question. When we get to motions, we're not looking for exact language; we're just looking for what we want the letter to include or not. I just want to be clear on that.

Mayor Burt: I think that'd be correct. It'd be with adequate clarity that Staff ...

Council Member Holman: Thank you.

Mayor Burt: ... understands it. Council Member Wolbach.

Council Member Wolbach: I actually realized I did have one question. Looking at the at-places draft, the amendments draft. On the second page, Section 3, it talks about the amount of affordable housing to be included with the project. Sub-items i and ii, are these in parallel or in series? Is this an "and" or an "or" where, if I'm reading this right, we're talking about at least 10 percent for low income and five percent? Is it 10 percent of low income and five percent on top of that of very low income or is it 10 percent low income or five percent of very low income?

Ms. Gitelman: It's either/or.

Council Member Wolbach: Either/or.

Ms. Gitelman: We're proposing—a suggested change would be in the italics below, because saying that those low percentages, which are lower than the City's current inclusionary requirement, should not be allowed if there's an inclusionary requirement that applies.

Mayor Burt: See above, it says "either."

Council Member Wolbach: Thank you. We just got it, so I was trying to read it fast. Thank you.

Mayor Burt: We have two members of public who wish to speak. Our first speaker is Stephanie Munoz, to be followed by Bob Moss. Welcome.

Stephanie Munoz: Good evening, Mayor Burt and Council Members. I'd like to speak to this and suggest to you that you also want what the Governor and the Legislature wants. You should be thinking very seriously. You have a member who's running for Assembly and a concerned citizen in this very

room also running for Assembly. It seems to me you should get a good idea of what you would like the Legislature to do for Palo Alto to implement an orderly and beautiful and acceptable way of low income housing. This is what I would like to suggest. I would like to suggest that instead of taking a paternalistic attitude about what you will allow and who will be, you make it a marketplace decision. I would like to suggest that when you give permission to build a structure which is higher, you immediately improve the value because the roof and the foundation and the land can all be shared amongst all units. I'd like to suggest that you start with the model of the Ronald McDonald House, which is every person that's renting or occupying the structure gets a big bedroom and a nice, acceptable bathroom and a little bitty kitchen, like one you'd have in many hotels. I'm sure you've gone skiing or to resorts, and they all have a little kitchen, like a dorm fridge, a sink, a little microwave. Let's say it was $400 a month because Social Security recipients get a minimum of $800. Suppose they want to only pay that, fine, then they don't have to pay the extra $100 or $200 for the parking place and the extra $100 for the nice, big storage room in the basement. Those can be divided up according to wealth. If you've ever been to Ronald McDonald House, I suggest that you go. The point is that there are community facilities that make up for the rather limited range that you have. A nice big kitchen with lockers and freezers where you can go roast that turkey for the 12-person family dinner and little rooms and computers and viewing rooms. I think anybody could afford that, and you'd like it. Thank you.

Mayor Burt: Thank you. Our next speaker is Bob Moss, to be followed by Herb Borock.

Bob Moss: Thank you, Mayor Burt and Council Members. This is a new item; I hadn't seen it in the packet earlier. Looking at the report, it appears what is being proposed is to eliminate any city control of the Zoning Ordinance and designation of land uses. For example, it says that you can build these multifamily housing units on any site which is zoned residential, which means the R-1 zones and the R-1-10,000 zones are no longer restricted to single-family homes. They could become apartment sites. It also talks about not requiring CEQA evaluation, which means if someone wants to build a large number of these multifamily developments on a street which is extremely narrow or build housing over a site which is toxically contaminated, you wouldn't be allowed to do any evaluation and find out that this could be a real serious problem to health and safety. I think this proposal is beyond appalling. It's truly stupid. Whoever proposed it has no concept of proper land use, safety, environmental issues or what makes a city livable. I would certainly urge that the City Council send a letter strongly opposing this and point out it is more likely to damage a community

than to help it. What it's going to do over time is get the developers who really want to make a ton of money building multifamily units all over single-family areas. One of the things you might want to do is talk to the people in Atherton. As I understand it, it would apply to cities statewide. Is Atherton going to want to have apartment blocks on their property next to the single-family lots which are half an acre to an acre? I don't think so. This is a really bad proposal. It's not well thought out, and it will destroy the viability of any place where this is allowed to be developed. I would strongly urge opposing it and making it clear to the Governor and the Legislature that this is not something that's very viable or very desirable.

Mayor Burt: Thank you. Our next speaker is Herb Borock, to be followed by our final speaker, Shani Kleinhaus.

Herb Borock: Mayor Burt and Council Members, I believe that you should send the original letter that was distributed with your Agenda packet material. That letter opposes the Governor's proposal and says it opposes the proposal because such fundamental policy changes should not be rushed through but merit extensive review. The response time provided undermines the principles of transparency and public engagement. That letter goes on to say that the public who are affected by such projects and such as proposed have a right to have their concerns considered. Such public review and discussion oppose the accountability of elected officials and ensures a fair process for all proposals. Now, we have arriving tonight a change in what should be done and essentially providing a way under certain circumstances to support the Governor's proposal. It seems almost a parody of what the proposal itself is. Here we have something arriving at the last minute with even less opportunity for the public to consider than the letter that you had in your packet. The Agenda Item was scheduled for about two hours from now. Instead, it's being held earlier. Those who would have had an opportunity to have reviewed your original letter and were expecting it to come up for discussion and approval two hours from now are not aware that you're discussing something entirely different. In the interest of following the principles of transparency, extensive review that have been discussed in your previous letter, which are appropriate for a proposal of this magnitude and scope, I think this is going in just the opposite direction to attempt to craft something tonight to try and do something that you might be able to express approval for when you don't even know what the changes are going to be that might come about during the legislative process, which happens very quickly during the budget review time. I think the best thing to do and to be consistent with those fine statements that are in the original letter is to approve the original letter and not attempt to make changes on the fly tonight in advance of the time you

had originally told the public you were going to be discussing this Agenda Item. Thank you.

Mayor Burt: Thank you. Our final speaker is Shani Kleinhaus.

Shani Kleinhaus: Thank you, Mayor Burt, City Council. I didn't have a lot of time to study this, but it's been coming to me from a lot of different directions just today from different organizations throughout the State that are opposed to this effort to bypass CEQA. The Sierra Club and Audubon generally support CEQA and transparency. We also support affordable housing, but this seems to be a last minute and not well thought out effort to bypass transparency and CEQA. I encourage you all to oppose it. Thank you.

Mayor Burt: Thank you. Now, we'll return to the Council for discussion. Council Member Kniss.

Council Member Kniss: As part of my being involved with the League of California Cities, I was at the quarterly meeting of the Tax and Revenue Committee in Sacramento last Thursday. There was a lot of discussion about this. There is general concern that—certainly conventional wisdom at the time would say this is probably going to pass. For that reason and because I could see that people were not even willing to really commit last Thursday, we didn't vote to oppose or not support. I'd be concerned if we don't send a letter like this that proposes some amendments so that when this passes—it's likely to; the Governor is very much in favor of it obviously. I think this kind of thing, which is what the President of the League had suggested, make some comments, try to fashion something you think would work for your city and let us know about it. I think doing this—I heard your comments, Bob Moss. I know you'd like us to take a strong stand, but I think in this case this is a balancing issue. If we can get out something now, it may influence where this is going to go.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: Also, referring to another League of California Cities event I attended with Council Member Kniss, their quarterly dinner a couple of weeks back, at which time our local staffer for the League of California Cities for the Peninsula Division talked about how this was probably going to be a negotiation, which was hopeful because obviously the initial recommendation from the Governor was all guns blazing, a broadside attack on local control. As I mentioned at our table that evening, he has a point, and that point has been well demonstrated by academic research and by the Legislative Analyst's Office that local municipalities overstepping and overusing their local power and local control does have and has had a very

negative impact on the development of market rate and affordable housing, leading to this being the number one cause of our housing affordability crisis. It's good that the Governor has admitted that this is a negotiation. He's open to discussion. I do think that the political reality that Council Member Kniss just illustrated is important to remember. If we just oppose 100 percent, we're likely to end up with something pretty bad. If we're willing to come to the table for negotiation, we might find something that's a more reasonable common ground. I do think that the letter proposing amendments is pretty good. I do have a couple of major concerns still. One of which is, as Mr. Borock pointed out, our own process of just moving this up earlier in the evening. I am concerned about this coming through in the budget proposal rather than coming through as legislation. I'm not thrilled with that, but that's something the Governor can do and something he has done. Again, Council Member Kniss has pointed out that he might be successful, as much as we don't like it. I do think whatever letter we send should mention that, perhaps in very strong terms expressing our displeasure in how this has come about. This is a really, really substantial proposal, and it does deserve the proper legislative process, going through legislative committees in both houses of Legislature separate from the budget process. Again, whatever letter we send really ought to highlight our frustration and disappointment in the Governor trying to ram through this as part of the budget, because it's just not the right process. I'm open to hearing more discussion about CEQA. Actually I do have a question. I was listening carefully to Mr. Moss' comments. I wanted to turn to Staff perhaps for some clarification. Would this apply to R-1 neighborhoods and would it overrule our ability to zone a neighborhood as R-1?

Ms. Gitelman: Thank you for the opportunity to clarify, Council Member Wolbach. The way the Bill is written it would only apply to projects that conform with our Comprehensive Plan and our zoning. If you were going to change the zoning, this would not apply.

Council Member Wolbach: That means projects that would get expedited approval under this proposal would be those meeting the residential unit limitations stipulated under our zoning?

Ms. Gitelman: That’s correct.

Council Member Wolbach: If our zoning says R-1, an R-40 project couldn't go in there under this proposal?

Ms. Gitelman: That’s correct.

Council member Wolbach: That means if we had an R-40 zoning and a project came in proposing R-30 or R-40, that would then qualify for the expedited?

Ms. Gitelman: As long as it met the other conditions in this Bill.

Council Member Wolbach: That also means that, as I understand, it would have to abide by our Comprehensive Plan, our zoning maps and also any specific or coordinated area plans. Is that correct?

Ms. Gitelman: That's correct.

Council Member Wolbach: I'm still not thrilled with the proposal. I do want to hear from my colleagues. This is definitely something we're trying to rush. That is unfortunate, but we do have to get something to Sacramento for it to be considered. Again, just to loop back with the concerns that Mr. Moss raised, which I think are worth addressing. As we've just heard from Staff, this would not overrule our own ability to have our own zoning in place. I think that is important to keep in mind.

Mayor Burt: We have a number of Council Members who wish to speak. Let me just add another way that we might consider approaching it, just so that everybody can think about it in their comments. This is something that the Vice Mayor was just suggesting to me. We might want to merge the two letters, so that we have a letter that opposes the legislation as proposed and as part of the budget, and that we offer some recommended changes without implying or stating that we would support the legislation if the changes were made. Just a thought. Council Member Holman.

Council Member Holman: Thank you. Perhaps the latter is the way to go. I find, frankly, both of the letters—appreciate the drafting, because it's not an easy thing to do. I find both of the letters are not addressing the range of concerns. How I view this is, because it's a very complex proposal, it's a multifaceted proposal. I think it's something with good intentions with the potential of a contradictory outcome with relation to housing production. I'll give a couple of examples. For instance,displaced persons. It talks—we have this at places and in the other thing. If you look at Page 4 of one of the attachments that we have, it talks about no net loss. Page 4, the first bullet down, may not reduce the residential density on any parcel unless remaining sites identified in the Housing Element are adequate to accommodate Regional Housing Needs Assessment (RHNA). That supposes that a property that is identified as a housing site is going to be developed in a short period of time, that will pick up the people who are going to be displaced. We have no control over that. Private property owners will redevelop or develop when they so choose. We don't have any control over

that. This, for me, is one of the biggest concerns. Last year we were dealing with Buena Vista Mobile Home Park. One of the biggest concerns was displacement of those people, where would those students go to school and where would those people go. This imposes on the County funding to find alternative locations for these people to live. In what communities and how far away and in what school districts will those students go? For me, this is a devastating aspect of this proposal that is here in the Governor's proposal. There's also—a question for Staff. I'll pick a simple one, second units. We have zoning that restricts second units to go into X-size parcels. Does zoning also include development standards? I just want to make sure that—it's not clearly stated in this. Are they including development standards with zoning?

Ms. Gitelman: Yes, they are including—I'll find the terminology that they use. They're including development standards. It's in an early paragraph. The development is consistent with the following objective planning standards: land use and building intensity designation applicable to the site under the general plan and Zoning Code, land use and density or other objective zoning standards, and any setback or objective design review standards.

Council Member Holman: You read design review standards the same as development standards?

Ms. Gitelman: Yes. I think it's clear that the intent is if a project conforms with development standards in the Zoning Ordinance, then it would have to be approved.

Council Member Holman: All right.

Ms. Silver: If I could just amplify on that. This bill uses the term objective standards. Sort of more subjective standards like our context-based zoning requirements would be more difficult to implement under this bill. That's one of the concerns.

Council Member Holman: Also, mixed use. This is, without going into detail, referencing the comments that were made earlier about—I think Council Member Berman brought it up. It still results in the potential to create more housing demand than housing units. Square footage does not indicate how many units there would be. You could have 5,000 square feet of retail and 5,000 square feet of housing, but you could have two housing units and the demand for—what is that? How many jobs is that? Twenty? Quick math. Something like that. I go through this, and I just find all kinds of things that are really counterproductive.

Mayor Burt: I would encourage folks that either we say we oppose it outright or, if there are concerns, you translate them into what you'd want to see in legislation, whether it'd be a preference for in the new development for displaced residents or that a project must have a significant net gain in housing supply versus jobs created or any of those things. Or just simply oppose it altogether. I think in the interest of us being expeditious tonight, let's try to translate it into specifics or clear opposition or whatever.

Council Member Holman: I'm happy with the language you used about job creation and housing units. It's a little bit more difficult when it comes to the no net loss language. I'll work on that while maybe some other Council Members are speaking. Having to do with CEQA, there's a reason that—I don't think it's practical. There's a reason that we do a Comprehensive Plan Environmental Impact Report (EIR) and then also subsequently do project EIRs and environmental analysis. Some of those include changing conditions, site-specific impacts. I don't need to go into it. There's a reason why we do that. The loss of that is not a helpful thing having to do with the environment or necessarily with even housing production. I agree with comments that have been made and that are actually in the letter, having to do with the proposal—actually is less than what our current inclusionary housing provides. Those, I think, are most of my comments. I would concur with Council Member Wolbach that this is not the right process, to go through the budget process and to rush this through without adequate consideration. Whatever we send, I think we should include comments that are positive, whether we oppose the legislation or say we approve it with these modifications, which I think would be several, that we say we'd be interested in working with the League of California Cities and the State Legislature to come to a conclusion that actually does help address housing concerns rather than something that could be again contradictory to the outcome that's the stated intention, which is where I believe this is now.

Mayor Burt: Let me raise a process question. Mr. Borock raised this issue. We brought this forward in the Agenda. Council Member DuBois had raised the issue earlier today that this was a time-sensitive item and, because we have significant other items, to move it forward in the Agenda. There is the concern if members of the public were anticipating it being at the end of our meeting to make sure that they have an opportunity to be heard. On top of that, I have one additional speaker card. For that very reason, I'm inclined to reopen public comments to allow the additional speaker. We could have discussion now, and then put this item off on action until after Item Number 17 to make sure that any member of the public who had planned on speaking to it has that opportunity to do so before we take a vote on it. I don't know what is the druthers of colleagues on that. It's okay? If there aren't objections, I think I want to, out of intention to make sure the public

has an opportunity to participate, let's go ahead and do that. We'll make sure we're able to accomplish it tonight but also leave it open. Before returning to other colleagues, I'll allow one more speaker, Hamilton Hutchings. Welcome.

Hamilton Hitchings: Thank you, Mayor Burt and Council. Sorry. I thought this was going to be at the end of the meeting; I got caught a little bit by surprise. My comments are not that well prepared for this topic, so please take the spirit rather than the precise comments. I strongly support Mayor Burt's letter that opposes this legislation. I am a member of the Citizen Advisory Committee (CAC). These comments are not for the CAC, but I'm on the land use subcommittee. One of the things we're looking at is trying to increase the amount of below market housing and affordable housing. This is actually a significant step backwards. I currently believe our 15 percent requirement is too low, and we want to concentrate the new housing development in the Downtown areas. This would require that to drop down to 10 or 5 percent for the developers, being a substantial step backwards in our effort to provide low-cost housing for those who need it most, many of whom already are working in the City. Also as you pointed out, it is not appropriate to put it as part of the budget. It sounded to me, based on a brief skim, that not only would it eliminate project-specific environmental review—I've seen a number of projects come in front of this Council which had very specific project concerns, that had very specific impacts. It's impossible to create zoning for every possible scenario. At some point, things have to come back to Council. If we remove the process of Council and public input, which in some ways this does, I think that's a real step backwards for the community in many cases actually achieving these. What if we decide we want to raise the minimum affordable housing higher? Imagine a scenario where there's a higher height limit, but we require a significant higher percentage of affordable housing. That would not be possible under this proposal. In addition, there already is a rule on the books from the State that allows for offsets for affordable housing to grant zoning exceptions. In some ways, I feel like that covers it. I don't want to take any more of your time. Thank you very much for listening.

Mayor Burt: Thank you. We have one more speaker, Lydia Kou. Welcome.

Lydia Kou: Thank you so much for allowing the oral comments. I wasn't prepared for this to move forward, so I actually don't have anything prepared. However, I urge you to oppose this legislation. It takes away every civil liberty from a city. I think it's a very, very bad move for the Governor to come up from the top down and demand that we come up with housing. As it is, the Association of Bay Area Governments (ABAG) numbers that are coming through, we are having a really hard time to come through

with that. With our Comprehensive (Comp) Plan still in the works, this is just taking our control away from every single resident that there is here and is not really focused on our quality of life here and our schools, the water that is going to be used. There's a lot of impacts that this legislation is going to—that's going to have an effect on us. I hope that you'll oppose this and let them come back with something else. Thank you.

Mayor Burt: Thank you. Council Member Filseth.

Council Member Filseth: My intent originally was just to ask the question that Cory asked. I won't speak very long, because I hope I get a chance to come back to this later. I'd support the concept that the original letter—I think we ought to oppose this thing. I think to propose some ideas to make it better makes sense. It just seems like it's very rushed to me. I'm not sure I feel confident in our ability to propose reasonable things. The bugaboo of these kinds of—frankly, the whole thing feels kind of like a head shot out of Sacramento. The bugaboo of these things is nobody really understands what the unintended consequences are, as pointed out in the letter. I think we need some more time. I like the idea that Sacramento would just work differently with us to try to figure how to do this. I think as it is it represents—irrespective of process, I do think it represents some overreach by Sacramento. I think we ought to oppose it strenuously as opposed to tacitly trying to get what we can right now. I think part of what we oppose should be the process. Maybe there's a better process to do this. I think it's just too rushed, it's too short of time. Nobody has time to figure it out, and there's some significant risks there.

Mayor Burt: Vice Mayor Scharff.

Vice Mayor Scharff: Thank you. To elaborate on what Mayor Burt was talking about, what I think we should do is go ahead and put in the first few paragraphs of the original letter. I'll elaborate on that. I think we need to say in the first sentence after "considerable examination, the City of Palo Alto opposes the recently released proposal as part of the budget." I think it's important to get the term "as part of the budget" on there. Somewhere in here I'd like to see the concept, which Mayor Burt alluded to, that we want to work with the League and have—what was the phrase you used? Work with the League—Karen? Work with the League and work with that. I'd like to see us actually use the first part of the letter, all the way up to where it says the dangers of State housing mandates. I'd put that up there, and then I would include in the new letter that "notwithstanding, the proposal would be better with the following additional amendments," which then puts the particular amendments into there, if that's all they're going to listen to. I think the amendments make it better.

Council Member DuBois: I'd second that. That was almost exactly what I was going to propose.

Vice Mayor Scharff: I'll propose that, if you want to second it.

MOTION: Vice Mayor Scharff moved, seconded by Council Member DuBois to authorize the Mayor to sign a letter regarding the Governor's By Right Housing Proposal including the first five paragraphs of proposed language in the Staff Report and the text of the language included in the At Place Memorandum beginning with "Amendments, published as recently…" and;

Direct Staff to include the following concepts in the letter:

A. The City is opposed to this bill being part of the budget process as opposed to the regular legislative process; and

B. The City intends to work with the League of California Cities concerning this bill; and

C. The proposed amendments would be at a minimum of modifications to the bill.

Mayor Burt: Did you want to speak to it further?

Vice Mayor Scharff: I'll just say that I think it's important to send the message that we oppose this, but if it's going to move forward, here are the amendments that would make it better, and that we also want to work with the League. I think that's an important concept in there. Also the concept that the budget process is the wrong vehicle for this. Those were the major points.

Mayor Burt: Council Member DuBois.

Council Member DuBois: If I could just clarify kind of what I was thinking. I think it aligns with what you proposed. We'd include the first six paragraphs from the original letter with your changes to Paragraph 1. In the seventh paragraph ...

Vice Mayor Scharff: I have the first five paragraphs, not the first six.

Council Member DuBois: I was including the dangers of this example which, I thought, was useful, which I believe is the Page Mill project. I was including that sixth paragraph, which speaks about a recent example here in Palo Alto. I got kind of iffy on that one. It makes it longer, but it also gives an example. The next paragraph, there are amendments published as

recently as June 1st, would you just pick up there and jump to the second letter, which is the second paragraph?

Vice Mayor Scharff: I was going to. I was going to jump to the second letter and say that "notwithstanding the following" or some language.

Council Member DuBois: Just pick up "amendments published as recently."

Vice Mayor Scharff: Yeah, we could do that. That's fine.

Council Member DuBois: Is that clear?

Mayor Burt: Should we say "at a minimum, the following changes should be made"? So that we don't ...

Vice Mayor Scharff: Yes, I think so too.

Mayor Burt: ... limit ourselves subsequently to that.

Council Member DuBois: Just if I could wrap up for a second. Again, I think this is moving; we should get a letter in. The State's not going to wait for us. I would like to point out, I think there are—again, I feel like our State government feels like they need to act. There's this rush to act. I don't think this has been particularly thought through. These initial paragraphs that talk about integrity of local government and restricting design review is shortsighted, I think are really important to get in there. We're not talking about it tonight, but there's at least four other bills that are also along these lines that I think we need to continue to monitor and be prepared to respond to. Those are Assembly Bill (AB) 2299, 2406, 2501 and Senate Bill (SB) 1069. They're all in a similar vein. I appreciate us putting this letter, and I think this combination is really the best approach.

Mayor Burt: Council Member Filseth, you wanted to speak to the motion?

Council Member Filseth: Without wanting to sort of wordsmith this to death, the two proposed amendments, how about we position those as "for example"? It's not necessarily these are our minimum, we'd be okay with no more, but we think there's a bunch of things it needs and here's two examples, but there's more.

Mayor Burt: We'll wait until Vice Mayor Scharff gets back on that. Council Member Berman.

Council Member Berman: Kind of everything that I was going to say has been said. I think we're striking the right balance between symbolism and effectiveness. Just saying we reject this and don't agree with it, the

Governor's not going to care. If we actually propose possible amendments to make it better, that's something where we might be able to have an impact. I think this is the right balance. I think we should definitely oppose the process, and I'm glad that we're merging the two letters to do that. Other than that, I think it's moving in the right direction.

Mayor Burt: Council Member Kniss.

Council Member Kniss: I think we're where we were a good half hour ago. We're really saying let's send forth a balanced letter, something that is balanced. In addition to that, I think we need to be working with our legislative person that we have—who drew the attention to this to begin with. This is going to move so fast, they will be voting on it, and it will be in place before we know it. This is the time of year when things go so quickly. If we can, yes, put this together, let's make sure that we're talking with the League representative and with our lobbyist in Sacramento in order to let them know what we're willing to do. As I mentioned, the person who is the President of the League said that they are going to try and work very closely with everyone. We are not the only city in California thinking—I just said to Marc, "How many are there?" I think there are 450 cities. Everyone is taking a stand on this. Everyone has something to lose or gain. A lot of cities feel they have something to gain. While we may feel very strongly about this, there are a number of other cities that are feeling just the other way.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: I like the direction this conversation is going. I think this is definitely heading us in the right direction where we're talking about the process, we're opposing it on principle primarily because of that process if nothing else. We're also being politically realistic and addressing that something might happen regardless of whether we weigh in. We are weighing in with some recommended changes. I would suggest including language about displacement protection for existing tenants, whether that's in the form of right of return or relocation within the community or other language. Having something referring to displacement protection, I think, is important. Addressing jobs/housing imbalance is important, rather than square footage. Both of these were Council Member Holman's recommendations. I fully support both of them. Changing our recommendation from addressing square footage of commercial to residential, it should be addressing jobs/housing imbalance and just saying this would only apply to projects that do not provide for more jobs than housing. Also support what Council Member Kniss was just saying about working with our lobbyist. Obviously Palo Alto has unique experiences and

challenges. We have our own lobbyist. They're paid on retainer; they don't charge us by the hour. I was up in Sacramento recently and saw them at work talking with the Governor's Office, the Speaker's Office and with our legislators. They have a good relationship, and we should work that as well as reaching out directly, of course, to our own legislators, Assembly Member Gordon and Senator Hill. I know that they will be interested in hearing from us as Council Members and from the City Staff directly as we work through this in haste.

Mayor Burt: Council Member Holman.

Council Member Holman: I pretty much like the direction this is going. I don't intend to try to wordsmith this. I think there's a danger of trying to include too many comments on what we think ought to be fixed, because it looks like we're addressing a lot of things, like we've done our work. That's not what I think we are doing tonight. I think we ought to pick two or three areas where we fell like we can make some kind of reasonable comment. The displacement comment, I think, is a serious one. I think there ought to be a statement—I'll offer this is as a friendly amendment—that the text of the letter at some point should address the counter—where did I have it? I've got it here somewhere. More thoughtful legislation could potentially address the potential contradictory outcome as to housing creation. In other words, we've got—should address the potentiality of actual loss of housing units.

Mayor Burt: Rather than saying more thoughtful or anything, why don't we—and not a potentiality ...

Council Member Holman: I took that out.

Mayor Burt: How about if it just be a "D," that it establish a preference in new development for displaced residents from the former development? Is that what you were trying to get at?

Council Member Holman: Just generally, kind of as a sweeping statement that, I think, several aspects of this legislation could actually be counterproductive to housing creation. I'm trying to make a general statement, not just the displacement. Although, I think that's a serious concern to that.

Mayor Burt: The maker and the seconder?

Council Member Holman: The other thing that we haven't mentioned is something that ...

Mayor Burt: Wait a minute. Are you proposing an amendment?

Council Member Holman: Yes.

Vice Mayor Scharff: What's the amendment?

Mayor Burt: It's as written here.

Council Member Holman: More thoughtful legislation should address the potential loss of housing units.

Vice Mayor Scharff: I can't accept that, because I don't see how this would actually cause loss of housing units.

Council Member Holman: We've just talked about how displacement of persons, for instance ...

Vice Mayor Scharff: I'm not going to accept the amendment.

Council Member Holman: Is there a separate second? Cory, are you seconding that?

Council Member Wolbach: I was actually going to suggest slightly different language that might be amenable to the maker and seconder. Yeah, go ahead.

AMENDMENT: Council Member Holman moved, seconded by Council Member XX to add to the Motion, "more thoughtful legislation should address the potential loss of housing units."

AMENDMENT FAILED DUE TO THE LACK OF A SECOND

Mayor Burt: I don't know if this is the same intent as yours and it may not capture all of Council Member Holman's concerns, but I would add that "a new development should provide preferences for displaced residents from the former development."

Ms. Gitelman: Mr. Mayor, if I could interject. You've had a fantastic discussion about a lot of different issues here. I think we have the sense of the Council's direction. This is a letter that would come to the Mayor for signature. If I could suggest that if everyone has put their ideas on the table, we'll take a stab at it. The Mayor can review to see whether we've captured the discussion here this evening, rather than wordsmithing the whole thing.

Mayor Burt: I don't think we were intending for this to be the wording. I think we were actually having the amendments trying to capture the intent as opposed to wording.

Ms. Gitelman: Additional issues, okay.

Mayor Burt: There are various issues.

Council Member Holman: I would agree with that, and this is kind of a broad brush statement that I would hope would help.

Mayor Burt: My proposed amendment is—this is not artful at this hour. In the vein of capturing the intent, "new development would provide a preference for displaced residents from the former development."

Vice Mayor Scharff: As long as you add "if any."

Mayor Burt: If any.

Vice Mayor Scharff: It could be vacant land; it could be an office building.

Mayor Burt: That's fine. That would be "D."

Council Member DuBois: That's acceptable.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, “new development would provide preference for residents, if any, displaced from the former development.” (new Part D)

Council Member Holman: No other amendments on my part. Just comments that I hope persons, Council Members and members of the public both notice that on Page 3 of one of the attachments of our Staff Report talks about the Governor's proposal allows for the following types of land use decisions to occur without any public review. General plan amendment, zoning changes. I'll stop there. There are other things too, but those are significant changes. While saying this is supposed to be consistent with our general plan ...

Mayor Burt: We can gripe, but if we actually want to have something concrete, that would be more useful. Council Member Wolbach.

Council Member Wolbach: Again, we're not trying to wordsmith here. I do think that we should throw things out there. Just to make sure it's clear, I would suggest a friendly Amendment E, "to include language addressing not exacerbating the jobs/housing imbalance."

Mayor Burt: So that a new project would, as a whole, not exacerbate the jobs/housing imbalance.

Council Member Wolbach: Correct. Would that be amenable?

Vice Mayor Scharff: No. I'll tell you why. This is for not just Palo Alto; this is for all communities in California. A lot of communities don't have jobs/housing imbalances. A lot of communities want jobs. Take San Jose for instance. They don't have a jobs/housing imbalance in their community, but maybe in the region. I just think that's so Palo Alto-specific and our mindset right now.

Mayor Burt: Can I offer though that it's not about general development. It's about projects that are exempt from CEQA for the purpose of improving the housing shortfall.

Council Member Wolbach: How about this? What if I added to the end of the sentence "where such exists, as in Palo Alto"? It would be where relevant. It wouldn't apply to, say, Tracy or Modesto.

Mayor Burt: You're getting at whether a citywide circumstance exists as opposed to whether a project that is exempt from CEQA should not exacerbate, in itself—it shouldn't create more jobs than provide housing, if the whole purpose is to reduce the housing problem.

Council Member Wolbach: Where relevant.

Mayor Burt: We don't have to capture all of it. That would be my perspective.

Vice Mayor Scharff: I think we're getting far afield. The more things we put in here, the less impact we're going to have, frankly, if we have a (inaudible). I'm not going to accept it.

Mayor Burt: Council Member Schmid.

Council Member Wolbach: Actually, I ...

Mayor Burt: Sorry.

Council Member Wolbach: I wanted to see if there was a second to that, and then I had one other suggestion for a minor change. Any second?

Mayor Burt: I will second it, but I hesitate. I don't want to get us into a protracted debate.

AMENDMENT: Council Member Wolbach moved, seconded by Mayor Burt to add to the Motion, “include language so that a new project would not, as a whole, exacerbate the jobs housing imbalance.

Council Member Wolbach: We can even say "consider language," and then let Staff and the Mayor work it out. The other—I guess we'll have to vote on that.

Mayor Burt: Would it be possible for us to vote on the amendment without discussion? Let's go ahead and vote on the amendment at the bottom.

AMENDMENT RESTATED: Council Member Wolbach moved, seconded by Mayor Burt to add to the Motion, “include language so that a new project would not, as a whole, exacerbate the jobs/housing imbalance, where such exists. (new Part E)

Mayor Burt: That passes 7-2 with Vice Mayor Scharff and Council Member Berman opposed.

AMENDMENT PASSED: 7-2 Berman, Scharff no

Council Member Wolbach: The last suggestion I'd offer is to add into Section B to work with the League of California Cities, our lobbyists, and our legislators.

Vice Mayor Scharff: That's fine.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion Part B, “our lobbyists, and legislators” after “California Cities.”

Council Member Holman: Isn't that "B" basically?

Council Member Wolbach: I was saying add that ...

Council Member Berman: (crosstalk) amending "B."

Council Member Wolbach: Right. It was amending "B" to expand it to include our lobbyist and our legislators. Thank you.

Mayor Burt: Council Member Schmid.

Council Member Schmid: I just wanted to say that I approve the notion of retaining the first five paragraphs of the original letter. It states clearly our perspective for process and including the public in making decisions. I like "A," trying to remove the bill as part of the budget process, and "B," to work

with the League of California Cities on amendments. I also appreciate the comments made by Council Member DuBois, that there is a bill here but there's lots of other bills out there. We should be sensitive to the fact there's this whole range of these things that we are discussing and talking about.

Mayor Burt: Thank you. Please vote on the board.

MOTION RESTATED: Vice Mayor Scharff moved, seconded by Council Member DuBois to authorize the Mayor to sign a letter regarding the Governor's By Right Housing Proposal including the first five paragraphs of proposed language in the Staff Report and the text of the language included in the At Place Memorandum beginning with "Amendments, published as recently…" and;

Direct Staff to include the following concepts in the letter:

A. The City is opposed to this bill being part of the budget process as opposed to the regular legislative process; and

B. The City intends to work with the League of California Cities, our lobbyists, and legislators concerning this bill; and

C. The proposed amendments would be at a minimum of modifications to the bill; and

D. New development would provide preference for residents, if any, displaced from the former development; and

E. Include language so that a new project would not, as a whole exacerbate the jobs housing imbalance, where such exists.

Mayor Burt: Council Member Wolbach, are you voting yes?

Council Member Wolbach: You can put me down for yes.

Mayor Burt: That passes unanimously. Thank you.

MOTION AS AMENDED PASSED: 9-0

Mayor Burt: What do you think about taking a five minute break? We're going to have a long next item.

Council took a break from 8:33 P.M. to 8:39 P.M.

15. ~~Review of Recommendations From the Storm Drain Blue Ribbon Committee Regarding Future Storm Water Management Funding and Request for Council Direction on Whether to Proceed With a Proposition 218 Hearing and Property Owner Ballot-by-Mail to Approve Future Storm Water Management Rates.~~

16. PUBLIC HEARING: Request for City Council and Public Comments on the Draft Environmental Impact Report (DEIR) and Fiscal Study Prepared for the Comprehensive Plan Update. The Draft Environmental Impact Report was Published on February 5, 2016 for a Public Comment Period That Will end on June 8, 2016.

Mayor Burt: ... is a request for City Council and public comments—request for review by the City Council and public comments on a Draft Environmental Impact Report and Fiscal Study prepared for the Comprehensive Plan Update. The Draft EIR was published on February 5, 2016, for a public comment period that will end on June 8th of this month.

Hillary Gitelman, Planning and Community Environment Director: Thank you, Mayor Burt and Council Members. Hillary Gitelman, the Planning Director. I'm joined this evening by Joanna Jansen, who is an associate principal of PlaceWorks, a consulting firm that's been working with us for a long time now on the Comprehensive Plan Update. With her is Ben Sigman, an Executive Vice President of the firm EPS that helped us develop the Fiscal Study. They'll be helping with the presentation and questions this evening. Before we launch in, I also wanted to mention that I know the Council's received a number of letters since the packet went out. We've also held a number of hearings at other Boards and Commissions in the City to gather comments. All of the comments we receive, whether in writing or orally, at these hearings like this evening's will be included and responded to in the Final EIR. Joanna and Ben are going to give you a quick overview of the Draft EIR and the Fiscal Study as well as the process we're engaged in. We're going to motor through this really as fast as we can. We're here to get any additional feedback you have on these drafts and get any remaining public comments. This comment period has been going on for quite a while, and we've had a number of discussions. This is kind of a cleanup opportunity. If you have any remaining comments, tonight's the night. We'd also like the City Council's final signoff on the fifth and sixth scenarios that have been described in Attachment F. We tried to capture your direction from the meeting of May 16th. I did, in reviewing it in preparation for tonight's meeting, notice one typo in the description of Scenario 5. In our rush to make the packet date, we seemed to have gotten that one confused a little bit. When we get to Council questions, I'd be happy to

point that out and make the necessary correction. With that, I will turn it over to Joanna.

Joanna Jansen, PlaceWorks: Thank you, Hillary. I want to just briefly explain a little bit about what an EIR is and what we've analyzed in this EIR that's before you tonight mostly for the benefit of any members of the public or the community who haven't had the opportunity to spend a lot of time with the document yet. I know that you're all very familiar with CEQA and the CEQA process, but I want to make sure that everybody here is sharing the same context. An EIR is required by the California Environmental Quality Act. We often call it CEQA. It looks at projects or policy documents to help inform the public discussion and decision-making around those projects and policy documents. This EIR for the Comp Plan, because it does look at a policy rather than a specific project, is what we call a program-level EIR, which means it's at a little bit more of a 50,000-foot level in terms of the level of detail that it offers. The EIR is not a policy document, and it doesn't set City policy; although, this EIR does propose mitigation measures that could be incorporated into the Comp Plan as policies. Really, the EIR's primary purpose is to disclose impacts and identify mitigation measures to avoid those potential impacts. In addition to the mitigation measures in the EIR, the policies and the programs in the Comp Plan itself can help to avoid or mitigate impacts. You'll notice throughout the analysis that we refer in many places to the policies and programs in the Comp Plan and their potential to help avoid or mitigate environmental impacts. Those are important components of the Comp Plan to keep in mind. Another point I want to make sure is clear is that the EIR evaluates the changes that the proposed Comp Plan would result in from existing physical conditions. CEQA requires us to look at existing conditions on the ground, so this is not an analysis or a comparison of the changes between what would happen under the proposed Comp Plan versus what would happen under the existing Comp Plan. That's easy to get mixed, and it's an important question to ask ourselves, but it's not the specific question that the EIR is trying to answer. Another question that the EIR doesn't really address is fiscal impacts. The EIR is really focused on the physical environment. Because it doesn't address fiscal impacts, the City has commissioned a separate Fiscal Study which EPS has completed. Ben is here tonight to answer any questions that you may have on that. What are the physical environmental topics that the EIR looks at? They're up on the screen. There's about 17 different topics. Each one of these has a specific set of what are called thresholds or standards of significance that the statute and that the City have asked us to look at. In Palo Alto, you have your own individual set of thresholds of significance, a set of questions about each one of these topics, asking how or under what conditions the project, in this case the Comp Plan, might create an impact. That sets out the framework of the EIR and gives us our

marching orders for the questions that we have to answer and the impacts that the City has said that it wants to identify and mitigate. I touched on this earlier but just want to reiterate the importance of understanding the distinction between program and project-level EIRs. With the project-level EIR, you have a very high degree of specificity about a particular project, where the buildings will be located, where the driveways will be, the entrances and exits, how many parking spaces there are going to be, how many feet tall it will be, how many wetlands or tenths of an acre of a wetland might be on a given site, for example. Of course, when we're looking at a Citywide document that's going to be in effect for the next 15 years, we really don't have that level of specificity. The programmatic-level review enables us to be a little bit more conceptual rather than specific. I know that can be frustrating when you're used to seeing a very high degree of detail in an EIR, but that's not the role of the Comp Plan EIR specifically. That's part of the reason why, at least under current law, future projects will have to undergo additional review to give you that level of detail. For this EIR, we compared four scenarios. As you know, we've since added a fifth and sixth but, for the Draft EIR that was published earlier this year, we looked at four scenarios in terms of their housing, population, jobs, different land use policy, different transportation improvements, different potential sustainability measures that could be included and how the Comp Plan would be implemented through necessary Zoning Code amendments for each one of the four planning scenarios. This is, as you've heard each time we talk about this EIR, somewhat of an unconventional format for an EIR. It was really chosen very carefully in order to help move this process forward. Rather than be kind of a retroactive look back at the end of the process, we wanted to make an EIR that really fed into the process and helped to support your decision-making by testing a range of possible choices about land use, transportation and other types of policies. We set that range based on the outcomes of workshops in mid-2014, and then we analyzed them to provide you with the whole range of quantitative data as well as qualitative assessments on the potential outcomes of those different ranges of choices that are represented by the four scenarios. Of course, since then you've also given us direction to add a fifth and a sixth scenario that further expand the range of different options that we're going to be analyzing. After tonight, we are going to be preparing that additional supplemental analysis. As Hillary mentioned, tonight's one more opportunity for you to make sure that we've understood you correctly when we talked about those fifth and sixth scenarios in that those scenarios are going to represent what you do want us to analyze. After we have that analysis, we're going to be circulating that for public review just like we have with the Draft EIR. At that point, you'll be able to make a very informed decision about a preferred scenario that would be the basis for your updated Comp Plan. As we've said all along, the preferred scenario is not going to be—it could be, but we don't

necessarily anticipate that it absolutely will be any one specific scenario. I think what we're trying to do is provide scenarios, again, that offer you a range of choices. It's anticipated and expected that the final scenario might represent a blend of different aspects of one or more of the different scenarios. You will have some flexibility there. I don't want to rehash the details of each one of the individual scenarios, because I know you've been through them numerous times. I think you're probably anxious to get on with the public comment and your own discussion. We do have slides on each one of the four scenarios as well as a final slide that kind of compares all six of the scenarios. Scenario 1 is the "business as usual" scenario that maintains existing Comp Plan policies. Scenario 2 would slow the pace of both job growth and housing growth and has the lowest number of housing. Scenarios 5 and 6 have a lower number of jobs. Scenario 3 is kind of a midrange in both housing and population. One of its defining characteristics is a shift in housing sites from south to north as well as the introduction of grade-separated Caltrain crossings. Scenario 4 in the Draft EIR was the scenario with the greatest amount of housing and job growth, more consistent with ABAG projections. It also includes both grade-separated Caltrain and mixed-flow Bus Rapid Transit (BRT) on El Camino. Again, since the time of the publication of this Draft EIR—not reflected in this Draft EIR but to be analyzed in a supplemental analysis is Scenario 5, which slows the pace of job growth even more than Scenario 2, which was previously the lowest job growth scenario, and then adds to that kind of the midrange of housing that was consistent with the housing in Scenario 3 as well as a range of sustainability and mitigation measures from the EIR. Scenario 6 would add a new bookend of the highest number of housing while retaining the same lowest number of jobs as in Scenario 5. That's of the highest housing and lowest jobs scenario, pairing those two facets up to see what the interaction of those is like and how the potential impacts might change under that scenario. This slide just compares, kind of at a glance, all six scenarios. This slide also provides the jobs to employed residents ratio for each one of the scenarios. I know that, when we talked about Scenarios 5 and 6, seeing a more significant decline in that ratio was something that was important to the Council and one of the primary motivators for adding those scenarios. You can see that that does decrease under both Scenarios 5 and 6 from the four scenarios that were analyzed in the Draft EIR. I want to just briefly touch on the Fiscal Study. Again, Ben is here to answer more detailed questions. For the purposes of the presentation, I'll just give you a brief overview. The Fiscal Study is really focused very specifically on the City's General Fund and looks at what the impacts on the General Fund would be under each one of the four scenarios. It's based on the most recent adopted budget. It also includes a 15-year look back at revenues and costs as well as the 15-year forecast for each one of the four scenarios. It's important to understand about the Fiscal Study that this was a very

quantitative analysis focused on dollars and cents outcomes. It does not attempt to evaluate or incorporate more kind of qualitative analyses of the City's quality of life over that same 15-year period. The conclusions of the Fiscal Study were that under all four scenarios the City could expect to see positive fiscal impacts. The cost of growth does not exceed the revenue-generating potential of that growth. This is true for both residents and workers in Palo Alto. Although, it's important to note that the overall effect for all four scenarios is—I think we could characterize it as relatively modest. There's not any one of the scenarios that results in enormous positive revenue for your General Fund in 2030. We did take the Fiscal Study to the Finance Committee back in March, and we got some great feedback and had an excellent conversation at the Finance Committee. Really appreciated the very careful review and thoughtful input that we got from Finance Committee Members. Part of that included some requests for additional analysis and, as part of the contract modification that you approved on May 16th, included other resources to do that additional analysis. That will be part of what's prepared at the same time as we're doing the supplemental analysis for the fiscal impacts of Scenarios 5 and 6; we'll also take that opportunity to add some of the information that the Finance Committee requested. Turning back to the EIR. I just want to briefly touch on some of these timelines, because they're very important under the statute. We issued a Notice of Preparation back in 2014 and had a scoping hearing that summer. We published the EIR back in February. We had originally planned a 60-day public review period that would end in May; we've extended that to June to make sure that we incorporate this hearing and any comments that we're going to receive around this hearing. The public review period is now slated to end on June 8th. That's Wednesday. We hope to then be conducting the analysis of the fifth and sixth scenarios over the next few months and publish that in late fall of this year. All of which will be moving you towards the publication of a Final EIR in May 2017, just slightly under a year from right now. At the same time, of course, the CAC is going to be continuing their work, and the City Council is going to be continuing your review of the CAC work. That's how this fits into the process overall. I'll turn it back over to Hillary to close.

Ms. Gitelman: Thank you, Joanna. That concludes our presentation. We're looking forward to your comments and questions and those of the public, and then any final direction you have for us on the scenarios defined in Attachment F. Thank you.

Mayor Burt: How many speaker cards to we have? Just a question of colleagues. Do we want to have questions from us first or hear from members of the public first? I think we'll go ahead and hear from members of the public, and then go to our questions and comments from the Council.

TRANSCRIPT

Our first speaker is Judy Kleinberg, to be followed by Tiffany Griego. Welcome, Former Mayor Kleinberg.

Public Hearing opened at 8:56 P.M.

Judy Kleinberg: Thank you, Mayor and Council Members. Thank you for letting us address the Draft Environmental Impact Report (DEIR). Appreciate that. We have a lot of hope for the new EIR and for solving the jobs/housing imbalance in town. We want to work collaboratively, as we've said many, many times, with the City on solving all of the problems that come with increased population and the vitality of the job market. We have a few concerns. The conditional use permit, which I think you'll hear others speak about tonight, we believe would have a negative impact on business by preventing flexibility in uses and job growth and would slow down the progress that makes Palo Alto so vital. The Conditional Use Permit (CUP) would hinder the ability for a business to thrive in Palo Alto and damage how business operates. You can't actually legislate how a business will operate to have it really innovate and grow its product and its services. We believe the City should really focus on impacts and mitigations, not limiting empty density and job reductions. The CUP and density controls really would have a chilling effect on small startups. We've heard over and over again that you really favor this City as being a hotbed for startups. In fact, the CUP would absolutely jeopardize them. The Chamber represents the ecosystem of businesses in Palo Alto from very small to global enterprises. By hampering the startup environment, the vitality and vibrancy of the business community will be dangerously jeopardized. Impeding job growth, limiting square footage and controlling employee density would drastically change the business and, we believe, is a misguided strategy for solving the jobs/housing imbalance. It also could jeopardize tax revenues, and that's part of the fiscal analysis that your consultants are doing. The smarter alternative strategy is to mitigate impacts through Transportation Demand Management (TDMs) and the Transportation Management Association (TMA) program plus adopting policies and zoning that encourage and allow more housing and reduce commute traffic, especially through trip reduction. The Staff analysis shows that impacts from lowest density to highest is virtually equal; that's in the first four scenarios. We note that 45 percent of the residents are tenants who want or need permanent housing. The City's own poll has shown that 76 percent of likely voters believe affordable housing is the most severe challenge and that the City must address that unmet need. We believe Scenario 6—we're looking forward to that analysis. It's too bad public comment will end before that's analyzed. We believe Scenario 6 is really worth very careful examination. We appreciate the fact that you've added that scenario. Thank you. **PH3-01**

TRANSCRIPT

Mayor Burt: Thank you. Our next speaker is Tiffany Griego, to be followed by Jamie Jarvis. Welcome.

Tiffany Griego: Thank you, Mayor and members of the City Council. My name is Tiffany Griego. I'm responsible for Stanford Research Park. Thank you for the opportunity to share with you Stanford University's concerns about Comp Plan policies in the Draft EIR that are related to mechanisms that are designed to do four things: regulate the number of employees a business can hire in Palo Alto; control the proportion of office and R&D uses through the Research Park and possibly even on a building-by-building basis; charge for parking spaces in Stanford Research Park; and regulate the build-out of square footage currently available under RP zoning. This is quite frankly a profound shift in the regulatory framework for Stanford Research Park (SRP), and it's proven deeply disconcerting to SRP employers and to our business community. The DEIR does not quantify the impacts of these regulations. From what we could tell, there's no quantitative evidence that they would do any good. We're concerned that the City's also unaware of how much detriment these policies would cause the business community in the Research Park. As we are all aware, Research Park employers represent a fountainhead of revolutionary inventions, therapies and advances in sustainability. They also serve as an important economic engine for the City of Palo Alto. In 2015, the Research Park generated $45 million in taxes of all entities and 40 percent of that flowed to Palo Alto and to the Palo Alto Unified School District. Businesses need predictability in their regulatory framework. Could you imagine a longstanding Palo Alto sales-tax-producing company in the Research Park if it were denied the right to hire new employees in scale as their business needs changed? Would its founders have located its startup here or its point of sale in Palo Alto if they didn't believe they could grow here? Could you image if a Research Park company had to wait 12 months for a discretionary permit before it could modify the proportion of R&D and automotive labs inside its existing Palo Alto headquarters? How would they innovate within the very competitive electric vehicle and automotive mobility spaces? Could you imagine if an SRP medical systems company needs to add 100,000 square feet but be subject to the 50,000 per year annual cap? They would have to win the very unpredictable beauty contest two years in a row before it could actually build its facility to advance medical diagnostics imaging. Could you imagine a pharmaceuticals company telling patients that they had to wait for a very promising leukemia clinical trial, but they're waiting for Palo Alto to sign off on a conditional use permit to hire employees for that clinical trial? It's very hard to imagine this regulatory framework. Please ask yourself, after you've had a chance to read several letters that SRP employers have provided, how will these changes affect businesses here in Palo Alto and in Stanford Research Park. We encourage you to work with us to craft policies that will

PH3-02

not limit the ability of these innovative companies to compete here in Palo Alto. We definitely encourage you to work with us to support the very solid framework we have developed for reducing traffic congestion in Stanford Research Park, which we hope will improve quality of life as well. Thank you very much. PH3-02 cont.

Mayor Burt: Thank you. Our next speaker is Jamie Jarvis, to be followed Karen Bouvier. Welcome.

Jamie Jarvis: Thank you. Good evening. My name is Jamie Jarvis, and I'm the Transportation Demand Manager for Stanford Research Park. I lead the Stanford Research Park transportation working group, an organization dedicated to developing and implementing transportation programs tailored to the needs of employees in the Stanford Research Park. The working group was convened by Stanford in 2015 in response to Research Park employers identifying traffic congestion as the top priority issues that adversely affects their ability to recruit and retain talented employees. The group consists of 18 key employers, ranging in size from less than 150 employees to over 3,500 employees and representing a variety of business sectors including high tech, pharmaceutical, mobility and professional services. I am consistently impressed by the members' willingness to work together, share information and promote new programs. With their support and efforts, we have made VTA Eco Passes available to over 14,000 employees in the Research Park, launched an informative transportation website and a personalized trip-planning tool, enhanced and modernized our guaranteed ride home program, provided ten free safe cycling and repair clinics at worksites throughout the Research Park, celebrated and rewarded over 1,100 cyclists on Bike to Work Day, promoted and subsidized an on-demand carpool app that has attracted over 1,500 users, and will soon launch a long-distance shuttle to the west side of San Francisco to provide a much needed commute option along the 280 corridor. Employer and employee response to these programs has been tremendous, and each success generates additional enthusiasm and support for new programs. I'm truly excited about the momentum we have built, but I am concerned that some of the proposed Comp Plan measures could distract from our future efforts, de-motivate our employers and even potentially defund our programs. It is important to remember that the Research Park business community shares the same key goals as the greater Palo Alto community, to effectively reduce traffic congestion and improve quality of life. For this reason, I encourage the City of Palo Alto to engage with Research Park employers and our transportation working group to ensure that the Comp Plan enables us to achieve the results we all desire. Thank you. PH3-03

Mayor Burt: Thank you. Our next speaker is Karen Bouvier, to be followed by Linda Marie Santiago. Welcome.

Karen Bouvier: Thank you, Mayor Burt and Council Members. I'm Karen Bouvier, the Manager of Environment, Health and Safety of the Palo Alto Research Center (PARC). PARC's been in the Stanford Research Park since the early '70s. Our management, employees and clients highly value this location. PARC is dedicated to the objective of reducing car traffic in the Stanford Research Park. We've had an active green team for many years. This grassroots effort convinced our management team a decade ago that it would be wise to invest in employees' alternate transportation choices. We've had a reimbursement program covering public transit, carpooling, bicycling and walking since that time. I'm delighted to participate in the SRP TDM working group that Jamie just described. This effort has enabled PARC to offer our employees additional alternative commute options as a result of the economies of scale that we couldn't have done on our own. In reviewing the Draft EIR, we have concerns about some of the proposed traffic congestion mitigation measures. PARC's cutting-edge research programs rely on both attracting employee talent with specific expertise and on close collaboration with researchers from academia and industry. The changing nature of our projects result in a fluctuating headcount of employees, visiting researchers and onsite startup companies. The conditional use permit as proposed could limit our technical flexibility. We're also concerned that the mitigation measures Trans 1A, which would require a specific TDM plan for individual new development projects, could undermine the SRP-wide TDM programs that are providing a smaller company like PARC the benefits of scale and allowing us to drive down our trip counts. PARC looks forward to working with the SRP and the City toward our mutual goal of reducing the number of cars on our streets. The baseline commute mode information being collected will help us to set quantifiable objectives for that goal. Thank you for your time. **PH3-04**

Mayor Burt: Thank you. Our next speaker is Linda Marie Santiago, to be followed by Bob Moss. Welcome.

Linda Marie Santiago: Good evening, City Staff and Council Members. My name is Linda Marie Santiago. I'm a Director in the Real Estate and Workplace Group for VMware. As I think all of you know, our headquarters is in Stanford Research Park, a beautiful 105 acres of it. I want to take this opportunity to communicate VMware's concerns regarding the City of Palo Alto's Draft Environmental Impact Report for the Comprehensive Plan Update. We appreciate the City's desire to ease traffic congestion; however, measures to regulate employee headcount and traffic mitigations contained in the Draft EIR coupled with the recent proposal to implement a headcount **PH3-05**

tax on local businesses are unsettling. Prior to taking action that will inadvertently hinder economic stability and impede our current efforts to reduce traffic congestion, we encourage the City to further analyze the proposed mechanisms and mitigations, utilize the additional data to make informed decisions, and engage in further outreach with the business community. VMware is confident a concerted effort from interested stakeholders will produce a thoughtful plan to mitigate traffic congestion while simultaneously allowing the City, its residents and businesses to continue to thrive. As a multinational company, VMware is proud to be one of the largest tenants in the Stanford Research Park and headquartered in Palo Alto. We have historically enjoyed a mutually beneficial relationship with both the City and the Stanford Research Park. VMware cares deeply about this community, our people and our campus. We share the City's concerns regarding traffic congestion, and it impacts directly our people, many of whom live in Palo Alto, and our ability to recruit and retain top talent. We respect the fact that what we do is a model for others in SRP, that our programs meet the needs of our people and the community, and that what we do is sustainable, environmentally and financially. We have invested significant funding in such programs, given VMware's commitment to solving these issues that impact the entire City. The proposed density restrictions and traffic mitigation regulations contained in the Draft EIR have potentially adverse consequences for VMware and create uncertainties for the business community, which must remain agile in order to succeed. Maintaining a flexible workforce that is able to respond to the cyclical employment demands of product innovation is key to progress and ultimately success. There are additional measures contemplated in the Draft EIR such as requiring companies with over 50 employees to charge for parking, which also appear to have a punitive effect on businesses without evidence that such a program will produce the desired result of reduced vehicle trips to SRP. In our commitment to working with the City and Stanford to reduce congestion, it is essential to VMware that all traffic congestion management methods we fund are effective, measurable and substantiated by robust data analysis. Most importantly such methods must not impede our ability to successfully conduct business operations within Palo Alto or undermine our own robust TDM efforts to date. Thank you for your consideration.

PH3-05 cont.

Mayor Burt: Thank you. Our next speaker is Bob Moss, to be followed by our final speaker, Shani Kleinhaus.

Bob Moss: Thank you, Mayor Burt and Council Members. This reminds me of late Mayor Jack Sutorius' comment on how he found three things to like about the Comprehensive Plan. First, it was comprehensive. Second, it was only a plan. Third, it could be amended at any time. What we have before

PH3-06

us leaves out a lot of important factors, and I think they should be considered. For example, Scenario 6 would add 6,000 housing units. That would increase the net cost to the City about $17 million a year, because every housing unit costs between $2,700 and $2,800 a year more for services than it pays in taxes. This is not new; this was true 45 years ago when I helped to incorporate Rancho Palos Verde. We did a study on the validity of the property tax supporting the government, and we found it would not. We made it because we had several business districts in that area, and that made it possible to incorporate the city. One of the things that you should be thinking of, that was kind of interesting, is if we're going to put housing in the Stanford Research Park, would Stanford agree. Are you aware of the fact that part of the Stanford Research Park was zoned for housing more than 30 years ago? The area was basically along Arastradero Road and then went up toward the Foothills. Stanford said, "We will not at any time, under any circumstances, allow housing in that area." After seven years of prohibiting any development there, the City gave up and rezoned it for industrial. In exchange, Stanford helped to fund the low-income housing project on Alma. If you're going to be talking about where we're going to—one other thing that's very important. I think we know it, but it doesn't focus on it. Changing the zoning and the land use does not build anything. It makes it possible it could be built, but it doesn't do anything. I'll give you an example. When the area along El Camino was rezoned CN and CS, those zones allowed residential on the upper floor. We thought there was going to be a lot of residential development along El Camino because now it's allowed. I can think of five or six properties between Adobe Creek and Page Mill Road that have housing on the upper floors. All the rest are low-density commercial. The housing has not been built. As I say, zoning doesn't create anything. One final thing. **PH3-06 cont.**

Mayor Burt: Thank you.

Mr. Moss: There is an election tomorrow. I urge you all to vote early, vote often and vote democratic.

Mayor Burt: The next speaker is Shani Kleinhaus, to be followed by our final speaker, Rita Vrhel. Welcome.

Shani Kleinhaus: Good evening again. Shani Kleinhaus. I'm a resident, and I'm on the CAC; although, I don't speak for the CAC for the Comp Plan. It's not surprising to me that there are just a few comments from residents in the package that you have and that not very many residents wish to speak. It's a difficult process to follow. We have the Comp Plan that has not finished its work. We have an EIR that has changed its scenarios. Those scenarios don't exactly compare to the previous scenarios. I would just step **PH3-07**

back and say let's create one good EIR and release it later as a revised EIR and have the public comment on that. Perhaps, during that time, the CAC will have done more work, and you will have a preferred alternative and not just throw it all out there, and we'll figure it out later. Scenarios 5 and 6 both propose adoption of the Sustainability and Climate Action Plan (S/CAP) goal of 80 percent reduction in greenhouse gas emissions by 2030. I don't know why the other alternatives and scenarios do not include that; they should. What troubles me a little bit is that it calls for an alignment of the Comprehensive Plan Update with the S/CAP principles. Now, I'm not opposed to that necessarily, but I don't want to see that the S/CAP becomes a mitigation measure, because that actually becomes much more important than a lot of other plans legally, than a lot of other plans that we have like the Urban Forest Master Plan or the Parks Master Plan or the Bicycle Plan or a lot of other things. I was under the impression that the S/CAP is the umbrella, and the S/CAP should fall under that, not drive it. I guess that's what I want to say. This is the most important document in our City's life, and there's not a lot of people involved. The CAC is confused, and this is premature. Thank you. **PH3-07 cont.**

Mayor Burt: Thank you. Our final speaker is Rita Vrhel. Welcome.

Rita Vrhel: Thank you. I'd like to second the comments that were just made as a resident. It has been confusing. I just think there's a couple of factors to include or to consider. I'm sorry if they sound a little bit naïve. Again, everyone can't work or live in Palo Alto. It's simply an impossibility. I think that, again, I'd like to see some quantitative analysis or data from not only Stanford Research transportation mitigation programs but from al the businesses which have come into Palo Alto in the last five years and have been speaking of these measures. I think that Stanford—it sounded from the speakers that were from Stanford Research Park that they would like unlimited headcount and development opportunities. I don't think that is possible in Palo Alto. I really have the belief that if they had a tenant that left, they probably have a waiting list for tenants who would quickly fill those buildings. I think that compromise needs to be the point of start among all people. I would also support limited growth and a compromise in this issue of housing and jobs in Palo Alto. I remember I was living here when Burger King came into the plaza Downtown. It was really interesting, because Palo Alto put in some very strict rules. I think it was the first business that had to have employees go out and clean up the plaza every couple of hours to make sure that trash around, the trash that is usually generated by a fast food environment. I think in the years that I've been here since 1983, I've always felt that if Palo Alto had zoning requirements and asked businesses to do certain things, there would be no shortage of businesses. I think that **PH3-08**

there does need to be a limit as to how many people can work in any building within Palo Alto. Thank you. PH3-08 cont.

Public Hearing closed at 9:18 P.M.

Mayor Burt: Thank you. We'll now return to the Council for questions and comments. Council Member Holman.

Council Member Holman: I was wondering if I might set a framework for tonight's discussion. To do that I might actually make a Motion with the Mayor's forbearance. It seems to me appropriate that tonight we would make any comments as the Staff has requested on Scenarios 5 and 6, or Alternatives 5 and 6 as I refer to them, that we comment as anyone wants to on the DEIR that is before us, but we also extend the comment period for the current DEIR and keep it open so that at the same time we will be commenting on Scenarios 1 through 6. I haven't made a motion yet, so I'm going to continue to speak to why that is. As commented previously and as some members of the public have comments, this has always seemed like an unusual process to me, that we're doing the DEIR prior to the Comprehensive Plan being complete. It's not really clear to me that we have a good grasp on why we are doing it this way. I think segmenting off Alternatives 5 and 6 makes it even more complicated, more complex, especially as we've talked about maybe—I don't understand (inaudible) we're picking and choosing one thing from one scenario and applying it to another. Judy Kleinberg is still here as well. Judy even mentioned—pardon me for calling you Judy. Ms. Kleinberg said earlier that it was too bad that "5" and "6" are not analyzed prior to the DEIR comments closing. I think that's absolutely right. I agree 100 percent with that. It's also relevant, I believe, that we take this into consideration in light of previously Item 18 that became Item 14a earlier, having to do with Governor's legislation. We need to get the EIR correct. We need to be very careful about that. I don't think taking more time when there's more work to be done anyway with Alternatives 5 and 6. We may be relying on our EIR for things which otherwise we will have no control, provided that the Governor's legislation goes through or some version of that goes through. Again, with the Mayor's forbearance, I would move that we make comments on Alternatives 5 and 6 and recommendations and suggestions on Alternatives 5 and 6, that we go ahead and comment on topics in the current DEIR as so desired this evening, but that we also continue the Comp Plan DEIR comment period until such time as Alternatives 5 and 6 can be considered in the same timeframe and in context with the current DEIR.

Vice Mayor Scharff: Could I just clarify your Motion? Are you saying we wouldn't be able to comment on the fiscalization of land use study or do you ...

Council Member Holman: No, I'm not saying that at all.

Vice Mayor Scharff: What your Motion would do is it would allow us to comment on everything we were planning on commenting on tonight, but it would keep the EIR comment period open to when we finish Scenarios 5 and 6 and let us do it holistically. I'll second that.

Council Member Holman: Correct.

Vice Mayor Scharff: I'll second that.

MOTION: Council Member Holman moved, seconded by Vice Mayor Scharff to reopen the public comment period for the Comprehensive Plan Draft Environmental Impact Report (DEIR) to run concurrently with the public comment period for Scenarios 5 and 6.

Mayor Burt: I think we don't need to have a Motion that we would be allowed to comment on "5" and "6." That's ...

Council Member Holman: I just wanted to be clear that I wasn't trying to foreclose that. That's the only reason I included that.

Ms. Gitelman: Mayor Burt, could I just offer some perspective and a possible alternative? Preparing a Final EIR is always part recordkeeping and part analysis. We have to keep track of all the comments we receive and ensure we respond to them. I wonder if Council Member Holman would be satisfied if we received direction from you this evening and agreed to, when we have the comment period on Scenarios 5 and 6, reopen the comment period on these other scenarios. It's just going to be logistically difficult for us to keep track of every comment between now and then. It becomes a paperwork problem for us. We could certainly make that commitment and receive comments at that time on all of the scenarios.

Council Member Holman: I'm doing the devil's advocate thing in my head here. Excuse me just for a second. A question then. Would comments received between now and—I think you said fall would be when "5" and "6" would be complete. Would comments received between—thank you for your comment. Would comments received between now and then on the current and existing DEIR not help inform what the CAC and the Council would be considering or in what context the Council might be considering the Comprehensive Plan itself?

Ms. Gitelman: I think the Council and the public are going to have ample opportunities to inform what the CAC is doing. We do have this parallel planning process going forward. I'm just thinking ahead to when we try and put together a Final EIR. We want to obviously bring the Council a document that's legally adequate and that's managed to repeat and respond to all of the substantive comments. That just becomes a huge challenge with an extended comment period. It would be much better to close it and then reopen it when we have a draft, if that's the Council's desire. Any comments that the Council or the public has between now and then on the shape of the Comp Plan could be provided to the CAC in one of our regular discussions on the Comp Plan itself.

Council Member Holman: I would be okay with that if Vice Mayor Scharff would agree to that. Is that agreeable?

Vice Mayor Scharff: It's agreeable. I was actually just looking at the Motion. Wouldn't it just be clearer to say to continue the public comment period for the DEIR be extended to such time as public comment—shall be reopened when public comments be received on Scenarios 5 and 6? Should we use the word reopened? Is that correct if that's what we're going to do?

Council Member Holman: Yeah. I think that captures it.

Vice Mayor Scharff: The first part of it, do we need that? Isn't that what we're doing?

Council Member Holman: I'm sorry; I haven't had a chance to read what's up here yet. Making comments on Comprehensive Plan Scenarios 5 and 6 is maybe not quite the right language, because we're not commenting on it. For lack of better words at this moment, "and make comments as so desired on topics in the Comprehensive Plan Draft EIR in the current timeframe." It gets wordy, but ...

Mayor Burt: It is wordy. Let's work on that. We have a sense of the intention here. While we hear from colleagues, why don't we work on making this a little more streamlined? Vice Mayor Scharff, did you want to speak to your second? I'm sorry.

Council Member Holman: I think we need the words reopened here. We didn't get ...

Mayor Burt: Why don't you guys work on refining the Motion?

Vice Mayor Scharff: Let me just ...

Mayor Burt: It won't change the intent from what you've stated.

Vice Mayor Scharff: Let me just speak to it.

Mayor Burt: Yeah.

Vice Mayor Scharff: At last, my sense of this is the intention of this is to allow everyone to have a 60-day period and revisit all of this when we have it all in context. That's really all I think we're trying to achieve on this.

Mayor Burt: Council Member Schmid.

Council Member Schmid: A clarification for the Planning Director. My understanding of the closure and the comments made is Staff and the consultants who go off and answer the comments, give their considered opinion and fill in gaps and come back with that. Are we postponing the answers by reopening in six months or will we get the answers to the comments that have come in?

Ms. Gitelman: Thank you for that question, Council Member Schmid. It gives me an opportunity to clarify a couple of things. We had always thought that when we got your direction to analyze a fifth and sixth scenario, that after the close of this comment period, we would do that. We would circulate that analysis for public comment, and then we would prepare a Final EIR that responded to the comments on this draft and on that supplement at that time.

Council Member Schmid: Comments we make tonight, we will get a response 12 months from now.

Ms. Gitelman: In the Final EIR which is, as the slide indicated, May of 2017 is the current schedule. I'd like to qualify that however. Many of the comments we've received are things that, I think, we can address in the description and analysis of the new scenarios. While we won't be doing what you see in a Final EIR, which often is summary of comment and then response, we will have an opportunity because we're doing that supplemental analysis to take all of these comments into consideration. I think many of them, I hope, we will be able to address in our discussion and analysis in the supplement addressing Scenarios 5 and 6.

Mayor Burt: Council Member Kniss.

Council Member Kniss: I'll probably want to make more comments later, but I want a general idea of where we are on our whole timeline with the Comp Plan at this point. Put it right out there in public. Where are we?

Ms. Gitelman: Thank you ...

Council Member Kniss: At one point, weren't we going to finish in 2015?

Ms. Gitelman: We've been working on this for many years.

Council Member Kniss: Am I correct? I think I remember that correctly.

Ms. Gitelman: Yeah. We've had many schedules. The current schedule shows us finishing around May of 2017. That presumes that the CAC will be able to get a draft of the elements to the Council for their review towards the end of this year. The Council would use the first half of 2017 to do its review while we finish the Final EIR. I'll be honest with you that the CAC process is going a little slower recently, and that's okay. They're working on the hardest elements, transportation and land use. Until we actually roll up our sleeves and get into this analysis of Scenarios 5 and 6, I won't know for sure. I don't think of any of us know for sure exactly what kind of complexities we're going to encounter and how long that will take, which is all a way of saying by the time you get back from your break in August, I hope we will be bringing forward the Transportation Element from the CAC for your review and an updated schedule that takes into consideration all of the factors that I just mentioned.

Council Member Kniss: If we were to state it fairly, we would say the goal is sometime in 2017, mid to the end of the year.

Ms. Gitelman: The current goal is mid ...

Council Member Kniss: That would be helpful.

Ms. Gitelman: ... mid-2017. That's the current goal.

Council Member Kniss: I might have some more comments, but I wanted to put that on the record, Pat. Thank you.

Mayor Burt: I just want to address our process for this item tonight. Since we have a motion that is framing the comment periods, we will still have the issue of our comments tonight. Molly, if we were to vote on this Motion now, we're not ending the item. We can continue and go forward with the comments. Correct?

Cara Silver, Senior Assistant City Attorney: No, you can certainly provide additional comments after the Motion is voted on.

Mayor Burt: The comments would be on the scenarios, and the Motion is on our procedures going forward.

Ms. Silver: Yes. We still want to solicit comments on the current scenarios that we have published in the EIR.

Mayor Burt: Just wanted to make sure. Council Member DuBois.

Council Member DuBois: To clarify, I'm just speaking to the Motion and would like to continue this conversation. If we reopen comments, how long would the comment period be?

Ms. Gitelman: I think our current schedule assumes again a 60-day comment period.

Council Member DuBois: Thank you for the Motion. This really addresses, I think, one of my major concerns. I think I mentioned it before. I think this idea of multiple scenarios and mixing and matching is very confusing for the public to comment. Adding two more scenarios and treating those in a supplement, I think, was going to be even more confusing. It's better that we're doing them altogether. I think even better would be to have a preferred scenario by the time we get to that final comment period. If anybody else wants to propose that as an amendment, I'm happy with this motion. Huh?

Mayor Burt: Propose what as an amendment?

Council Member DuBois: Having actually a preferred alternative when we get to public comment. I think this is a big improvement, so I support the motion.

MOTION RESTATED: Council Member Holman moved, seconded by Vice Mayor Scharff to reopen the public comment period for the Comprehensive Plan Draft Environmental Impact Report (DEIR) for Scenarios 1-4, to run concurrently with the public comment period for Scenarios 5 and 6.

Mayor Burt: I see no more lights, so we can vote just on this Motion, and then we can go into our actual discussion of scenarios. That passes—Vice Mayor Schmid, are you voting? Did you vote? I mean Council Member Schmid. Just not working. Is it a yes? No. That passes on an 8-1 vote with Council Member Schmid voting no.

MOTION PASSED: 8-1 Schmid no

Mayor Burt: Now, we can go back to our actual comments on scenarios. Council Member DuBois.

Council Member DuBois: A quick question. When we get to the feedback on Scenarios 5 and 6, I'd actually went back and looked at our May list. The

tables are different. I was just curious. Performance-based zoning was removed in the latest one. Why was that?

Ms. Gitelman: Council Member DuBois, in response to the Council's discussion on May 16th, we made some adjustments to the tables to try and clarify the elements of these things. My impression at the 16th was none of you were all that enthralled by the performance-based terminology. It was a little too broad. We've tried to be more specific about the zoning measures that would be included in the scenarios. Not to say we couldn't put that back in if it appealed to you.

Council Member DuBois: I just wanted to make sure it wasn't just replacing it with different language but meaning the same thing. There's this thing that says mitigation and sustainability measures adopted to minimize impacts. Is that meant to be different than performance-based zoning?

Ms. Gitelman: Yeah, that's a different set of—we tried to pull the highlights and policies from the S/CAP that would be included as mitigation measures or policies in the new scenarios. I think our assumption is that both of these scenarios are designed to test the mitigation and sustainability measures and, in that sense, kind of this approach to focusing on performance. That terminology didn't resonate with the Council, and so we dropped it out here. We could easily put it back.

Council Member DuBois: To further my comments, I'd like to be really clear about if we're using it or not. I'd actually suggest we vary that between "5" and "6."

Ms. Gitelman: That we vary it between "5" and "6," is that what you said?

Council Member DuBois: Yeah. I'll explain that when we get there. Maybe it applies to "6" but not "5."

Ms. Gitelman: Thank you.

Council Member DuBois: The other one that disappeared was the CC(2) adjustments. I was just curious why that ... Near California Avenue (Cal. Ave.)

Ms. Gitelman: Sorry if we dropped that one. We were thinking that—I see. In that Table 3, we have a row, allowable commercial densities would be reduced and replaced with residential densities. We just didn't make it specific.

Council Member DuBois: I'm looking at Packet Page 554, but I'm comparing it to Packet Page 430 from our May 16th meeting. I'm sorry.

Ms. Gitelman: We included a kind of broader statement about commercial densities being converted to residential densities. It just wasn't specific to the CC(2) or any other district. Again, we had to take your direction and kind of evolve this to the next level.

Council Member DuBois: That's helpful. I had three kind of areas of concern. One was the process, which we addressed. Another one's kind of the reliance on highly effective TDMs, and we've talked about that. Performance-based zoning was another one, and then concerns about the fiscal analysis. I had planned basically—we have until Wednesday, but I guess we're—will we leave it open until Wednesday and then close it?

Ms. Gitelman: Yeah. The idea is that the written comment period will close on close of business on Wednesday.

Council Member DuBois: Again, given the hour, I'll probably submit more detailed things in writing. Just to highlight. I'm concerned about the reliance on the TDM goals. I think we should look at the Stanford TDM as an example of what's possible given kind of best conditions. To assume we could do better or even as well Downtown seems like a pretty aggressive assumption. You look at the history of Stanford and no new net trips. It took them 20 years to get to where they are. Again, I would just kind of compare what they were able to achieve with our assumptions. Again, on the performance-based zoning, I appreciate you kind of softening that. It was also kind of concerns about this kind of unproven idea. I think one thing we had discussed before was could we have something in the Comp Plan that would trigger if those things don't work. I would like to say I was a little surprised by the business community pushing back. I'm not really seeing a benefit to the City's ability to determine density of office use. That seems like a pretty basic function for a city, not terribly unusual. It would be nice to be able to work with the business community in a productive way to really determine what densities are good for employees and good for the City. The same thing. We're one of the few cities in California without a business license. It's not a radical idea. It won't be the end of Palo Alto if we have one. On the fiscal analysis, I read that report quite a while ago, I guess, when it came out. I really found it pretty troubling. The analysis was done at the scenario level. We've been told that we're going to mix and match these scenarios. That report basically assumed we're going to do Scenario 1 or Scenario 2, and it analyzed the fiscal impacts. I think it would have been much more useful if we had some indication of more at program level, like how valuable are the sustainability functions, how valuable are the

various components that we're likely to mix and match together. I would suspect that we would find that a combination of this aspect from Scenario 2 and this from Scenario 4 might actually look much better fiscally than—basically there appear to be no difference between the scenarios fiscally. Another concern I had was that there was no change to rates, either residential rates or commercial rates. We had a scenario where we were proposing slower commercial growth, but it didn't impact the commercial rental rates. The same thing happened with housing. If we built a lot of housing, no impact on housing prices. It basically said we could cover increases in services with little additional operational cost, but every budget season we see demand for more services and a requirement for more Staff. That didn't really seem to match up with reality. No additional capital improvements were needed in any of the scenarios. Again, I would have expected Scenario 4 to show a need for additional infrastructure. I think the most shocking thing in that report was the claim that a new resident is worth more to the City than a new employee, which was a total flip of everything we've seen before. In the past, we've done these analyses, and an employee costs the City less than services and was worth more. I'm trying to figure out why that analysis showed that. It may be because business revenue to the City is dropping relative to revenue generated by residents. Something that Council Member Schmid has brought up repeatedly. Again, it perhaps highlights the need to replace a loss in business sales tax with some other form of revenue. Again, if you guys have any insight into why that flip occurred. That was a pretty dramatic result.

Ms. Gitelman: Maybe Ben can help us out here. I'd just say that my take-away from the Fiscal Study really was that the numbers we're talking were really small. It was on the positive side. The impacts of the growth projected in the scenarios were not going to be negative is how I would characterize the conclusion, because we're talking about such small positive numbers. Let me see if Ben can help us on the question of residents versus employees.

Benjamin Sigman, Economic and Planning Systems (EPS): Good evening, Mayor Burt, Council Members. My name's Ben Sigman, Economic and Planning Systems or EPS, the firm that conducted the Fiscal Study. In the study, we do go through great lengths more so than prior work done here and in many places. We've done these Fiscal Studies to isolate the costs and revenues attributable to residents as compared with workers in the City. When you really pick that apart, which I think we did fairly successfully here, we realized that the revenue-generating potential of residents, largely due to the real estate home values and the density of the homes, creates a huge sort of revenue center for the City. Being a mature City, the cost of service at the margin isn't particularly high. There is an opportunity to gain a fiscal

surplus from new residents. A lot of the studies you may have seen that look at fiscal impacts are done on an average for the whole city. Total residents in the City, total costs attributable to the residents doesn't look as good. In Palo Alto again, where the government services are very mature, you can add population without a lot of cost. When you add population here, it comes with a lot of tax revenue.

Council Member DuBois: Thank you. I did see the discussion of the Finance Committee in terms of, again, what we see in reality in terms of costs going up as population goes up doesn't necessarily match what you're saying there.

Mr. Sigman: I understand. We try to be as scientific as possible. We're holding a lot of variables constant. We're really trying to focus on what happens to the budget as you run it today if we change land use and nothing else. That's part of the way we simplified it to get a good answer for you. I just also want to point out that we will be carrying on with the City to conduct work looking at the cost of some of the infrastructure included in some of the scenarios and the potential fiscal effects of those. There's a capital investment piece of the analysis that will be coming to you. The piece of work that you have in hand is an operational view. We don't think that the Scenarios 1-4 have a dramatic effect on the City from an operational standpoint. Along with those, we do envision some pretty significant infrastructure investments. The fiscal ramifications of those, I think, we'll be looking at in the future.

Council Member DuBois: Thanks. Just to wrap up. One of the things you asked us was for a confirmation on Scenarios 5 and 6. I guess I'd like to make a Motion at some point, but I'll just say my comments now and see maybe if we can come back. Again, I think the goal is to test a range. I'd suggest we differentiate Scenario 5 and 6. On Scenario 5 specifically, I would want to add back some of the things from Scenario 2, which would be the CUP for employment densities, the County expressway implementation, and the CC(2) reductions near Cal. Ave. I think that would differentiate "5" from "6." Otherwise, I think you guys pretty much nailed it in terms of things that would be included in each scenario. Thank you.

Mayor Burt: Vice Mayor Scharff.

Vice Mayor Scharff: Thank you. First of all, do we have the Motion that we did on "5" and "6"? I'd like to see that at some point. Maybe someone can look for it while I talk, and we get someone else, besides you Hillary, looking for it, unless you have it. My recollection on those Motions and performance-based zoning discussion may have been a little different. I just

wanted to see what it said. I guess I'll start with the fiscalization of land use. I also was a little surprised by the outcome on that. When I looked at the numbers, it looked to me that what drives a lot of this is the way you allocate the police services. I think you allocated 70 percent to business and 30 percent. I think that skews the results in a way that makes the study, frankly, not work. What you basically say is that the Downtown creates a lot of the calls, especially on weekends in that. That's related to commercial activity; therefore, if we add commercial activity, we are putting that not for residents. We're putting that towards employment. I think what we're really talking about is retail in the Downtown as opposed to office workers, given the ... I think by lumping that altogether and given the huge impact, 70 percent, given the pensions of police officers and all of that. I really ask ourself, if we got rid of our Downtown and it didn't exist, could we really get rid of 70 percent of our police officers. Intuitively that just didn't strike me as right, to be honest. When I asked little questions about this Fiscal Study, intuitively it didn't really make sense to me. When you look at most cities, take San Jose for instance. They're always bemoaning they don't have more jobs and that they have too many residences. They're bemoaning that because they don't want to have the residents. They want the cash and the money and all of that that goes with that. What your study is saying is the opposite, that we should go out—if we want to have lots of money in our City, we should build as much housing as possible and minimize jobs. Intuitively, that's wrong. It just clearly is. When you start to break this stuff down—I can give you another example. What seemed to drive a lot of the resident stuff for me in your study was that housing rates turn over much faster and drive property taxes; whereas, commercial turns over a lot slower. Is that correct? That struck me as ...

Mr. Sigman: That factor's included. I would ...

Vice Mayor Scharff: That seemed to be a fairly large factor in that.

Mr. Sigman: I don't think it's a significant driver of the ...

Vice Mayor Scharff: You didn't think it was a significant driver?

Mr. Sigman: I don't think that is, no.

Vice Mayor Scharff: You don't think the fact that commercial—okay. Council Member Schmid, I guess you should probably stop talking about that.

Mr. Sigman: Actually I should add when I met with the Finance Committee, this was obviously an issue that we spoke about at length. One of the things that we suggested we would do, and we'll do, is a sensitivity analysis around those turnover rates. We do indicate that the commercial doesn't turn over

to the same degree, at the same rate that the residential does. I think that there were arguments made for even lower turnover on the commercial. We're going to test that and see the effect that it has. If I may about the police services. I just want to note that we did work extensively with the Police Department to produce that cost allocation. It doesn't reflect my firm's opinion of what's going on. It's our coordination with the Police Department, their assessment of calls for service or incident-type data by the locations that it occurs. We agreed after the Finance Committee to go back and speak with the Fire Department a little bit more. I think it may be based on your comments, the Police Department as well.

Vice Mayor Scharff: I'm trying to figure out what I'm supposed to use this fiscalization of land use study for. What I would assume I'd use it for was is in saying to myself, if we lower job growth, is that going to have an effect on our budget and we have more residents. What came out of that was that if we have more residents, we'll have more money in the budget. If we lower job growth, we'll have nominally. Yes, it's not a huge number; it's $67 million. First of all, that just didn't seem like the right conclusion to draw out of all that. It seemed like the numbers were wrong, and I thought it had to do a lot with the Police Department. I think it has to do with the way you allocate retail and not breakdown ... Obviously, the more retail we have and more regional center, you draw people from out of the City, the more money you make. That's one of our drivers. If we do rental housing for instance, that turns over, I would assume, much more like a commercial building. If you own an apartment complex, you're going to not sell it based on Proposition (Prop) 13, similar to owning an office building. That's just intuitive; I may be wrong on that. That seems different than a condo project; whereas, individuals would have condos. I think it's more complicated than that. When I looked at the rest of the stuff, most of the City services that we spend are in response to residents, not in (inaudible). Public Works was another one. We took the Public Works budget—this didn't make any sense to me—and we said businesses drive 56 percent of the Public Works projects because it's trip generation on roads and its 40 percent residents. The Public Works budget is much more than just the roads that we're doing. It just didn't seem the right way to allocate the Public Works budget. I am just wondering what useful information came out of that Fiscal Study that would inform me on the Comp Plan. I don't really think there was any, that I can point to, that was useful in saying what we should do. It struck me that the drivers of this stuff are you want to have more Transient Occupancy Tax (TOT). If you want more money, you want more TOT, more auto dealerships, things that drive sales tax and you want to turn over your existing property as much as possible. You did point out—that was one useful thing—that the amount we actually build doesn't create that much new property taxes compared to the turnover from Prop 13. Was

there something else I should have taken out of that study? I know you seemed anxious to say something.

Mr. Sigman: I would just offer that my firm conducts these Fiscal Studies throughout California for 30 years. This is a very detailed one. I think we're providing you a lot of granularity around the uses and the uses by employment versus residential occupancy. What we're finding here is that you can grow without severely damaging your General Fund. You can grow employment without damaging your General Fund, and you can grow residents without damaging your General Fund. I think that's the takeaway.

Vice Mayor Scharff: Moving on to the comments on the scenarios. I also actually, when I listened to the business community come up and speak, had similar concerns. I think we could really damage the business environment by creating uncertainty. Business hates uncertainty more than anything else. The notion of a conditional use permit is a bad way to go. If we want to limit employment density, we need to somehow say it's no more than four per 1,000 or something like that, so businesses know what it is. I'm not saying that's the right solution, but I'm saying—I think it becomes particularly damaging when you're going between R&D and office use. What struck me is when I went up to Tesla, and we were all happy that Tesla opened up. I remember how difficult it was to get them open and all of that. There are parts of time they need to do R&D; they need to switch back and forth. Any sort of innovative business up there like Tesla, because I haven't visited other ones, but I'm hearing from the business community I think it applies to many more companies than Tesla. They need to have the flexibility to do some R&D, to have more lab space. Then, if they have more lab space, to then say not that that they're giving up office space if they want to move it from lab to office. I think that flexibility of going between R&D and office is really important. I'm also concerned about creating uncertainty in the process. I think the creation of uncertainty in our Comp Plan will drive a real negative impact on business. I'm concerned that the EIR seems to have no analysis of that, of the uncertainty factor of that. I'd even say on the office cap it's really interesting. We put in a beauty contest-type concept into the office cap. People are like, "I'm not necessarily wanting to spend the time, the money to go through this process without knowing I get there." If you had a first-in-first-out approach, then people can say, "I'm in the queue. I know where I'm going to be and, therefore, I will get it or I will not get it." I think the more uncertainty we create in this, the more damage we're going to do to our business environment. I am concerned about that. I think we should listen to our business community, especially when it's well thought out like I thought the people from the Research Park when they came and spoke on this, actually spoke quite articulately. I thought a lot of their letters were articulate. I would support

that. I was also—let's see. What else was I going to say about this? Did you find what the original motion was that's up on the board? That's what I remembered it as. It says including a performance-based approach with policies and mitigation members. The language actually says performance based, and that was the direction from Council, and that's the way I remembered it. It was really confusing to me when you said you dropped that because you got different direction from Council.

Ms. Gitelman: Thank you for clarifying that, Vice Mayor Scharff. We did assume that there would be a mitigation regime that would be attached to these two new scenarios. Really the intention of these new scenarios was in part to test the efficacy of the mitigation regime. I apologize that we dropped the performance-based lingo out of here. That's clearly the intention; both of these would test the mitigation approach that we've articulated in the EIR and any changes that the Council would like us to incorporate.

Vice Mayor Scharff: That was my only confusion. I thought in response to Council Member DuBois' question you said it was a different tool set, the mitigation measures, as opposed to a performance-based approach. I thought you said there was a difference. I just heard you say maybe there isn't a difference. I'm confused.

Ms. Gitelman: We understood the Council to be interested in seeing how these two scenarios would perform with a suite of mitigation and performance measures. I'm using those terms pretty interchangeably.

Mayor Burt: Council Member Kniss.

Council Member Kniss: Let me ask a couple of questions that reference the Minutes that are in our packet. I'm looking at the Minutes that came from the start of the meeting that you had with the Finance Committee. Are you Mister—is it Sigman? Am I pronouncing it right? Looking at the Packet Pages that are 393 and 394, you reference—let me get closer to the mike. You have referenced on this—it's important to note we looked back 15 years at some of the trends, so we're not operating in sort of a bubble. Do you recall what the slide was? What you might have looked at.

Mr. Sigman: I have the report in front of me. The graphic is also included in the report. It's a historic ...

Council Member Kniss: Is the graphic in here some place that I haven't found?

Mr. Sigman: No, it's in the actual fiscal analysis dated January 15th.

Council Member Kniss: Which I don't happen to have in front of me. What page is it on?

Mr. Sigman: Page 12, Figure 7.

Council Member Kniss: While I'm looking for that—could you find that? Would you be my secretary? As you look back at that with the reminder that this Plan that we're doing tonight is going to go through 2038, the last Plan that was done was decided on in 1998. Now, it's going to be almost 20 years later before we finally get this accomplished. I would think that as you look back over that 15 years, that would have given you some very good insight. That is what you're saying this is, correct?

Mr. Sigman: Correct.

Council Member Kniss: That's the expenditure trend, which started in ...

Mr. Sigman: We're looking back from 2000.

Council Member Kniss: It looks like—2000. You took it out about 15 years, as you said you'd gone back. Starting in 2000, it being at 90. Now having gone up considerably. You have it crossing. Say a little more about this chart, would you?

Mr. Sigman: I'm sorry? I didn't understand your question.

Council Member Kniss: Just expand on the information that's in that chart.

Mr. Sigman: You're looking at your General Fund expenditures graphed in two ways. The lighter gray that comes up sharply is nominal dollars. Those are the dollars that occurred in the year referenced. The dark gray line on top is the same trend but adjusted to be constant 2014 dollars. That's as if it were all in today's money. What you can see is that when we convert it all to today's money, it's a much flatter line. In real dollars, in constant dollars, the budget trend is much flatter than in nominal dollars.

Council Member Kniss: Therefore ...

Mr. Sigman: It backs the idea that the municipal government here in the General Fund is fairly stable. It's fairly flat in constant dollars. There was a steep period in the early 2000s, but after that a relatively stable General Fund.

Council Member Kniss: Therefore, did you look at what the trends were economically as you did this? Did it follow any of those trend lines such as—

in '01 and '02, I would think that, because that was a recession time, that would have altered the amount that we spent here in this budget.

Mr. Sigman: We corresponded with a number of your department representatives to assess the degree to which their operations had changed during these particular years to see if we could draw conclusions about staffing in the different City departments and the effect on their budget more so than macro-economic trends.

Council Member Kniss: Is what you're saying, without putting words in your mouth, that the trend—this also shows that it actually comes together—would indicate that, if we continue on the path we're on, we stay in pretty good stead financially. Am I reading that into this? I know you went through this with the Finance Committee at length.

Mr. Sigman: Yes. I think that what we're saying is that your budget is fairly stable. I can't ignore the fact that there is difficulty in the current budgeting cycle; there's a challenging budget at hand this year. Looking back more than a decade, we see relatively strong fiscal stability in the City.

Council Member Kniss: Help me make some sense out of this. Between ...

Mayor Burt: Tell us where you're going. What does this have to do with the scenarios?

Council Member Kniss: Here's what it has to do with it. We grew from 2,000 to 2015 or thereabouts, almost 10,000 people. This doesn't seem to reflect that. When we're talking about the number of people and the number of jobs that we're going to be looking at ...

Mayor Burt: Is this adjusted for population and jobs or is it just absolute dollars?

Mr. Sigman: This is just dollars. This is straight out of your Comprehensive Annual Financial Reporting.

Council Member Kniss: It would say to me that regardless of the number of people that you add, the dollars stay pretty constant. Would that say if we had ...

Mr. Sigman: They're going up a modest amount ...

Council Member Kniss: Suppose we add another 10,000 people.

Mr. Sigman: Yes. There's a modest trend upward. I think our report projects a modest trend upward.

Council Member Kniss: That's where I'm going with this. A modest trend upward. I'm not suggesting we add 10,000 people; that certainly isn't my point. I don't know how you can predict the future without having known what's gone on in the past. This indicates what has happened over that past 15 years with great changes, changes in population, changes in job growth and so forth, from which I think you can make a number of deductions.

Mayor Burt: I'd like to jump in here at a moderately high level on mitigations and impacts. The comments that we heard from both the Chamber and most of all from the Stanford Research Park representatives around, one, the problems with having mitigations and limitations be project based as opposed to something that's broader and how that lack of flexibility at a more granular level is problematic in their eyes, and a challenge to us to look at what we're really concerned about, in particular with the Research Park, but to a great degree throughout the community which is trip generation. I'm particularly interested in what is essentially a performance-based standard, but it's performance based at a higher level. That is trip caps, which is what we have for Stanford University. Along those lines is what Mountain View is looking at for their whole North Bayshore area. I'm much more intrigued by having trip caps as the most direct way to look at the real problems. Something that would be potentially both more flexible and more aggressive in mitigations than other alternatives. In the end, if we look at, say, Stanford Research Park as a whole or what we call East Bayshore, I guess Mountain View calls it North Bayshore, those areas that are discrete enough in terms of entry points that we potentially could be able to monitor and quantify, and then tie what goes forward based upon not only a cap but potentially a reduction. We have our other areas of town where we actually now have a way to have trip caps, and that is through our Residential Permit Parking. We can't parking overflow; therefore, you can't have more cars because they have no place to park. In our Downtown area we've already established that we're going to ratchet back the number of commercial permits in the neighborhoods each year, so we basically have a program there that, unless we build a bunch of parking capacity in Downtown, we're going to see fewer trips as a result of fewer parking spaces. We have the question is that just wishful thinking, that we could move in this direction. I think we are now for the first time in at least a half century entering an area of really major transformations in transportation. Just a whole series, a suite, of new technologies and integrations of technologies that really make possible some things that previously we could hope for, we could talk about, but they weren't as real as what we're seeing right now. I'm very interested in looking at, not carte blanche if we put a trip cap, but certainly that being perhaps our most important measure that we would have and to look at it in sub-regions. The Research Park, the East Bayshore indirectly through the University Avenue, Downtown and once

we're going to have RPP adjacent to Cal. Ave., then we'll have it in that greater area. Really all we'd—most of the City that we'd have left that could be impacted from commercial development would be along El Camino. That may be more challenging, and maybe there's certain areas that we still have to have more site-specific controls. For the most part, I think we could be moving in a direction of really significant, quantifiable, not only trip caps but I'd want to see trip reduction. If we allowed a little more leeway, say, in the Stanford Research Park, I'd want to see actually not maintaining gridlock that we have today, but reducing it. I think that's what we really ought to be looking at. I wanted to jump in because I want to hear my colleagues' thoughts on that concept. I think it's a pretty fundamental one and potentially one that could have a real favorable impact on the community and, frankly, on the business community, because the congestion is as problematic to them as it is to our residents. There, I think, are new technology solutions, new monitoring solutions. Hillary, what is the company that we're engaged with for Safe Routes to School that has the advanced monitoring technologies?

Ms. Gitelman: VIMOC is the name of the firm.

Mayor Burt: Even on the ability to monitor, we have new tools that we never had before. I think this is something that we should be including in our analysis under Scenarios 5 and 6 perhaps and really considering as a preferred scenario as well. Now, we may see the need for a hybrid of sorts, because it may not address all the areas of our community. It may very well address the biggest trip-generation areas. Council Member Schmid.

Council Member Schmid: Let me start with process. A couple of quotes from the Planning Commission meetings from the PlaceWorks representative at the end of the meeting. Joanna Jensen said three things. "I definitely heard from some of you, maybe all of you, that the scenarios don't really seem to represent a range. The goal of the scenarios is to present a low and a high." Second quote. "Every community we look at is different." Third quote at the end of the meeting. "Preferred scenarios and mitigation measures effectively reduce impacts or do we need to have additional measures." That's sort of the issue we're grappling at tonight, embedded in these three assessments. Also, I go back to Section 6 in the DEIR; alternatives it says. In there, they quote the CEQA Guidelines that said CEQA should consider a range of potential, reasonable alternatives that will foster informed decision-making and public participation. It goes on, though, in that first section to say we can't look at a no growth alternative because growth would only continue somewhere else and some impacts may actually be worse than in Palo Alto. They rejected no growth. It seems to me every single one of our scenarios now has a minimum average of almost

twice our long-term, nonresidential growth rate. That doesn't seem to capture the notion of low to high. Maybe my first general question is shouldn't we be addressing a low and a high somewhere. Let me give six specific examples. First is the jobs/housing balance. Palo Alto isn't like other communities. You say every community is different. We are really different. We have three jobs to every employed residence. There's no other city of over 50,000 people in the United States that has that. If you look around the Bay Area, Silicon Valley, we have rates that are dramatically higher than every other community including San Francisco. The jobs/housing imbalance is something we have to deal with in our scenarios. How can we address it? How can we look for mitigations of that issue? Let's look at the key mitigation issues or problem areas. Traffic. Let me just focus on Trans 1. Trans 1 looks at intersections. There are five key intersections you look at. I'm sorry. There are 11 or 12, but there are five that will be operating, are now operating at F levels. All four scenarios have at least three intersections. Those intersections leave out at least six intersections that were included in the 1998 Comp Plan. Other intersections on El Camino and Sand Hill that we have noted in approving local projects in the last few months that will be operating at F sections. The conclusion is that even the mitigations, including TDMs, grade separations, regional solutions, would not eliminate the projected impacts of five of the six intersections we've been talking about. Traffic remains a critical, significant and unavoidable issue. Why not look at slower, nonresidential growth? Question number one. Look then at TDM. TDM is identified as maybe the most effective means, mitigation that we have in our toolbox. If you look at the TDMs that work, there seem to be two around here that do. One is the Stanford Medical Center. Why does that work? Stanford is going to be fined $177,000 for each year it doesn't meet the goal. They have committed $125 million in things like Go Passes and shuttles and Zipcars and emergency drivers, a whole host of things. $2.5 million a year to deal with 11,000 workers. They control each worker. They have a payroll with all the SUMC workers on it. Those are conditions that don't exist anywhere else in our town, that type of control, that commitment to spending. They have an annual report where they do a survey. It's interesting they've been working on this now for four or five years. They just came out last year and said, "We had to relook at our surveys and actually our weightings weren't done correctly. We have to adjust our numbers 15-20 percent down." Stanford is having trouble getting an appropriate measurement to make it work. Another area where TDM seems to work is north of 101 in Mountain View. What do they have? They have two big employers, but the key thing is there are only three routes in. As the Mayor pointed out, they have placed a cap on the number of cars that they want entering. They can measure it, and they do measure it very effectively on an ongoing basis. It's hard to do that in Palo Alto. We don't have a big business section with only three roads

or at least we have not been measuring effectively. That certainly is a mitigation, Trans 1, that we should look at effectively and importantly. There's been a little talk about money. Where do we get money to do these things? They want the General Fund to help support our TDM. The issue with money in Palo Alto is we are very successful with nonresidential, with jobs. We have that 3:1 ratio, higher than anyone else in the country. Our budget should be bursting with money. A funny thing about our budget and the budget of all local governments is property taxes fund an important part, 43 percent, in Palo Alto. Our School District, it's over 80 percent. Our community college district, it's over 80 percent. The County tax revenue, it's over 80 percent. Special districts, it's over 90 percent. Property tax. Is this influx of businesses helping us? No. If you look over the last 12 years, every year despite the rapid growth in business, three times the rate of employed residents. The share of property tax paid by nonresidents is dropping by one percentage point a year. It's now making up 25 percent of our property tax, the property tax of the schools, of the County, community colleges and other special districts. That's an issue. Why not cut back then the growth on nonresidential if it is not paying its fair share? There's another issue out there which might be the most important long-term issue. The point was made by someone that the Comprehensive Plan might be the most important document for our future. It's our chance to talk about our longer-term future. Look under schools, demographics in schools, Pop 4 or PS 1, PS 2. There you look at what is expected from this growth in population in the City, and the school yields that will come will be half of what they have been in the past. If you look at Palo Alto today, every housing unit provides 0.34 students to the school. The projection of this 10 percent increase in population that we have is going to increase the school population by 0.1, less than half—0.18, I'm sorry, just about half. That's a startling change in the community. Sort of an announcement, we're going to be a different community in the future. Each of the four scenarios outlined here, saying our housing growth will be for young workers and aging seniors. That's why the yield is low. We're creating a different type of community. Is there any community like this? Not our neighbors. If you look at all of Santa Clara County, the yield is about 0.34. If you look at all of San Mateo County, the yield is about 0.34. San Francisco is the only exception. It is down there with a yield of about 0.14. We are trying to make ourselves into a business-centric city with a commute population instead of a seedbed of Silicon Valley. We have mature workers between the ages of 30 and 65 establishing families and living as a community. That is a profound change, and it should be noted in Pop 4, PS 1, PS 2. Finally, if we're looking at longer-term things, look at water. Utility 1, Utility 2. All our scenarios are pointing to fairly rapid growth between 10 and 20 percent in both population and workers, jobs. Our water picture says water will grow about 2.3 percent over that time period. Now, that's a little scary if

you have that discrepancy of 10-20 percent growth in new people and new jobs, but a two percent growth in expected water use. In this last year, we had the lowest level of per capita use, gallons per day, that we've had in the last 50 years. Does this mean that we want to decrease by 20 percent the use of water per capita in our community? Maybe, but let's have that as one of the impacts of your rapid growth scenarios.

Mayor Burt: Are we wrapping up here?

Council Member Schmid: Yes. I just want to say that a key issue here is rates of growth. A goal of the scenarios in the CEQA definition is to have a high and a low. We certainly should include a low or at least talk about the impacts that we are creating without mitigations.

Mayor Burt: Calling on a colleague. I just want to respond to one concern by Council Member Schmid that I keep hearing as a refrain by different members of the community, and that's concern on water. Water is certainly a very important issue for us going forward, but data that we have shows that we have reduced our water use by approximately 40 percent over the last 20 years with a 10 percent increase in population growth.

Council Member Schmid: (inaudible)

Mayor Burt: I reference the trend line, because it is a trend line. That is an indication of the future. That's why it's there, and that's why that data is valuable.

Council Member Schmid: Remember also the trend line of nonresidential growth over the last 30 years has been one-half of what each of these scenarios have. That might be connected.

Mayor Burt: We have had significant residential growth and commercial growth in that period of time and huge reduction in water. Anything other than that is a misrepresentation of the facts.

Council Member Schmid: I think one of the CEQA goals is not to compare with the past but to talk about the future. We have cut back, and we want to cut back some more.

Mayor Burt: Council Member Schmid, you just got done citing a whole bunch of past patterns projecting toward the future over the last half hour. I think you want to cherry-pick it. Council Member Wolbach.

Council Member Wolbach: Thank you. A couple of comments about some of these specifics. First, I actually want to address a couple of high level issues

that I think are relevant for the Draft EIR. First, Council Member DuBois actually pointed out that—he made a claim that adding—pointed out that adding housing in Palo Alto, even the scenarios that add more housing, won't necessarily reduce the rental rates for housing in Palo Alto. That's true kind of, in the same way that reducing our greenhouse gas emissions won't necessarily reduce global climate change and the impacts of sea level rise on Palo Alto. Like climate change, it's a problem that's a collective action problem. It's bigger than us. The housing crisis is a regional thing. We were talking about this earlier tonight for an issue that we're going to reopen for more public comment after this. The idea that we shouldn't try and do our part to address an issue that's larger than us, the idea that that means we shouldn't try just because it's a bigger picture issue is one that we rejected with climate change. I hope it's one we can reject when it comes to housing. There is a crisis of a lack of housing supply at market rate and certainly at affordable rates. That is regional. Palo Alto has a moral and also a legal obligation to do our part to address that problem. It's really a straw man argument. I want to be very clear in rejecting it. This straw man argument that those of us who are advocating for the higher housing scenarios think that doing so on its own will solve the whole problem, we don't make that argument. There's also a related straw man argument that those of us advocating for the higher housing scenarios believe that if there is enough housing in Palo Alto, every employee who works in Palo Alto will live in Palo Alto. Also a straw man. I don't think anyone else makes that argument. If there is more housing in the region, especially located near transit nodes, such as Caltrain stations up and down the Peninsula, it does make it easier for people to live in the area. As all academic research shows—whether you want to reject the science or not, all the academic research shows that if you do add supply in the region, it will address the housing cost or at least keep it from escalating and getting worse and worse. This goes back to the jobs/housing imbalance. I think it's really interesting that at least a couple of my colleagues and some members of the public used to talk a lot about the jobs/housing imbalance and really focus on that. I commend Council Member Schmid for continuing to focus on it. Some others used to focus on it, until they realized that addressing the jobs/housing imbalance could not just be done by trying to limit jobs. It would mean you'd actually have to allow a little bit more housing or maybe a substantial amount of housing. When those colleagues of mine and members of the public realized that addressing the jobs/housing imbalance means you're actually going to have to add a lot of housing, they stopped talking about jobs/housing imbalance. I think it's worth pointing out the change in discussion that we've heard. There's also been a longstanding discussion about unavoidable impacts with housing development. I've heard Council Member Filseth, for instance, dating back to December of 2013 if not sooner, talking about the unavoidable impacts, saying that we could choose

whether we want to grow our population or not grow our population, saying that if you do ...

Council Member Holman: Mayor Burt? Mayor Burt? I apologize, and I apologize for interrupting. I do apologize, Council Member Wolbach, for interrupting. We are not advancing our item tonight. We are making comments that are our personal perspective and policy. We are at 10:30 P.M. We have another item yet in front of us. I don't know if the best way to address this is—with due respect to Council Member Wolbach who I interrupted—to try to move us forward, if we should continue our comments on Scenarios 5 and 6 to a future date or how we want to address this. We have a number of people here who have been waiting for the next item.

Mayor Burt: I hear you and okay. Let me just say that I agree with you. I think colleagues have not been focused in their comments around ways that we progress on these comments on scenarios. They've been far too much in terms of longwinded, philosophical comments with some areas of value to the scenarios, but we need to filter out the rest. Our alternatives are that we continue this item or that we have focused comments, because we have another important item before us tonight.

Vice Mayor Scharff: Why don't we do the other item and come back to this (inaudible)?

Mayor Burt: We actually have the final conclusion of actually former Item 18.

Vice Mayor Scharff: (inaudible) voted on it.

Mayor Burt: We did vote on it. That's right. We decided it. I forgot how we ended up. Why don't we do that? We'll suspend this item. We have consultants here. I think if we're going to move on to the next item, we need to determine when we can reschedule this.

Council Member Kniss: (inaudible) for continuing it or any (crosstalk).

Council Member Holman: Yes.

James Keene, City Manager: Wait. You're talking about sort of suspending it with continuing it at some future meeting, not tonight. There's no way you can do it tonight.

Mayor Burt: When I first said suspend, I was thinking about later tonight. Now, it's continuing.

Council Member Wolbach: Mayor Burt, were we planning on making more motions? I was just offering comments, and I was very close to wrapping up. I appreciate your patience especially after the last couple of lengthy comments. I was pretty close to wrapping mine up. I don't know if we were planning on making any more motions or if we were just finishing up comments to provide for Staff and we could finish this item.

Council Member DuBois: I had a short Motion which I outlined before that I was hoping to get out.

Council Member Holman: Some of us haven't commented at all yet.

Vice Mayor Scharff: I move we continue it.

Council Member Berman: Second.

Council Member Holman: Second.

MOTION: Council Member Scharff moved, seconded by Council Member Holman to continue this Agenda Item.

Mayor Burt: From a Staff standpoint, if we do continue it, it'd be continued 'til when, though?

Ms. Gitelman: Thank you, Mayor Burt. I'll go back to Council Member Kniss' observation. We've already continued what was originally a 60-day comment period quite a bit past that. I would say that every day we continue it from here on is a direct impact on schedule. I'm not saying we can't continue it, but I just want everybody to be aware that it ends up impacting the schedule. We can't begin our analysis of Scenarios 5 and 6 until we conclude this hearing.

Mayor Burt: If we could wrap this up in the next less than 15 minutes, then maybe we don't continue it. I can't hear you. You need to use your microphone if you want to speak.

Council Member Filseth: Sorry. If you were going to let the consultants go, I actually had two technical questions about the DEIR that I wanted to ask them.

Mayor Burt: I'm going to allow Council Member Wolbach to wrap up, and then we'll hear briefly from Council Members Filseth and Holman. Council Member Holman, do you think you'll be moderately brief?

MOTION WITHDRAWN BY THE MAKER

Council Member Holman: I can be brief, but I don't think what I have to say is going to be conclusive. I think people will want to have comments to my comments. I could be wrong.

Mayor Burt: Let me give it a shot. Let's refocus here. Council Member Wolbach.

Council Member Wolbach: Allow me to finish please, and I appreciate the concern that Council Member ...

Mayor Burt: Just continue please.

Council Member Wolbach: To finish the point I was making, we've heard from Council Member Filseth and others for a long time about the unavoidable impacts such as impacts on schools. We've heard about this tonight; that's why I'm discussing it. The unavoidable impacts on schools, parks, water, traffic, parking, the aesthetic character of the community, crime, etc., that are unavoidably supposedly accompanying any substantial future housing growth. It was a surprise to me when I heard from Council Member Filseth when we sat down for coffee before we started serving on Council together, and he admitted to me that actually he agrees these are solvable problems. They're actually not unavoidable problems as they've always been described as.

Mayor Burt: Just focus on your comments.

Council Member Wolbach: These are my comments. My point is ...

Mayor Burt: You're now ...

Council Member Wolbach: My point is ...

Mayor Burt: I'm going to end this item if we can't focus on comments on the scenarios, not coffee with Council Member Filseth a year ago, any of those things. I'm just telling you we're going to do that.

Council Member Wolbach: I'll be done in two minutes or less. The point is as we work through these scenarios, there is widespread recognition that the impacts of housing growth are solvable problems. They're not unavoidable. When it comes to the specifics, quickly. Attachment F talks about loosening the height limit for Scenario 6. Although I've been surprised by the number of people in the community who are starting to advocate for changing the height limit, I might be comfortable with saying that we'd explore changing the height limit. Right now, it's identified as something that would happen as part of Scenario 6 and perhaps others. I don't think that the community

is interested and ready to do that. I have heard people in the community say that they'd be more interested in exploring it if it relates to affordable housing for seniors, veterans, disabled, etc. Again, this is on Packet Page 553 in the chart there, Table 3. I don't think that should be a necessary part of Scenario 6. Also on what Mayor Burt was talking about regarding trip caps, I think that's very worth exploration. Those are my comments. Thank you.

Mayor Burt: Council Member Filseth.

Council Member Filseth: Thank you. I hope this is the right forum for this. I actually had two technical questions on this. One actually is on water. If you look on Page 4.14-23 of the DEIR, Table 4.14-2 looks at water demand for the four scenarios. It looks to me like projected water demand is basically identical across all four scenarios even though population growth is significantly different across those. Am I reading that right? If so, why is that?

Ms. Jansen: I would be happy to spend more time looking at this. Just as an initial reaction, it's true that the numbers across the—I think what you're looking at is maybe the top row of Table 4.14-2 in terms of residential across the scenarios. Those differences are kind of within 100,000 gallons per day of each other. What you've got to bear in mind is that this is incorporating all of the water use in the City. The increment of difference, which is really only a few thousand units, between the scenarios when folded into the total and then multiplied by 73.1 gallons per day, this is what the math comes out to.

Council Member Filseth: Essentially what we're saying is that it's not sensitive to population growth, residential water consumption.

Ms. Jansen: I think you could—it's a difference of 73.1 gallons per day per—that's service population, both residents and employees. I think ...

Council Member Filseth: I'm just looking at the residential line.

Ms. Jansen: Yeah. Another interpretation, I think, could be that just the difference is the range in housing units among the four scenarios that are looked at in the Draft EIR does not have an enormous impact on residential water consumption.

Council Member Filseth: Although, one is 15 percent higher. Even within it, it's not sensitive at that level is what you're saying.

Ms. Gitelman: I think Joanna's right. It's because we are including all of the existing housing and existing population in this number. The delta is just so small when you compare it to the total.

Council Member Filseth: I'm sort of including the existing one too. Scenario 2 grows population like a few percent over 15 years, and Scenario 4 grows it 15 1/2 percent over 15 years. If, in fact, water consumption is different—I mean, it's good news. It says that water consumption in this town isn't terribly sensitive to population growth. I just want to make sure that's the proper assumption here. The second one I wanted to ask has to do with schools. If you look on page—I mean, basically they're all similar. If you look on, for example, Page 4.12-4, essentially all four scenarios say that we're going to be approximately at capacity for elementary schools and high schools and over capacity for middle schools, but they all come to the conclusion that there's no significant impact. Part of the disclaimer for that has to do with SB 50, which was a deal cut back in the late '90s that sort of redefined what impact was. My question is if it weren't for SB 50, would the conclusion still be no impact.

Ms. Jansen: The specific CEQA threshold that we're trying to answer here is not would schools in Palo Alto be impacted, but would there be the potential to have physical environmental impacts from the construction of new school facilities. That's the set of thresholds that you're looking at in a public services analysis typically.

Council Member Filseth: You're assuming that new schools would be constructed.

Ms. Jansen: If you look at the threshold as it's articulated on Page 4.12-9, that is the threshold that we're trying to answer. It would depend on a conclusion about whether or not new schools needed to be constructed and then thinking about where those schools would be located, etc., and how many new schools there would need to be. Typically at this programmatic level of analysis, as you can see in other sections, the conclusion is that at this level, given that no specific school sites are being discussed, there's not really enough information to conclude whether or not there would be an environmental impact. The threshold under CEQA is relatively narrowly focused here.

Council Member Filseth: Got it. You're looking at environmental impacts from the actual physical construction of new schools.

Ms. Jansen: Exactly.

Council Member Filseth: I understand. Thanks very much.

Mayor Burt: Council Member Holman.

Council Member Holman: I will be very brief. I go back to a comment that Council Member DuBois made earlier. I'm hoping that we can bring back Scenarios 5 and 6 for additional comments at Council in the nearer future than longer term future. Scenarios 5 and 6 do not appear to be very differentiated. If we're going to look at a range of options and identify ultimately a preferred scenario, we need to be clearer in differentiating Scenarios 5 and 6, or I call them Alternative 5 and 6. A couple of comments I'll make here on Table 5 on Packet Page 555. How convenient. It does seem, as a member of the public commented, while this is a sustainability measure for the EIR scenarios, it seems like the S/CAP is driving this while the S/CAP itself is not yet defined, and a lot of the measures in the S/CAP that we have seen are not tested. While hopeful, we don't know yet the outcomes. Fourth box down under mobility, it says parking charge program for existing workplaces with over 50 employees. That's part of the S/CAP strategy. There's no reference there of what that can do. As we have seen in other situations, it would also call for potentially a Citywide Residential Preferential Parking (RPP), because it displaces parkers into other areas. I have several other comments that are similar to that, just having to do with there's not much differentiation between "5" and "6." There also doesn't seem to be much differentiation between commercial or among commercial uses. Commercial also includes retail. I don't think we're looking at converting retail to housing. I don't think this is what the Council intended. In five of the six scenarios, it says remove constraints on addition of accessory dwelling units. I don't think that was intended for all five scenarios. I could go on; I won't. I hope that we can come back with comments and suggestions for how to differentiate Scenarios 5 and 6, because right now they seem to be very much aligned. It reduces our ability to compare one approach versus another.

Mayor Burt: Council Member DuBois.

Council Member DuBois: I'll make an attempt at a Motion, which I emailed David. This is what I said earlier. For the purposes of greater contrast among the scenarios, for Scenario 5 we would under these tables add the conditional use permit or another method to regulate employment densities. We'd add the County expressway implementation and the CC(2) Floor to Area Ratio (FAR) reductions. What I'm essentially doing, just to explain, is really aligning "5" more with Scenario 2 and making it more of a contrast to Scenario 6. That's on the tables from Page 553, 554, 555, which really define the scenarios. Is there a second?

Mayor Burt: I will second it.

MOTION: Council Member DuBois moved, seconded by Mayor Burt to add the following assumptions to Scenario 5 for purposes of greater contrast among scenarios:

A. Conditional Use Permit (CUP) or another method to regulate employment densities; and

B. County Expressway Plan 2040 implementation; and

C. Community Commercial (2) sub-district (CC2) Floor Area Ratio (FAR) reductions near California Avenue.

Council Member DuBois: I don't think I need to speak to it very much. Again, I was just looking at kind of the definitions of the scenarios. I think those were places where "5" and "6" could be separated a little bit.

Mayor Burt: I'm just going to leave it at that. Council Member Holman.

Council Member Holman: I would strongly recommend that—while I appreciate the Motion, this Motion itself could generate a lot of comment. I appreciate the aspects of it, but I don't think at quarter of 11:00 P.M. when we have another item pressing on us that we ought to undertake a Motion at this hour on this. I strongly suggest and will move that the Scenario 5 and 6 will return to Council at the soonest possible date.

Vice Mayor Scharff: I'll second that.

SUBSTITUTE MOTION: Council Member Holman moved, seconded by Vice Mayor Scharff to continue this Agenda Item to the soonest possible date.

Mayor Burt: I'm okay with that too.

Council Member DuBois: I'll withdraw the Motion. I think basically we're talking about not getting back to this until after the summer break. I think we're going to be impacting the schedule fairly significantly.

Mr. Keene: At the risk of talking out of my element here, whatever. We sort of have two things going on. We have four scenarios that have been the subject of the Draft EIR. The comment period is going to close on June 8. Hopefully, whatever you do today could put that piece of this to bed.

Vice Mayor Scharff: No. It reopens under our previous Motion.

Mr. Keene: You could close now, and you can then deal with directions or whatever comments related to Scenarios 5 and 6 separately in a sense.

Council Member DuBois: Which I think we're doing. The question is if we don't do it tonight, we probably don't do it 'til August which would impact the schedule.

Vice Mayor Scharff: I call the question. Let's vote.

CALL THE QUESTION: Vice Mayor Scharff moved, seconded by Mayor Burt to call the question.

Mayor Burt: We have to first vote on calling the question. That passes 8-1 with Council Member Schmid abstaining.

CALL THE QUESTION PASSED: 8-1 Schmid no

Mayor Burt: Now vote on the Substitute Motion. That passes 9-0. That concludes this item. Thank you all.

SUSTITUTE MOTION PASSED: 9-017. PUBLIC HEARING: Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and Approval of a Site and Design Application to Demolish the Existing Approximately 18,000 Square Foot Building and Construct a new Approximately 62,000 Square Foot Building for an Automobile Dealership Located at 1700 Embarcadero Road. The Application Includes Design Enhancement Exception Request to Allow Deviation from the 10 Foot Build-to-Line From Embarcadero Road and Bayshore Road. There is Also a Request to Apply the Automobile Dealership (AD) Zoning Overlay. Environmental Assessment: An Initial Study and Mitigated Negative Declaration was Circulated. Zoning District: CS (D) Service Commercial and Site Design Review Combining District. The Planning and Transportation Commission Recommended Approval.

Mayor Burt: Our next item is a Public Hearing on a Mitigated Negative Declaration and mitigation monitoring and reporting program and approval of a site and design application to demolish an existing building and erect a new 62,000-square-foot building at 1700 Embarcadero Road. The application includes a Design Enhancement Exception and also a request to apply the auto dealership zoning overlay. There was an Initial Study and Mitigated Negative Declaration that was circulated. The existing district is the CS(D). Jonathan.

Jonathan Lait, Planning and Community Environment Assistant Director: Thank you, Mayor. I'm going to introduce Sheldon Ah Sing; he's a contract planner with M Group. He'll make the presentation this evening.

TRANSCRIPT

Sheldon Ah Sing, Contract Planner: Thank you and good evening. The Mayor did a great introduction, so I'll skip this slide, because I think you've covered that. Just the location of the property; it's located at the intersection of Embarcadero Road and Bayshore Road. The site is located within the Baylands Master Plan and subject to the Baylands Design Guidelines. It is the service commercial property with a site and design combining zoning district. It's the only CS zoning district in the vicinity there. The other districts in the area include the research, office and limited manufacturing zone as well as the two adjacent dealerships are zoned PC. The site does include an 80-foot utility easement that has some restrictions. That's along Bayshore Road, so there's some limited development that could be done there in that area. That also includes planting limitations. Some of the heights of surrounding buildings. The PC zones, the height limit there. The Audi is 27 feet, and the Honda dealership is at 24 feet. The other industrial properties are two stories, but they kind of go between 24 and 35 feet height. This property allows up to 50 feet. The project was the subject of a number of public hearings including a Planning and Transportation Commission meeting as well as four Architectural Review Board meetings. Those are formal meetings, and there were a couple of other preliminary meetings before the Board. Some of the key issues there included some height, how to deal with the corner intersection, some plantings along with lighting, again a consistency with the Baylands Master Plan, aesthetics and compatibility with the surrounding as well as the project was subject to a Mitigated Negative Declaration. The plan is a bit of a unique type of automobile dealership in that it does have integrated sales, service, inventory and customer parking in one building. They really have a larger kind of footprint of a building, but a smaller footprint devoted to onsite parking. Some of the neighboring—your typical dealerships have a smaller building with sales and maybe a single-story service, and then they have a lot of parking devoted to inventory. The automobile dealership combining district allows for a bonus of 0.2 FAR for showrooms beyond the base FAR. For this project, they're taking advantage of that, about 16,000 square feet versus the 20,000 that they would be allowed for. The four-story building has large setbacks. Part of it is that they are asking for a deviation from the build-to setback, which is what you get typically along El Camino Real. In this case, it's probably not as appropriate. Along with that, you have that utility easement, that 80-foot utility easement. They can't really get that close to the roadway anyway. These elevations kind of depict the building proposed and the surrounding. The building is horizontally designed. Again, you have the 50-foot building that's proposed. Adjacent to it with the Audi, it's at 27 feet. The other buildings in the area are between 35 and 30 feet in height. The project does use muted colors as well as these are colors that are appropriate for the Mercedes-Benz corporate design. The project does include the one specific that is included in the Baylands Design Guidelines.

As mentioned, the height is consistent with the CS district. The signs are designed to be below the roof; those are consistent with the Baylands Guidelines. This is another view of some of the other elevations of the site. The landscaping is also appropriate for the surroundings and the environment as well. The applicant did provide through the process some detailed building perspectives. The massing of the building is helped by the additional setbacks being proposed as well as some of the existing built features, such as the transmission tower that's at the corner. It tends to take away from the building, but it's something that's just there. That tower is about 90 feet in height. Some of the plantings that they would be able to do. There was a lot of specific discussion there. In dealing with Pacific Gas and Electric (PG&E), near the tower they can actually do a little taller plantings, because the power lines there are higher from the ground than at say in-between the property, where that's the lowest part underneath the transmission lines to the floor. These are some of the building perspectives from Embarcadero Road as well as Bayshore. You can see the Audi building there. This is more of a rendering, not the actual building that's now in place. It does represent what it would look like. What's also important is the views from the Baylands. This photograph is taken from the trail that's in the Baylands, probably about 600 feet away from the site. You can see that the existing trees—there's also a property in between the Baylands Preserve and the subject property—would obscure the new building. The rooftop lighting would also not be visible from this distance. Through the Mitigated Negative Declaration process, there were significant impacts identified to biological resources as well as transportation. A mitigation is proposed for nesting birds and sensitive habitat from the onsite lighting. The lighting would be reduced between the hours of 10:00 P.M. and 7:00 A.M. That's consistent with the adjacent Audi dealership. Also, a mitigation for impact to the Embarcadero/Bayshore intersection by reconfiguring the lanes and changing the signal timing there. With that, Staff recommends that the Council adopt the Mitigated Negative Declaration and mitigation monitoring and reporting program, introduce an ordinance adding the automobile dealership combining district to the site, as well as approving the site and design architectural review and approving the Design Enhancement Exceptions. That concludes my presentation. Be happy to answer any questions you may have. Thank you.

Mr. Lait: Mayor, if I may, I just want to note that Alex Lew, Vice Chair of the ARB, is also in the audience this evening.

Mayor Burt: I want to return to the Council for technical questions. Vice Mayor Scharff.

Vice Mayor Scharff: Jeff Levinsky sent us in a bunch of questions. I wanted Staff to address them. I don't know if you saw it. Maybe, Jeff, do you have an extra copy to give Staff?

Council Member Berman: We didn't have it at places either.

Vice Mayor Scharff: I did have his email at place. I can give you my copy.

Mayor Burt: While Jonathan is looking that over, maybe we'll ...

Vice Mayor Scharff: Move on to other technical questions.

Mayor Burt: Yeah. Council Member Wolbach. I have the same concerns, because those questions reflected some questions that I already had, but they looked more researched than I had done. Council Member Wolbach.

Council Member Wolbach: Also relating to a letter that we got from the public. We got a letter from the Audubon Society regarding a couple of concerns of potential negative impacts on bird safety and health. The first really just to lighting on the roof of the building and a hope for reduced amount of lighting and changed style of lighting. The other relates to glass and bird-safe design. I was just wondering if Staff wanted to weigh in on either of those. I guess the technical question is what do we have to do tonight as a Council to provide direction for those concerns to be addressed in the project.

Mr. Ah Sing: Thank you. The plans do have pretty detailed schematics about the lighting. The applicant is very flexible with the lighting controls. The lights could go out at really any time. The condition of approval and mitigation is at 10:00 P.M., but they could set that timer to go off much sooner than that. With the bird film on the glazing, there's a condition that's an optional condition, but the applicant has been advised and they are amenable to adding that glazing to the building. They're here to address those issues.

Council Member Wolbach: Just to clarify as a quick follow-up question. Would it be possible for us this evening to make that optional into a requirement for the glazing?

Mr. Ah Sing: Yes.

Council Member Wolbach: Thank you.

Mayor Burt: Are you ready to address those questions?

Mr. Lait: I think Sheldon should spend a few minutes looking at it. They're all questions related to floor area, so we can take a look at those.

Mayor Burt: I can say one of them is whether interior vehicle parking that's not for customers or employees is supposed to be exempt from FAR. That wasn't my memory. When I see his reference to our Muni Code, it confirms what my recollection was. Is that the case?

Vice Mayor Scharff: I was sort of hoping to ...

Mayor Burt: I'm trying to help speed it along.

Mr. Lait: This is going to take us a few minutes to review it.

Mayor Burt: If it's not, then Council Member Holman.

Council Member Holman: I have the same question about the FAR issues. When I was reviewing the plans, I had those same questions. Lighting impacts, yes, there are sheets in the plans, but it's very hard—I've looked at a lot of plans over the years, but I cannot tell the impact of lighting from these plans. There's even kind of a psychedelic kind of drawing, but it doesn't tell me what the scatter is of the lighting, nor does it tell me what the intensity of the lighting is. The only reference to intensity that I found, that I can understand as a layperson, is that it's less than what a typical car dealership would have. Can Staff tell us how we can understand the lighting impacts?

Mr. Lait: I'll just buy a little air time here while Sheldon is taking a look at the list of questions related to the floor area. I do know that the Architectural Review Board did spend a considerable amount of time looking at the lighting plan at the last meeting. In fact, it was one of the three things that they focused on in detail. I might suggest—I don't have the plan in front of me, but we can ask perhaps Vice Chair Lew, who did look at those details, to respond to that. I could also—Sheldon could probably also respond to it to, except I've got him tied up now looking at these questions that we haven't seen until just moments ago.

Council Member Holman: I actually would like to hear from, through the Mayor, Vice Chair Lew and also give him the opportunity to make any other comments that he might like to make. It's also incumbent on the Council to have that information so we can evaluate it in addition to the ARB.

James Keene, City Manager: If I just might add, just real quick. I know we've had four or five public hearings on this item. First we've seen of this. I just would put this out there. We've been here since 5:00 P.M. tonight.

We could have even gotten this to our Staff here sooner, so we could be a little bit better prepared for the Council. I'm just sort of saying there's a lot of folks who deal with us routinely. I think we should have a little bit better partnership between the Council, the Staff and you all to make sure at 11:00 P.M. we're not scrambling trying to respond to your questions.

Mayor Burt: The questions that ...

Mr. Keene: No, I'm not faulting your questions. I'm just saying the material that the Staff is looking at right now, they just got.

Mayor Burt: I will say that I'm concerned that this is material that's basically in the Municipal Code and that I don't quite yet understand why it wasn't part of the review process. I'll wait to hear the response.

Mr. Keene: I'm just saying—I know, but the earlier we get this, the better prepared we can be for the public as a whole.

Mayor Burt: You wanted to hear from ...

Council Member Holman: I did, please.

Mayor Burt: About what again?

Council Member Holman: I'm sorry?

Mayor Burt: What did you want to hear from ...

Council Member Holman: About lighting and any other comments he'd care to make about the project.

Alexander Lew, Architectural Review Board Vice Chair: Alexander Lew, the Vice Chair of the Architectural Review Board. On the lighting, my understanding—I just did a quick double check on the lighting—is that there isn't spillover to neighboring properties. The rooftop lighting has always been a concern of the ARB. There are two pole-mounted fixtures on the roof, but they're only 8 1/2 feet high. Typically a light fixture up on the rooftop deck is going to be 15 feet or more, maybe up to 30 feet high. Those are really relatively low compared to a typical parking garage. Around the perimeter of the rooftop parking, there are additional fixtures, but they're all under 45 inches high, so that's fairly low. They're wall-mounted fixtures. They're not going to be casting up lights or you're not going to see them from the ground, from grade.

Council Member Holman: Say that last piece again please.

Mr. Lew: The wall-mounted fixtures, almost all of them are situated low, say like on the parapet, shining down onto the parking deck. You're not going to see them if you're around any of the neighboring streets. You're not going to be able to look up and see a pole-mounted fixture, as you would normally on a roof deck.

Council Member Holman: Thank you for that. Is there any other comments you wanted to make about the project review or project concerns?

Mr. Lew: One more comment on the lighting. If you look at lighting levels for automobile dealers, I've heard that it can be up to 30 foot candles. Typically just for emergency lighting as required for buildings, we're looking at usually one foot candle. They're proposal, I think, in the front was the maximum of 10 foot candles. It's a lot less than the typical car dealer, which is going to be in the 20-30 foot candles. They have lots of lighting controls around the back. It's not like they're illuminating an entire site all at a high level.

Council Member Holman: That's helpful. Thank you. It was kind of hard to read.

Mr. Lew: I've never seen some of those ...

Council Member Holman: It's a complicated lighting sheets.

Mr. Lew: I've never seen lighting sheets quite like that before.

Council Member Holman: I hadn't either.

Mr. Lew: it was unusual. The Board did take four meetings to come to consensus. I think the vote was 5-0, but I would say that there is still concern amongst at least one or two of the Board Members that the building is a larger scale than the neighbors. I think there's a sort of recognition that there are setbacks, easements, and that the previous CS rezoning for the hotel would have allowed a 50-foot high building. The neighboring ROLM district has a lower, 35-foot height limit. They also do have the automobile overlay, which would bump it up to 50 feet theoretically.

Council Member Holman: Thank you very much. Thank you for hanging in and coming tonight.

Mayor Burt: Council Member DuBois.

Council Member DuBois: Two of my four questions have been asked, including the one on FAR. I had a question about the signage. It looked like

some of it was 34 feet long. I was just curious if that meets our Sign Ordinance. There seemed to be a lot of signage.

Mr. Lait: The signs were a part of the package. I don't recall any sign accommodations or adjustments being made. Any signs that doesn't comply with the Sign Code would have to go back and get approval for an adjustment.

Council Member DuBois: Is that a separate process we're not necessarily ...

Mr. Lait: There's an ARB process to go back and get approval for signs that don't meet the sign standard.

Council Member DuBois: I'm sorry. The signs that are in these plans are not considered?

Mr. Lait: While he's looking up the details, I'm just (inaudible) some.

Council Member DuBois: The other question, an easier one. The Staff Report says they modified the plans to stay at 50 feet. The drawings we got show it going up to 56 feet still. Are these just old drawings or does the elevator shaft still going up to 56 feet?

Mr. Lait: No, I think there is a—it's not a car elevator. What is the structure above the 50-foot?

Mr. Ah Sing: That's part of the equipment. There's exceptions in the Code to allow for the equipment portion of the elevator to go beyond the height limit.

Council Member DuBois: Was it even higher before and then reduced? The Staff Report referred to it being reduced around the elevator.

Mr. Ah Sing: Yes. You actually had access that went to the roof deck for vehicles. There was the combination of the cab plus the equipment. They brought that down. They're using a ramping system to get the cars to the roof.

Council Member DuBois: I'm sorry. Were you looking up the sign stuff?

Mr. Ah Sing: The signs in our calculations met the requirements. Anything that didn't meet the requirements would have to—if there was a deviation requested, then they'd have to go through a separate process.

Council Member DuBois: Thank you.

Mayor Burt: The City Attorney wanted to remind me that we should be making disclosures on any ex parte communication on a quasi-judicial item. If anybody has a disclosure to make. Council Member Holman.

Council Member Holman: I did speak with a couple of members of the public on this project.

Mayor Burt: I spoke briefly with a representative of the applicant and didn't receive any information that's not in the packet. I don't know if the Staff's still trying to digest this parking issue. Council Member Kniss.

Council Member Kniss: Just to be sure we heard clearly on your answer to Council Member DuBois' question about the 50-foot limit. You are indicating that the only thing that goes above the 50-foot limit is actually the elevator shaft mechanism.

Mr. Ah Sing: Yes.

Council Member Kniss: Is that what you said?

Mr. Ah Sing: Yes.

Council Member Kniss: There is another suggestion made here. I don't recall us doing it in the City at all. Maybe somebody can remind me we have done it. It's under the letter from Shani Kleinhaus, which indicates that there is a lights out program similar to San Francisco, Baltimore, Detroit and so forth. Is that something we have done before or have considered? It's on her letter which came today actually.

Mr. Lait: I think I got that letter. I'm not aware of a program like that in Palo Alto. I think the lighting is something that can be conditioned to meet whatever standard the Council is interested in. It will be on a dimmable switch. There is access to the roof. There is a certain amount of lighting that's needed for safety and security reasons. They are permitted to operate until 10:00 P.M. at least by the Code. If we're cutting the light out at dusk, that could impact operations.

Council Member Kniss: Even as it says dusk to dawn, it also says 10:00 P.M. to 6:00 A.M., 11:00 P.M. to 5:00 A.M., 11:00 P.M. to dawn. It's really not dusk to dawn. It really must just be a metaphor for turning the lights down when it is closing time. I think this one would say turning the lights off, but I would think—maybe you could find out a little more about it. You could probably turn them down substantially so that it doesn't interfere with any of the bird-friendly kinds of provisions we have made. I'm not sure how

many birds are actually flying during that midnight hour. Maybe, Shani, you could saying something.

Shani Kleinhaus: (inaudible)

Council Member Kniss: The migration. I think she said it. She's talking about migration.

Mr. Lait: I think when the applicant has a chance to speak, you'll hear that that's probably not an issue for them to dim the lights.

Council Member Kniss: That's one I'd like to see us follow up on. With that, I'll wait to hear about the FAR, Mr. Mayor.

Mayor Burt: Is the Staff ready to respond in any way?

Mr. Lait: It sounds like we've got some partial information. You want to go ahead and speak to what you know?

Mr. Ah Sing: (inaudible) Number 3, that was one of the kind of low-hanging fruit that we could take. I think there the commenter is speaking to that on the first floor there is a drive. This is people coming in probably from Bayshore Road. They would park there, and then talk to a service attendant inside the building. A service person would take that car into the building and elevator up to the third floor for service. I think we had looked at that as just your customer parking area; therefore, it was excluded from the FAR requirements.

Council Member Burt: Can you address the literal wording in the Municipal Code that's cited there?

Mr. Lait: It talks about in nonresidential, multifamily exclusions for all these zones, gross floor area shall not include the following: roofed arcades, plazas, walkways, porches, breezeways, porticos, similar features, not substantially enclosed by exterior walls and courts at or near street level.

Mayor Burt: No. We can jump forward to what Mr. Levinsky quoted. It says that Muni Code Section 18.040.030(A)(7) includes as FAR permanently roofed but either partially enclosed or unenclosed building features used for sales, service, display, storage or similar uses.

Mr. Lait: I'll speak to that. The other section I was speaking to was in "B." There's another section that's not included in the letter, that speaks about areas that are excluded. Just to conclude that half sentence that I was in the middle of, it says when accessible to the general public and not devoted to sales, service, display, storage or similar uses. When we looked at the

application and the plans that are before you tonight—the Council may have a different perspective on this—this is an area where people are dropping off their cars, and the cars are getting whisked away to the upper levels. The service operation is taking place inside the building. You get out of your car; you go into the building; you sit down at the desk; you have your exchange with the sales person; and you take the shuttle or however you're getting to whatever your place is. We did not consider this area, which is not substantially enclosed by exterior walls, to be considered a sales or service area. You're dropping off your car, and you're going in to take care of your sales activity. Again the Council may have a different perspective.

Vice Mayor Scharff: There's an exclusion, right?

Mr. Lait: That's the part I was reading, the exclusion for that area.

Vice Mayor Scharff: Mr. Levinsky left out the part about the exclusion.

Mr. Lait: I just don't see it in the letter.

Vice Mayor Scharff: Did you get a chance to look at—Number 3 takes care of that. What about Number 1? Did you get a chance to look at that?

Mr. Ah Sing: I'm just checking with the applicant. As I mentioned in my presentation, the 0.2 FAR represents 20,000 square feet. My understanding was that the applicant was using 16,000 square feet. Is this letter is true—we can verify those things—that 4,000 square feet would be covered under that 20,000.

Vice Mayor Scharff: He only used 16,000 out of the 4,000, so the rest of it is there. (crosstalk)

Mr. Ah Sing: Right. That would be covered there. The other issue—jumping around. Number 4 would be inaccessible loading area. There are two loading berths that are identified on the project site plan. The other loading berth is kind of close to the intersection of Embarcadero Road and Bayshore Road. There's sufficient room there to put a loading berth if the other one isn't deemed to be adequate circulation. You could have those two be side by side. That's actually close to the delivery of the vehicles. There's a bay of doors along Embarcadero Road, where the merchandise would be loaded anyway. That's a potential spot for that.

Vice Mayor Scharff: It's a potential what?

Mr. Ah Sing: That's a potential spot for that other loading berth. You could have side-by-side loading berths.

Mayor Burt: (inaudible)

Vice Mayor Scharff: They could relocate it if that's a problem.

Mr. Ah Sing: That's true, yes.

Vice Mayor Scharff: You didn't view it as a problem in terms of the access?

Mr. Ah Sing: Our transportation team had looked at that. There's potential that it could be a spot that may not be as accessible.

Mr. Lait: There's different kinds of loading activities that take place. The large car carriers is one, but there's also a parts department here. Those parts deliveries take place in all kinds of different-size vehicles. The Transportation Department's review seemed that it was consistent with the site orientation and site circulation.

Vice Mayor Scharff: What you're saying is, "We did look at it, and we found it to be adequate."

Mr. Lait: Yes.

Vice Mayor Scharff: I guess the only other question on this—because "5" is more of a comment than a concern, more of a comment than would be Number 2, the car storage issue.

Mr. Lait: Correct.

Vice Mayor Scharff: On the car storage issue, you're going to get back to us on that. You're going to take a look at it or do you need more time?

Mr. Ah Sing: A little more time on that, if I can.

Vice Mayor Scharff: That's fine.

Mr. Ah Sing: Thank you.

Vice Mayor Scharff: Maybe we can move on to regular questions if no one else has technical questions.

Council Member Kniss: (inaudible)

Mayor Burt: (inaudible)

Council Member Kniss: Could I just finish my (crosstalk) ...

Mayor Burt: Yes, go ahead.

Council Member Kniss: ... ask now that we're back to it.

Mayor Burt: You need your mike.

Council Member Kniss: Thank you. Under 50-foot high building is too large for the Baylands, I think you read off at the very beginning the height of a number of the other buildings. I was out there today, and it looks to me as though several of them are 30 feet or higher.

Mr. Ah Sing: The highest building out there probably wouldn't be more than 35 feet, which the zoning for the ROLM allows up to 35 feet. Some of the other buildings in the area are between 25 and 30 feet in height.

Council Member Kniss: What height is the Audi building, which is right next door?

Mr. Ah Sing: That's 27 1/2 feet.

Council Member Kniss: The one that's mostly glass?

Mr. Ah Sing: Yes.

Council Member Kniss: This is bigger than the surrounding buildings. Thanks.

Mayor Burt: Let's move on to hearing from members of the public. Our first speaker is Hamilton Hitchings, to be followed by Shani Kleinhaus. Welcome.

Public Hearing opened at 11:25 P.M.

Hamilton Hitchings: Thanks for hanging in there. I'm Hamilton Hitchings. I'm a member of the CAC; these are my own comments. I happen to live nearby. I'm on the other side of 101 from this. I do pass it on a regular basis. I feel putting a dealership in this particular location is compatible with the nearby businesses and helpful to City tax revenue. Request for further setbacks should be looked upon favorably and supported. However, I feel that 50 feet is too tall for the surrounding area and for the Baylands. I'd like to see it conform to a 35-foot height limit and also ensure that the windows are bird safe. The last question I have is how does this project impact our goal for 80/30? I don't have an answer. Stepping back, I want to thank the City Council for recently improving, not approving but improving, a number of projects, specifically in four key areas of resident concern, traffic, parking, housing and aesthetics. For projects such as Olive Garden replacement, Shady Lane and 425 Page Mill. However, why is the City Council doing all the heavy lifting? Because the Architectural Review Board and the Planning and Transportation Commission (PTC) are not. Please help balance these

committees with members who can effectively address these four areas along with other resident concerns. Thanks a lot.

Mayor Burt: Thank you. Shani Kleinhaus to be followed by Jeff Levinsky.

Shani Kleinhaus: Thank you. I'll speak for Audubon first, and then I want to say something as a resident. For Audubon, I thank you for paying attention to our letter. I thank you for considering the lighting issues. The birds do fly over the building, and they do fly at night. Migratory birds fly at night, and that's when millions of birds fly over that area. That's for Audubon. Thank you for actually requiring that they address the lighting and the glass building issues. As a resident, I would very much like you to limit the height to 35 feet in that area. That is the right thing to do. The hotel was an exception. Now we have a car dealership. Aesthetically, I find it a little offensive, and I'm also worried about what comes next. The next building will be an all-glass building that will be 50 feet or more. There already may be a building like that there. I think that when we're looking at 80 percent reduction in greenhouse gas emissions, this doesn't seem to compatible with that goal, especially with elevators taking cars up and down and all that It doesn't seem to be a very sustainable type of building. I say that as a resident. Thank you.

Mayor Burt: Thank you. Jeff Levinsky to be followed by herb Borock.

Jeff Levinsky: Good evening, Mayor Burt and Council Members. Thank you for giving attention to the letter that we sent in. I'm just going to try to use the moments I have to clarify some issues that came up about that already. On item Number 1, although it is correct that they're not using all of the showroom exemption, the problem is that the areas that they're using the showroom exemption for, many of them don't deserve it, don't allow for it. We quote the law here, all other uses associated with the automobile dealership including sales office and sales of related merchandise are not eligible. The impact of that is if they're not eligible for the showroom exemption, they then have to fit in the 0.4 FAR for the regular building itself, and they don't. That building only has like 500 square feet left. If you take our table of almost 4,000 square feet, and you move that over from the 0.2 FAR over to the 0.4 FAR part, it's over the FAR. Some of these areas are almost amusing that they tried to pass them off as showroom here. The boutique is explicitly—Mercedes-Benz sells things like dishes for your pet, and they sell sippy cups. It's kind of amazing. That related merchandise is explicitly by the Municipal Code not allowed for the showroom exemption. It has to count in the regular 0.4 FAR, and that's what would put it over. You can go through on—we listed them there explicitly. I think Mayor Burt has already brought up the issue about the car storage should not be exempt

from FAR. Let me explain to help out the issue on Number 3 about the service drive. Mr. Lait is exactly right that there is an exemption in the Code if the area isn't being used for things like service, if it's just general covered area. We quoted the rule that if it is being used for service, then it counts as FAR. That's the problem, because that area would again put the building over its allowed total FAR. There's a phrase in the law that says if it's not being used exclusively, it doesn't count. There's another phrase that we quote, if it is being used exclusively, it does count. We just quoted the one that says it does count as, I think, sufficient for this. I didn't hear all of the comments about the loading area, but I just don't see how the car wash works if somebody's parked in the loading area there. I don't think the circulation there is right. We mentioned the 50-foot height limit with other people as being more than—by the way, one last comment until the buzzer gets me. You might ask why is a building that's 0.6 FAR so tall. It's a four-story building. How do you get such a big building? The answer is you don't count it all in FAR.

Mayor Burt: Herb Borock to be followed by Bill Garrett.

Herb Borock: Mayor Burt and Council Members. The action before you is whether to adopt a Mitigated Negative Declaration and to approve a site and design application. To me, the two key pieces of information that should be available to the public to be able to participate in this evening's discussion of the item are the Mitigated Negative Declaration and the plans. You received a copy of the Mitigated Negative Declaration in this week's packet that you received, I guess, on Thursday. The Clerk has provided, as is the custom and requirement or law, copies of what you receive, because that's required under the Government Code so the public can be seeing the same things that you see. In that packet compilation that you received for this meeting with the packet for next week's meeting, it's missing the Mitigated Negative Declaration. I inquired as to why that was the case, and it was because Staff only provided nine copies. They didn't provide a copy for the public to have at the meeting. There's certainly no copies of the plans for the public to see to be able to participate. In the absence of those things, I think the appropriate thing to do would be to continue this to a meeting when the law is obeyed and there is at least a copy for reference. Not one that the public can take away, but at least a copy for reference for anyone who wants to participate to be able to review the Mitigated Negative Declaration and the plans that you have before you. In the absence of having that information and not being able to effectively participate on the item specifics, I would refer you back to, I believe it was last week's meeting when you were discussing sea level rise. This idea that this part of town, which would be subjected to sea level rise inundation and would be affecting properties, is a place to have fiscalization of land use and justifying a project on the basis of

how much money it brings in when those types of projects would then be coming and expecting it would be the City rather than the applicant in this case to mitigate against sea level rise just doesn't make any sense. That's an overall thing. That may be years away. As far as following the process to allow the public to participate in a meeting to see the same pieces of information that you see on a timely basis, which means during the meeting. I think that requires a continuance. Thank you.

Mayor Burt: Our next speaker is Bill Garrett, to be followed by our final speaker, Stephanie Munoz.

Bill Garrett: Thank you, Mr. Mayor and Council Members. My name is Bill Garrett. I'm a partner with Hanna and Van Atta here in town. We represent the applicant, Fletcher Jones. I just want to point out that having literally just received Mr. Levinsky's several questions and issues at roughly 11:00 P.M. this evening, I heard every point except really one refuted in the span of about a 5 or 10 or 15-minute review by the Planning Director, Planning Manager and by Sheldon. I think that's significant. I'd like to defer and hear from them as to the FAR issue that they're currently working on and studying at the moment. I want to point out that the applicant has worked extremely hard here to accommodate its prospective business in the town of Palo Alto and provide the City of Palo Alto with $1 million roughly in sales taxes per year. It's significant that this site, the old Ming's Restaurant site, is smaller than, I think, every other dealership within the Fletcher Jones dealership group by a factor of four or five. They've worked very hard to not go out vertically on the property, because the property has certain limitations. Instead, to go up as far as they can horizontally, and they've reduced it over the course of four or five ARB meetings. I would like to suggest that in this instance we trust Staff, we do what's right for the community of Palo Alto, and approve this project with all of the various approvals that are before you tonight.

Mayor Burt: The next speaker is Stephanie Munoz. We have a late card; I'm going to allow it to be used by Kirsten Cessna.

Stephanie Munoz: Good evening, Mayor Burt and Council Members. I'm really surprised that there has been less interest by the press and by the community about this project, which seems to me to be outstandingly anomalous in the use, the appearance and the historical preservation of everything that I have ever heard this Council talk up and everything that the other committees in the town have done to make Palo Alto into a certain kind of city. Ming's has been an iconic business, one of the oldest businesses in town. The Ming's that's now being torn down is the new Ming's. The old Ming's was up on El Camino, and it wasn't a particularly

distinguished building. The new Ming's is and, I think, was in a way symbolic of might we say racial harmony. The Chinese were brought to the United States as coolies. The word is still in the language. It's not a pejorative term, but it means a person who is an exploited workforce, the working class of the working class. Because of the food of that particular culture, which was so appealing and so magnificent, the whole race of Chinese has gone from being exploited to being aristocrats, to being like Larry Chu [phonetic]. That beautiful building, that roof is one of the outstanding architectural monuments in Palo Alto, indeed the whole Peninsula. It's just beautiful, and it's really a shame to get rid of it. The other thing is where are the houses. Where's the housing? Just a couple of weeks ago, we were here for hours and hours. It seemed to me we were almost getting to the point where somebody said if we're going to go up and we're going to raze the whole town, let it at least be for housing. I thought I heard Karen Holman almost say that but didn't quite. Here there's a building and there's no housing. All this extra space is essentially being used for a warehouse, like a service station. Just the most mundane, common, impossible. Thanks.

Mayor Burt: Thank you. Our next speaker is Kirsten Cessna, final speaker.

Kirsten Cessna: Good evening, Mayor Burt and City Council Members. Thank you so much for listening to me tonight. I'm Kirsten Cessna with Gensler; we're the architects on this project. I just wanted to try and help clarify some of the process that we've gone through with the City. We've been working with the Planning Department and have worked with the ARB on this project, specifically at their guidance on understanding the FAR and where it's allowed and where it's not. Some of the items that have been brought up today, I just want to help clarify. The new car delivery, that is really more of a showroom space. It's where vehicles can be displayed and then can be released to the customers. Also, the finance area that is noted on the plans in your packets as part of the showroom FAR is actually lounge space. The circulation areas noted are also lounge areas and then just circulation through that showroom. We just want to emphasize the challenges that the ARB has presented to us and their guidance throughout this process in understanding the City's FAR requirement and the Planning Department's guidance as well. We really looked to them for their guidance in understanding the FAR and applying it appropriately. We then just look to you all to continue that guidance. Appreciate your time. Thank you.

Public Hearing closed at 11:42 P.M.

Mayor Burt: Thank you. We'll return to the Council. Staff, in addition to the open question on the parking, can you readdress this issue on the

showroom and whatever amount of it may not be showroom and whether it should be counted against the 0.4 FAR as opposed to the question of whether it is exceeding the 0.2 for a showroom, which is what you had answered?

Mr. Lait: We just heard a moment ago that the floor plan is mislabeled here. I don't know if you've got the plans in front of you or not, but there's an area that is ...

Mayor Burt: Which page?

Mr. Lait: This is Page PR00.11. I'll draw your attention first to the legend in the upper left. The lighter shade area is assignable floor area, and then the darker shade is the showroom area. As you look toward the right side, there's an area marked finance, which appears to be misplaced and ought to be in the rooms to the north of that. The lounge is right immediately adjacent to the showroom area. There's a boutique. Again, that looks like a lounge area. I'm not sure what exactly is involved in there. These plans have evolved over the 9 or 10 months that we've been processing them. I have not seen this particular layout. I would say if it was a finance area, then that should be counted as floor area. If there's elements related to the sales office or the sale of related merchandise, I agree with the commenter that that ought to be counted as floor area. I don't think that the plans—this section of the Code also includes a reference that Director has the—there's some latitude there in how this space is evaluated. There's some flexibility in how the Council wants to look at this. If we want to take a hard-line look and carve out these areas, we certainly can. There was no Director modification granted as part of our review of the project. I do think there's some mislabeled plans here. I do think if this does go forward, there should be a condition imposed that ensures that the area that's dedicated to showroom is actually showroom area as defined in the Code. I don't think the applicant—they can respond—would have a problem complying with the requirements of that provisions. That's number one. Number two, the commenter speaks to the issue of some area not counting toward the plans. If you go to the next page, you'll see that—it's PR00.12, the next page of your plans. You'll see a large portion of that area is white, meaning it's not assignable floor area. This is the area where if you were to take your car to be serviced, they would park your car in this portion of the building. This is an extension of customer parking as we see it. Now, the Council may see it differently. You take your car to get serviced; that car goes to a parking space. That's the space inside the building where that car is going. That's repeated again on the following page, where a portion of that next floor plan is shown as white. This is again where service vehicles would be parked. There's a portion of that same floor plan that's shaded. This is area that is

counted toward floor area and serves as the service bays and other features like that. That's the rationale behind that. Certainly welcome the Council's perspective on that. Item Number 3 on the letter, not counting the covered service drive as floor area. We spoke about this. I would reiterate, because it's awkwardly written in the Code. The Section (A)(7) that is referenced here says that you do have to count it toward floor area if this space is being used for sales, service, display, storage or similar uses. It is not counted if it is not doing those things. What we have reported is that we don't consider that to be qualifying under any of those standards. We see this like a temporary parking space. Again, Council can...

Mayor Burt: Jonathan, can you look at page PR00.01? There's the parking summary. The middle block has a series of areas that refer to automobile storage on the ground floor, the second floor, the third floor and the fourth floor. When our Code says it's supposed to be included in the FAR if it is—where am I? Refers to required parking of employees and visiting customers. I don't know if that's in quotations or not. I can't tell.

Mr. Lait: I could say that on that site plan that you're looking at, if you see the colored version of the plan and there's some bluish spaces, those are display vehicles. That's storage. That's outside, so we're not counting that area. Elsewhere in the building if there is storage area, that would have to count toward FAR except for on the roof, which is not enclosed. We would not count the storage area on the roof.

Mayor Burt: But the interior storage, did we count that against FAR? It says on the ground floor, the second, all it says is all not applicable.

Mr. Lait: On the ground floor, it's on the exterior perimeter of the site.

Mayor Burt: Are you sure?

Mr. Lait: The first line is site, vehicle display, five spaces. Where's that? As far as parking requirements, you're looking at the parking requirement or the parking ...

Mayor Burt: Parking summary. The middle block on that Page 1.

Mr. Ah Sing: The parking summary is where the applicant is describing what their parking requirement is per site, ground floor, second floor, third floor and so forth. That's what they're trying to describe in that table, less the parking required. What's provided is on a different table below.

Mayor Burt: The customer—the question, I guess, is when we say that the exemption for the FAR for parking for employees and visiting customers, I

don't know if the visiting customers is literally from our Code or if that's Mr. Levinsky's.

Mr. Lait: Where are you in the letter, if I can get that clarification?

Mayor Burt: At the bottom of the second page, under "2.3."

Mr. Lait: That section reads as it's quoted here. Parking facilities accessory to a permitted or conditional use and located on the same site. That's the exemption. You don't count those areas toward floor area.

Mayor Burt: That's basically employee and visiting customers, right?

Mr. Lait: No. In the letter, the last half of that sentence is not in the Code.

Mayor Burt: What does the Code say?

Mr. Lait: There's Subsection B, and this is (B)(1) that reads after it. "B" says nonresidential, multifamily exclusions for all zones, zoning districts other than a few that are not applicable here. Gross floor area shall not include the following. One, parking facilities accessory to a permitted or conditional use and located on the same floor. Two, it goes on to talk about roofed arcades, which is the one that we went through earlier. There's nothing in here about visitor or employee parking that I'm seeing.

Mayor Burt: That's the Code section he cites?

Mr. Lait: That's the same Code section. I'm looking at 18.04.030. I think it's definition 65(B)(1). Is that what he's got?

Mayor Burt: Yeah.

Mr. Lait: That's from the Municipal Code.

Mayor Burt: I've never encountered that we exempted parking that was for vehicular storage or parking that is for service from FAR.

Mr. Lait: What we have here is we're counting the service bay area, but what is not counted is the cars waiting to be serviced.

Mayor Burt: What about cars that are storage for sale, not on the showroom floor?

Mr. Lait: Those do count toward floor area.

Mayor Burt: They are?

Mr. Lait: Yes. Except if it's on the roof, where some of it is, we would not count the roof area.

Mayor Burt: Service bays you're not counting. You're saying that's exempted floor area?

Mr. Lait: Service bays do count. The bays count toward floor area, but the parking—I bring my car there; I leave my car; the porter takes the car to a parking space which is essentially is me driving there and parking the car. We're not counting that toward floor area.

Mayor Burt: I see. How much square footage is in that category?

Mr. Lait: We'll take a look and get that for you. For visual reference, you can see it on PR00.11.

Mayor Burt: Point which one?

Mr. Lait: Point 11, sheet 11. Actually it's Sheet 12.

Mayor Burt: That's a different ...

Mr. Lait: Sheet 12 will show you visually.

Mayor Burt: Eleven is the ground floor, right?

Mr. Lait: Yeah. If go to the next page, on 12, you'll see a substantial portion of the building is not counted toward floor area there.

Mayor Burt: You're saying that's customer/employee parking. That's basically—I don't know if that's ...

Mr. Lait: Our Code doesn't distinguish between employee—it's a blended parking standard for the site. It's anticipated that that includes some element of customer parking, some element of employee parking.

Mayor Burt: How many spaces are we talking about as customer parking? Is 14, is that—that's the rooftop. One of the baffling things to me about this project was we have a maximum of 0.6 FAR. That's if all of this showroom exemption is actually showroom exemption. Yet, we're a 50-foot building. That's a 0.6 FAR needing a 50-foot building basically for floors. How does that add up? A lot of it seems to be about this parking. Basically, we've somehow interpreted—I just have a question whether some of this is new car storage. There was a reference by the—I don't know if it was in the Planning Commission discussions or Staff Report. Maybe it was the Planning Commission discussion about the dealer saying it would be a hardship to be

storing their inventory of cars offsite over in Fremont. They were storing them onsite. Where is the storage? Is it just the rooftop? Is that what they're saying? The new car storage.

Mr. Ah Sing: Those plans haven't really been vetted out completely, but the applicant can describe a little further what their operations will be like. What they've submitted to us is that the rooftop and some onsite at the ground level would be for their inventory.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: Actually I'll hold off on my questions for now.

Mayor Burt: Council Member Holman.

Council Member Holman: I appreciate the line of questioning from Council Member Burt. I also have the same question, same query and same concerns. A question for Staff is—I guess this goes to findings. I'm sitting here having a confluence of feelings about this. As anybody knows that watches my comments over the years, it's like I'm really wanting Code compliance, and I do want Code compliance. I will not deviate from that this evening. At the same time, I think what one of the struggles is this evening is that we have an artifact of zoning, CS, that in my opinion never should have happened for a hotel that didn't happen. Even that zoning should never have happened. Again in my opinion, this is spot zoning. It should have been a PC for the hotel, and then we would have greater control for this project as the automobile dealerships are also PCs. I'm having empathy for the applicant on this, which will not cause me to not carry out my responsibilities as a Council Member. I'm having empathy for that. I'm having a hard time understanding how the findings can be made that this building is compatible and satisfies the context-based design criteria when there are statements in the Staff Report that—and statements made tonight about how the tallest building is 35 feet and the building next door is 27 or 27 1/2 feet. If you look at the context and the plans, I just don't understand—I mean, we've had conversation many times at the Council level that zoning isn't up to, not an assured or guaranteed right. I guess even though CS allows up to 50 feet, why are we granting 50 feet—I guess because somehow or other it was determined that it was satisfying the findings. I'm finding that as not being the case. Help me understand how the Staff and other bodies got to this satisfying the findings of context-based design.

Mr. Lait: Thank you, Council Member Holman. The findings, Staff has those laid out in the Record of Land Use Action, which I think is Attachment A to the Staff Report. There's a number of things that come into play here. One

is we're trying to—there's some other dealerships in the area. From a land use perspective, it seems like a reasonable site for an additional dealership. I think if you were to ask the applicant the—I think that the site as it is now is—I think their preference would be for even a larger site. I think there are some constraints with this location even with the additional ...

Council Member Holman: I'm going to interrupt just for a second here. I don't disagree, because there are other auto dealerships in this immediate vicinity, that it's a bad location for a dealership. Do I think dealerships really belong on East Bayshore? No, but there are some so this would be consistent with that. I'm not talking uses; I'm using building compatibility satisfying the context-based design criteria.

Mr. Lait: Right. To continue, I think that when we're looking at those findings or those criteria, this particular site—I mean, I think you said it. This is an anomaly in terms of the zoning. It allows for a greater height than the adjacent properties. It will be the tallest building out there, in that area. I think that the applicant and the Architectural Review Board spent a fair amount of time on this as well. This went to an unprecedented four meetings with the Architectural Review Board. The Council knows that it's a three-rule standard that we have, but the Architectural Review Board wanted to take another meeting with that. There have been efforts to try to accomplish what the applicant is attempting to do here, but also do it in a way that is appropriate and compatible with the neighborhood. There is the—I don't know—80, 90-foot tall transmission wires that run across the property and along the street. The applicant's proposing some trees within that area. The Architectural Review Board talked a lot about landscaping, the materials that were selected. This is a challenge when you have an auto dealership with a manufacturer with a very specific branding standard. How that fits in with the Baylands was a difficult challenge point. The Design Enhancement Exception, pushing the building back away from the street so it doesn't dominate Embarcadero and Bayshore, we recognize that this is a scenic route. The Embarcadero area is as an entrance to the Baylands. I think it's how the building was sited, the materials that were used, the landscaping that's being proposed, these are all factors that went into assessing compatibility with the neighborhood. Again, I would refer you to the Record of Land Use Action for the draft context-based design standards.

Council Member Holman: Yes, I have read through those and referenced them. I just wasn't sold. We can have a difference of opinion about that. I think what we're addressing here yet again is—I'll try not to take too long at this, but maybe help get us to some conclusion. I think what we're addressing here yet again—we'll put the FAR issues aside. I think what we're addressing here yet again is the issue that we have confronted many

times on this dais. The ARB struggled with this as well. FAR is an up to, not a guaranteed max. What often is used as a justification for 50 feet or a maximum FAR is because if the property next door with the same zoning were to redevelop, it could redevelop to that height and that FAR. I don't buy that either, because—I won't go into that. In this situation, we don't have even close to that situation. I'm finding it a very hard sell. Quickly I'll go through some of the things that are not addressed in the Record of Land Use Action, unless I totally overlooked them. You mentioned the scenic corridor, that isn't mentioned at all. It isn't even mentioned in the Staff Report. I didn't get through all of the ARB Minutes, so maybe it was there. The Baylands master plant list in terms of landscape design is not mentioned here at all. In the Record of Land Use Action, the consistency with the Baylands Master Plan is not mentioned. Hang on a second. This is Number 7 actually on Packet Page 575. Large sites of one acre shall be designed so that street, block and building patterns are consistent with those of the surrounding neighborhood. This finding can be made in the affirmative in that the design of the facade, landscape design is consistent with the surrounding development. It's not. It's just not. It's not compatible. The conditions of approval—going through without numbering all of these. On Number 5 on 575 talks about the planning arborist, again no reference to the Baylands master plant list. Same thing on the next page, landscape, urban forest and Director of Planning find—but what about the rest of it? Number 13 on 577 talks about all exterior lighting shall be shielded, directed downward and designed to minimize light spillage beyond the property line. Board Member Lew is here saying that there would not be spillage beyond the property line. Yet, this seems to allow for spillage beyond the property line. I was concerned when I read this too, because "15" on the top of Page 578 is a mitigation measure for the transportation. Don't know how other Council Members will feel about this. There are mitigation measures at the intersection of East Bayshore and Embarcadero Road. We all know there are problems there. I'm not necessarily confident that what's being proposed here is the best solution there or if it's considered in the larger context of what other impacts it might actually create going north on East Bayshore. Also, there's nothing that indicates what the fair share of the applicant is. We're just kind of like agreeing to something without knowing what we're agreeing to. It seems like for us to make responsible and informed decisions—I do apologize. I'm sure it must feel not so good sitting there. That's not the intention. It is just really to try to get some things on the table that I think aren't addressed and need to be addressed in this and future projects. You've heard those comments before. There's also about dewatering on Packet Page 581. There seem to be inconsistent comments here about dewatering plans and not requiring one, but then getting permits. I just find that there are so many issues with this project, that I think we ought to send it back to the drawing board, quite seriously. Again,

that's not even addressing the FAR issues, which I still have a concern with. I think Mayor Burt is hitting the nail on the head. I look at how many parking places are not counted here. Usually when people get their cars serviced, they make an appointment, and they go pick it up. Some people leave their car there all day. There are a lot of parking places here dedicated to what now is being said are service parking places for the service on the third floor. I will stop there. As you can hear, I have myriad concerns about this project.

Mayor Burt: Council Member DuBois.

Council Member DuBois: First of all, I think some people in the public mentioned housing. I don't think this is the place for housing. We did talk about sea level rise. There's no residential facilities out there. It looks like the first floor's raised up 10 feet to be above floodplain. Is that contributing—I mean, basically it's three floors with a roof to get to 50 feet. Part of it is that elevated ground floor?

Mr. Ah Sing: The height is taken from the finished floor. The site's being raised up. The grade is being raised up.

Council Member DuBois: I would be in favor of requiring a bird-safe building. It sounded like that was possible. Rather than making it optional, to make that mandatory. I'd support that change. I think you guys know I'm not necessarily the most pro development member on Council, but I actually find this building a reasonable use in a reasonable location. I know it's near the Baylands, but I find it's shielded by the buildings next to it and the trees. I wouldn't support this building if it was further into the Baylands, if it was down Bayshore or down Embarcadero. In this case, I find a lot of things to like about the project. I think, Jonathan, you summarized a lot of them. They are asking for extra setback. They are keeping the trees along the back property line, the muted colors. I really appreciate the evolution of the design. The fact that it's not an all glass building helps quite a bit as well. I would support it with the change of requiring a bird-safe design instead of making that optional. Motion. I would approve the Staff recommendation with that change ...

Vice Mayor Scharff: Second.

Council Member DuBois: ... to a bird-safe building design be made mandatory.

MOTION: Council Member DuBois moved, seconded by Vice Mayor Scharff to:

A. Adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and

B. Adopt an Ordinance adding the Automobile Dealership (AD) combining district to the subject property; and

C. Approve an application for a Site and Design and Architectural Review for the construction of a new automobile dealership; and

D. Approve an application for a Design Enhancement Exception for deviation from the 'build-to' setback along Embarcadero and Bayshore Roads; and

E. Require the building be bird safe.

Council Member Kniss: (inaudible)

Mayor Burt: Did you want to speak further to your Motion? Vice Mayor Scharff, your second?

Vice Mayor Scharff: I did want to speak to it. I actually thought the Staff Report was really good. I was listening to Council Member Holman's comments. As she was making the comments, I was looking in the Staff Report for answers. I first of all noticed that on Page 7, Packet Page 564, we talked about the Baylands Site Assessment and Design Guidelines, how they met that. The Baylands General Design Principles, I won't go through it all. It then talked about the scenic corridor. Below that it talked about views from the scenic corridor. We also talked about if—where did I see it? Somewhere in the Staff Report, it talks about how by pushing the building back from Embarcadero, we mitigate the height. Somewhere else it says if you look at it from somewhere—I guess it was down the (inaudible). When it talked about the ARB stuff, I actually thought it was much more articulate than what I'm saying at midnight. I thought the Staff Report really identified the height issue and talked about how it's been mitigated according to that. That was really good. I think the other thing is it's—the ARB did a good job by going through it by four. I think the building got better and better. I'm not going to repeat the comments of Council Member DuBois, but I agree with what he said on that. I also think that it's next to the Honda and Audi dealership. When you create these auto rows, you strengthen all the dealerships in town. If we don't approve this, we weaken the dealerships in town. If you lose one, you're likely—you'll be down to one dealership. You'd probably lose all of them. Auto dealerships pay $1 million a year for each of them. I don't know what the other two are, but if it just roughly was, that's a significant amount of money coming into the City. I think it's important to think about this in a holistic way and say to ourselves

on balance there's some good things and some bad things with every development project. On balance, I think this one meets the requirements of something that we should approve.

Mayor Burt: Council Member Kniss.

Council Member Kniss: I think this has actually been a good discussion tonight, an extensive discussion. The only concern I have about this and given that the zoning was changed before—even though I know, Karen, you've spoken of it as spot zoning. This applicant went into this site with the full awareness of it having a 50-foot height limit. I know that had been decided some time ago for a different purpose. It was there and it did exist. I'm pleased to hear the special compensation or the special types of interest that were taken in the birds and in the lighting and so forth. I really find that very appealing. The setbacks, terrific. I was out there today and spent some time there. I thought I'm not quite sure what the Ming's setback is, but that's also pretty substantial. Color, good color for the Baylands. I appreciate that it was made to look as though it would hopefully blend. The ARB certainly did yeoman's work four times, long notes. You guys did a very good job. Thank you. I think you must have put hours and hours into that. Lastly and probably the most important is that we do need appropriate places for our commercial buildings. I can't think of a better place for a commercial building, given that we certainly wouldn't put housing there. I can't imagine putting any kind of other type of intensive use that would involve needing transportation or would have safety issues and so forth. For that reason, I'm in favor of the motion. Thanks.

Mayor Burt: Council Member Holman.

Council Member Holman: Yes. I'll be upfront here. I won't be supporting the motion, but I do wonder if—you know what? I'm going to hold off. I'm going to see if it's going to pass or not, then I may offer some amendments.

Mayor Burt: Council Member Filseth.

Council Member Filseth: I concur with what's been said about the use of this space. It's a good place to put an auto dealership. I actually think an auto dealership is one of the few actually really good uses for this space. As it's been said before, I don't think it's a good space for housing. Olive Garden's a better space for housing. All of that makes a lot of sense to me. I think what we're looking at then is not the use but the building. The thing I'm grappling with is did it meet Code as defined. I think a couple of people said why can it be 50 feet. With this FAR and that lot space, why can it be 50 feet? The answer is, I think, the FAR is sort of designed to sort of say you can't put a building this big on a piece of land that big. That's basically what

the FAR is for. That one, I grapple with. As far as the parking is concerned, I grant that it's sort of hard to tell exactly from the Code, but customer parking is—I think of it as I go to the grocery store. I park my car in the parking lot. I go inside and I buy some groceries and I come home. As opposed to I take my car there and they take it inside. It's customer parking until they start working on it. Once they start working on it, it's actually service and so forth. That seems very hard for me. That's what I'm struggling with. I like the use. I like the appropriateness. I'm concerned about the building.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: I'd like to offer a friendly amendment. "E," I'd like to recommend that we change that to "require that the building be bird safe in its structure and that the applicant work with Staff and the Audubon Society to minimize lighting impacts on wildlife." Yeah, lighting impacts on wildlife.

Council Member DuBois: I'm actually going to say no to that, because I did have the question about lighting. I thought our ARB Commissioner addressed those, that a lot of the light would not be visible. Some of it was only 40 inches above the ground.

Council Member Wolbach: Just to clarify, the recommendation was lighting impacts on wildlife.

Council Member DuBois: Again, I would decline. If you want to make it a separate Motion, you can.

Council Member Wolbach: I'll make it a separate Motion.

Council Member Berman: I'll second.

AMENDMENT: Council Member Wolbach moved, seconded by Council Member Berman to replace Part E of the Motion with, “require that the building be bird safe in structure and that the Applicant work with Staff and the Audubon Society on lighting impacts on wildlife.”

Council Member Wolbach: Just to speak to it briefly. I appreciate what Council Member DuBois just mentioned about lighting, provisions that have already been made. My emphasis here is less about the impacts of lighting on the aesthetics and more about the potential for negative impacts on wildlife. I think that there are best practices available. Through consultation with Staff and the Audubon Society, I think that the project can accommodate those probably pretty easily.

Mayor Burt: Council Member Berman.

Council Member Berman: Just briefly, I think this is in a wildlife-sensitive area. I don't understand the intricacies of the aviary patterns above that area, but I think it's not a hardship for the applicant to work with the Audubon Society just to make sure. We're not being prescriptive about what the solution is. We're saying work with them to address and mitigate any concerns that might exist. I think this is an environmentally sensitive thing to do given the general area of the project.

Mayor Burt: Vice Mayor Scharff.

Vice Mayor Scharff: (inaudible) impacts as practical.

Council Member Wolbach: How about to implement best practices as appropriate for the site?

Vice Mayor Scharff: I just want to make sure it's not a hardship on the applicant. You said it's not. To me that usually means if it's practical or not.

Council Member Wolbach: That's fine. Will that gain your support for this amendment?

INCORPORATED INTO THE AMENDMENT WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Amendment, "as practical."

Vice Mayor Scharff: Yeah. That's normally my MO. Do I ever vote against anything I ...

Council Member Wolbach: You're good about that. That's fine. That would be then require that the building be bird safe in structure, yada, yada, yada, wildlife as practical.

AMENDMENT RESTATED: Council Member Wolbach moved, seconded by Council Member Berman to replace Part E of the Motion with, "require that the building be bird safe in structure and that the Applicant work with Staff and the Audubon Society on lighting impacts on wildlife as practical."

Mayor Burt: Let's vote on the Amendment. That passes unanimously.

AMENDMENT PASSED: 9-0

Mayor Burt: Returning to the original Motion, I'll comment on it. First I think that automotive use here is entirely appropriate and may be a best use. I think that the architectural design has been drastically improved. It has actually a lot of really exceptional design features, whether those

features are all compatible for the Baylands is something I'm less comfortable with. I think the architectural quality is excellent. Those aren't my issues. We basically have a building that is a 50-foot building on a 0.6 FAR. It makes this a completely anomalous building in the Baylands. For whatever reason, the Planning Commission thought that was a nonissue, and Staff doesn't seem to have been very concerned about it. I can't find that it meets the design finding, number one, of being harmonious and compatible on Policy L-8 on the Comp Plan nor in Section 7 on the findings around the massing. I think there's been a misinterpretation and miscalculation of the Code as far as what constitutes a permissible parking exemption. I just think it's wrong. It's not consistent, I believe, with our past interpretations for auto dealerships. The Staff had actually tentatively acknowledged that the showroom seems to have been miscalculated, and nobody seems to be concerned about that. Another thing that didn't come up by Staff or the Planning Commission or tonight is that the traffic mitigation is to improve the intersection rather than to focus on a TDM program. Here, we've got another development with discretionary approval, and there's no TDM that's part of that. That ought to be our first choice to reduce the car trips, and second choice to expand the intersection. It's also not clear to me what our cost would be at the intersection. The Staff Report said that, I think, the developer would pay for the improvement and then charge back the City on everything that wasn't its proportionate share. I have no idea how many dollars those are. This whole notion that if we don't approve this 50-foot tall auto dealership when we have auto dealerships surrounding it at half that size, somehow this would be the reincarnation of the domino effect on auto dealerships, I think, is not a strong argument. We've had those auto dealerships thriving out there despite a whole bunch of claims for 15 years that they were on the cusp of demise. Instead, they wanted to expand there. I have no idea what the actual FAR is here and what this really would be if it was properly counted. I think this is a correct use, a well-designed building, and not properly calculated on its size and significantly taller and more massive that it should be for this location. I think we're just not doing our homework on looking at our Zoning Codes and the compatibility with the surroundings. It's a 50-foot building; there's no 50-foot buildings around it, and there's no necessity for this to be 50 feet. I see two more lights, but that would initiate a whole other round, so I hesitate to do that at this hour. What I'd like to do is go ahead and have us vote on the board. That fails on a three in favor and Council Members Schmid, Burt, Kniss, Filseth and Holman opposed and Wolbach abstaining.

MOTION AS AMENDED FAILED: 3-5-1 Berman, DuBois, Scharff yes, Wolbach abstaining

Mayor Burt: I thought you had already made your comments.

Council Member Wolbach: (inaudible)

Mayor Burt: You had previous comments.

Council Member Wolbach: (inaudible)

Mayor Burt: I don't know what you're saying. The project fails, and that concludes this item.

Council Member Holman: Mayor Burt?

Mayor Burt: Yes.

Council Member Holman: Maybe it's a question for City Attorney. The motion to approve the project failed, but it wasn't a denial of the project. I'm just wondering—I look to the City Attorney for this ...

Mayor Burt: Good question.

Council Member Holman: ... if there could be a motion to return this to the ARB with direction to fix the ailments of the project.

Cara Silver, Senior Assistant City Attorney: I think you have two options at this point. You can either choose to deny the project and state your reasons why you're denying the project or you can direct to send it back to the ARB as you had suggested.

Mayor Burt: I will move that it is returned to the ARB with guidance to more carefully calculate the permissible FAR and to adjust the building height and mass to be more in alignment with the finding requirements on compatibility.

Council Member Holman: I second that.

Mayor Burt: Second by Council Member Holman.

MOTION: Mayor Burt moved, seconded by Council Member Holman to refer this project to the Architectural Review Board (ARB) with guidance to:

A. More carefully calculate the permissible Floor Area Ratio (FAR); and

B. Adjust the building's height and mass to be more consistent with Compatibility Findings.

Mayor Burt: I don't need to speak further to the Motion.

TRANSCRIPT

Council Member Holman: I just have a small number of amendments to add please. That the project should include bird safe design.

Mayor Burt: Sounds good.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "incorporate bird safe design." (New Part C)

Council Member Holman: While agreed and certainly previously noted that the Baylands General Design Principles and the scenic corridor are mentioned in the Staff Report, they're not referenced in the findings or the Record of Land Use Action. That's where it matters. When this goes back to the ARB—this is just guidance, not motion. When this goes back to the ARB, that those things be carefully considered as well as the Baylands master plant list when it comes to landscaping. Maybe I should put that in the motion.

Mayor Burt: I should have added—go ahead. I should have added a request to evaluate a TDM program.

Council Member Holman: I probably should add to the Motion that the Baylands master plant list be considered in the landscape plan, that the Baylands General Design Principles be considered in the project design and included in the Record of Land Use Action as well as the impacts on the Embarcadero Road scenic corridor.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "consider the Baylands Master Plant List in the landscape design." (New Part D)

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "include the Baylands General Design Principles in the project design and Record Of Land Use Action (ROLUA)." (New Part E)

Mayor Burt: I'd like to add the consideration of a TDM program.

Council Member Holman: That's good with me.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "include consideration of a Transportation Demand Management (TDM) program." (New Part F)

Council Member Holman: One thing we didn't—if there are intersection improvements, that the cost implications be brought forward including the fair share of the applicant.

Mayor Burt: Okay.

INCPORORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion, "include cost implications including fair share costs to Applicant of intersection improvements." (New Part G)

Council Member Holman: Thank you to the applicant for bearing with us. I'm sorry this is a long, windy road hear.

Mayor Burt: Council Member Wolbach.

Council Member Wolbach: I would just ask that the words "and lighting" be added after "bird-safe design." It might be redundant, but I just want to be very explicit. It'd just say "bird-safe design and lighting."

Mayor Burt: That's acceptable to me.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add to the Motion Part C, "and lighting."

Mayor Burt: Council Member Kniss.

Council Member Kniss: Because I did end up voting no, I think it's worth an explanation to the applicant, which is important. I am very persuaded by the height. I think, Pat, you did a good convincing job of height being not very compatible with the buildings that are close by. I think it's got to be difficult for the applicant to relook at this again. I think long term it will make a big difference.

Mayor Burt: Thank you. That completes that item.

Male: (inaudible)

MOTION RESTATED: Mayor Burt moved, seconded by Council Member Holman to refer this project to the Architectural Review Board (ARB) with guidance to:

A. More carefully calculate the permissible Floor Area Ratio (FAR); and

B. Adjust the building's height and mass to be more consistent with Compatibility Findings; and

C. Incorporate bird safe design and lighting; and

D. Consider the Baylands Master Plant List in the landscape design; and

E. Include the Baylands General Design Principals in the project design and Record Of Land Use Action (ROLUA); and

F. Include consideration of a Transportation Demand Management (TDM) program; and

G. Include cost implications including fair share costs to Applicant of intersection improvements.

Mayor Burt: I'm sorry. Please vote on ... It's getting late. That passes on an 8-1 vote with Vice Mayor Scharff voting no. Thank you. Where are we?

MOTION AS AMENDED PASSED: 8-1 Scharff no

Inter-Governmental Legislative Affairs

~~18. Authorization for the Mayor to Sign a Letter Regarding the Governor's By Right Housing Proposal.~~

Council Member Questions, Comments and Announcements

Mayor Burt: We are now on Council Member Questions, Comments and Announcements. Council Member Holman.

Council Member Holman: Just one quick comment to Staff. I agree and I think we all empathize that in a perfect world we'd be able to get our questions and comments to Staff in an earlier fashion. Because the packet this week was quite enormous, including a last-minute item that came to us, it just isn't always feasible. We do intend to work with Staff, but it just sometimes—we can't quite get there.

Mayor Burt: I just want to say that I attended and was on a panel at the Silicon Valley Energy Summit on Friday at Stanford around really our sustainability and climate action efforts along with representatives from San Francisco and a State legislator, I think, from Fremont. Again, Palo Alto's efforts are really exemplary and models that other cities really turn to. On Saturday, I attended the mobility hackathon up at SAP, which was really an incredible event that was led by Jonathan Reichental. What I would say is that there's a lot more that's going on between Jonathan and Josh Mello in transportation on very innovative, new transportation technologies than we're fully aware of. They're doing some really incredible stuff. I look

forward to the Council getting fully briefed on those by Staff. Council Member Wolbach.

Council Member Wolbach: You actually just said the thing I was going to mention. I was also at the event on Saturday.

Mayor Burt: Council Member Kniss.

Council Member Kniss: As I mentioned previously, I was at the tax and revenue committee meeting that was held last Thursday in Sacramento, which is part of the League of California Voters. I'm sorry. The League of Cities.

Mayor Burt: On that note, the meeting's adjourned.

Adjournment: The meeting was adjourned at 12:35 A.M.

COMMENTS ON THE SUPPLEMENT TO THE DRAFT EIR

COMMENT LETTER # SUPP-GOV1

From: Gitelman, Hillary
To: Lee, Elena; Joanna Jansen (jjansen@placeworks.com); Costello, Elaine
Subject: FW: COMP PLAN CONCERN AND REQUEST FROM PAUSD
Date: Monday, March 20, 2017 5:14:12 PM
Attachments: image001.jpg

FYI only

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Max McGee [mailto:mmcgee@pausd.org]
Sent: Monday, March 20, 2017 3:07 PM
To: Keene, James; Gitelman, Hillary; Svendsen, Janice; De Geus, Robert
Cc: board; Robert Golton; Cathy Mak
Subject: COMP PLAN CONCERN AND REQUEST FROM PAUSD

Dear Jim,

We have received and have begun to review the updated Supplement to the Draft EIR for the Comprehensive Plan Update. It is an important document and we appreciate the extensive thought and effort that went into producing it.

That said, we have a number of concerns with various scenarios in the document and would like the opportunity to share these with you and members of your staff and/or City Council. We would like to understand some of bases for your assumptions as well as share our own analysis and and understanding of the effect that these proposed scenarios would have on our district. Some would be highly significant in terms of future construction and traffic generated by sizable enrollment increases and also have a profound effect on the school district's ability to continue to provide its high quality educational programs.

SUPP-GOV1-01

We understand that the Comprehensive Plan Update will be presented to Council tonight. However, we urge that the next steps in the process not be rushed and respectfully request that the Council allocate time for school district staff to meet with City staff and respond to the document prior to the end of the formal comment period, which I understand is not until the end of the month.

SUPP-GOV1-02

We greatly appreciate the collaboration and communication between City and District staff in these matters.

Yours truly,

Glenn "Max" McGee
Superintendent of Schools

San Francisco Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

March 30, 2017

Elena Lee
Interim Long Range Planning Manager
250 Hamilton Ave., Fifth Floor, Palo Alto, CA 94301
Via email: Elena.Lee@CityofPaloAlto.org

SUBJECT: Comprehensive Plan Update Supplement to the Draft EIR for the City of Palo Alto, SCH#2014052101; BCDC Inquiry File No. MC.MC.7415.25

Dear Ms. Lee:

Thank you for the opportunity to comment on the Draft Environment Impact Report (DEIR) for the Comprehensive Plan Update Supplement to the Draft EIR for the City of Palo Alto. The DEIR covers a wide range of issues with the sections on: Environmental Analysis; Biological Resources; Greenhouse Gas Emissions and Climate Change; Hydrology and Water Quality; and Public Services and Recreation being most relevant to BCDC's authority and expertise.

The Notice of Availability dated February 10, 2017 was received in our office on February 13, 2017. The Commission has not reviewed the DEIR, and the staff comments below are based on the Commission's law, the McAteer-Petris Act, the Commission's San Francisco Bay Plan (Bay Plan), and review of the DEIR as it relates to the Commission's jurisdiction.

Jurisdiction. The Commission has "Bay" jurisdiction over all areas of the Bay subject to tidal action, which defines the location of the shoreline. The shoreline is located at the mean high tide line, except in marsh areas, where the shoreline is located at five feet above mean sea level. The Commission also has jurisdiction over managed wetlands, salt ponds, and the tidal portion of certain waterways, as identified in the McAteer-Petris Act, and the "shoreline band" which is an area 100 feet wide landward of and parallel to the shoreline. Commission permits are required for activities including dredging, fill placement, shoreline development, and substantial changes in use to any land, water, or structure within the Commission's jurisdiction.

SUPP-GOV2-01

In accordance with provisions of the McAteer-Petris Act, the Commission has designated certain areas for specific priority uses such as ports, water-related industry, water-oriented recreation, airports and wildlife refuges. To the area northeast of the project area, the Commission has a designated the Palo Alto Baylands Nature Preserve and the Faber-Laumeister Tract as areas reserved as waterfront park and wildlife reserve respectively. The Faber-Laumeister Tract (part of the Don Edwards San Francisco Bay Wildlife Refuge) borders San Francisquito Creek. You explain in the DEIR that the creek is valuable from a wildlife conservation perspective and as such, potential project impacts on the creek must be carefully considered. Naturally, at BCDC, we agree that these impacts must be carefully considered.

While the project site itself is inland of BCDC's permitting jurisdiction, this comment letter is focused on the approach taken in the plan regarding the assessment of flood risk due to sea level rise in the project area. For additional information about Commission policies and permit requirements, please visit BCDC's website at www.bcdc.ca.gov. SUPP-GOV2-01 cont.

Sea Level Rise. The DEIR acknowledges how vulnerable eastern Palo Alto is to flooding from sea level rise. As the City works towards better understanding its risks and exploring adaptation measures to address that vulnerability, please be aware that that the state of California will be updating its Sea-Level Rise Guidance Document based on the National Resource Council's updated sea level rise science and projections shortly. The new scientific guidelines will be circulated in April and new policy guidance will be developed and circulated later in the year. Please note that BCDC's Bay Plan calls for use of the best available science-based projection for sea level rise. The Bay Plan does not specifically call for use of the 55-inch sea level rise scenario for assessing long-term impacts as stated in the DEIR.

As you await your site-specific risk assessments by engineers, you may wish to refer to the newly completed sea level rise inundation maps for Santa Clara County. These locally-reviewed and locally-refined maps were developed under the Adapting to Rising Tides (ART) Program's Bay Area Sea Level Rise Analysis and Mapping project. You can find out more about the project and this new resource here: http://www.adaptingtorisingtides.org/project/regional-sea-level-rise-mapping-and-shoreline-analysis/. The maps for Santa Clara County were recently finalized and are not yet available online. As such, my colleagues or I will be happy to provide them directly to you or your team. A report summarizing methodology and key findings will be finalized later in the spring. SUPP-GOV2-02

Your DEIR finds that impacts related to exposing people or structures to physical effects of climate change will be mitigated to a less than significant level for all six scenarios. Your assessment points to the City's ongoing development of its Sustainability and Climate Action Plan (S/CAP) as the avenue for this mitigation. The S/CAP is focused on reducing the city's greenhouse has emissions while turning towards adaptation and increasing the city's ability to respond to drought and sea level rise. Through the ART Program at BCDC, we have provided support and guidance to a number of municipalities around the Bay working on sea level rise adaptation planning. We wish to remind City staff and partners that our program is available for advisory services if needed as they move forward with adaptation-focused portions of the S/CAP. SUPP-GOV2-03

Thank you for considering staff comments on the DEIR. If you have any questions regarding this letter please contact me by phone at 415.352.3660 or email eliza.berry@bcdc.ca.gov.

Sincerely,

ELIZA BERRY
Coastal Planner

EB/gg

Santa Clara Valley Transportation Authority

March 31, 2017

City of Palo Alto
Planning Department
P.O. Box 10250
Palo Alto, CA 94303

Attention: Elena Lee

Subject: Palo Alto Comprehensive Plan Update

Dear Ms. Lee:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Supplemental Draft EIR (SDEIR) for an update to the Palo Alto Comprehensive Plan that includes two new land use/transportation scenarios. Please note that VTA commented on the original NOP for the Comprehensive Plan Update (June 30, 2014) and the original Draft EIR (May 5, 2016). We have the following comments on the SDEIR.

SUPP-GOV3-01

Land Use

VTA supports the City's efforts to further study two new land use/transportation scenarios that concentrate growth of housing near established transit supportive corridors, although both Scenario 5 and 6 create a framework for less job growth over time and relatively modest new population growth.

VTA recommends that the City include in the Comprehensive Plan Update the land uses, land use policies and transportation framework of Scenario 4 or 6 as described in the SDEIR. These scenarios show the highest transit mode share and lowest vehicle miles traveled per capita (Table 4.13-15). Scenarios 4 and 6 are projected to reduce overall congestion by 2030 and increase mode share.

SUPP-GOV3-02

VTA would like to take this opportunity to call attention to the 27 University Avenue site located at the Palo Alto intermodal transit facility, and to work with the City and Stanford to enhance the land use intensification of this site and support Transportation Oriented Development in both Scenarios 4 and 6 beyond what is projected in the Comprehensive Plan. The 27 University site is a relatively lightly developed site within the City boundaries, used by many transit operating entities. VTA envisions that this location, which is very well served by transit, could be enhanced to include housing, jobs and community uses that would meet City needs while potentially generating far fewer trips than development at other locations in the City.

SUPP-GOV3-03

3331 North First Street
San Jose, CA 95134-1927

Administration 408-321-5555
Customer Service 408-321-2300

Congestion Analysis on Transit Travel Times

VTA again commends the City for including an analysis of congestion impacts on transit operations in the SDEIR. The SDEIR identified significant impacts to transit operations in all six scenarios as a result of increased vehicle congestion, and included a modified Mitigation Measure for the City to "Include policies in the Comprehensive Plan Update that address transit access and give priority to buses and to transit facilities" (p. 4.13-43). VTA supports the proposed mitigation measure giving priority to transit on congested corridors and looks forward to working with the City to implement these transit improvements in Palo Alto. SUPP-GOV3-04

Transportation Demand Management - General

Mitigation Measure Trans-1a applied to all six scenarios would require new development projects to prepare and implement Transportation Demand Management (TDM) Plans to achieve vehicle trip reductions of 20% - 45%, depending on location within the City. The SDEIR notes "TDM Plans must be approved by the City and monitored by the property owner on an annual basis. The Plans must contain enforcement mechanisms or penalties that accrue if targets are not met" (pg. 4.13-10). VTA reiterates our recommendation that the City require TDM monitoring to be performed by the City or a third party, to provide more reliable monitoring results. This best practice has been proven to yield stronger results than property owner based monitoring. SUPP-GOV3-05

Mitigation Measure Trans-1b has been modified from calling for the City to establish and implement a policy to "unbundle" free or subsidized parking in new commercial and residential development, to now calling for the City to "Study the feasibility of unbundled parking for office, commercial and multi-family residential development (including senior housing developments) that are well-served by transit" (p. 4.13-10). This change results in a mitigation measure and policy framework that is weaker in the SDEIR than in the DEIR. VTA encourages the City to consider reverting to the earlier mitigation measure language, but in any case will support the City with its feasibility study and efforts to implement parking unbundling. SUPP-GOV3-06

Transportation Demand Management – Transit Incentives

The SDEIR notes that paid transit passes would be provided to employees in workplaces with over 50 employees in all Scenarios (p. 3-16), and Scenario 4-6 include a measure to provide "free transit passes for all Palo Alto residents in transit accessible areas based on the VTA's EcoPass program" (pg. 3-19). VTA will continue to support these measures and requests that the City coordinate with VTA on their implementation. VTA also notes that these measures would help implement the Bay Area Air Quality Management District (BAAQMD) Regulation 14, Rule 1, which requires employers with 50 or more full-time employees to offer commuter benefits. SUPP-GOV3-07

Freeway Impacts and Mitigation Measures

The SDEIR identifies significant impacts to four directional segments of US 101 and two directional segments of I-280, based on the CMP LOS standard. Mitigation Measures proposed in the SDEIR include TDM programs (see above) and a separate measure for the City to "Include SUPP-GOV3-08

policies in the Comprehensive Plan that advocate for efforts by Caltrans and the Valley Transportation Authority to reduce congestion and improve traffic flow on existing area freeway facility consistent with Statewide GHG emissions reduction initiatives." (p. 4.13-3). With these Mitigation Measures, these impacts under Scenarios 5 and 6 remain significant and unavoidable.

VTA reiterates our comment that certain cities in Santa Clara County have identified contributions to regional transportation improvements as mitigation measures for development that causes significant freeway impacts. VTA again recommends that the City include voluntary contributions to projects in VTP 2040 in the Comprehensive Plan, as a mitigation measure in the SDEIR. Projects in the VTP that provide congestion relief and additional transportation options along the impacted corridors, include:

- US 101 Express Lanes (VTP ID H1)
- I-280 Express Lanes (2040 VTP ID H11-13)
- I-280 Ramp Metering Implementation
- I-280 / Foothill Expressway Improvements (2040 VTP ID H45, H35)
- I-280/ Page Mill Rd Modifications (VTP 2040 X15)

SUPP-GOV3-08 cont.

VTA would be happy to work with the CIty to identify appropriate projects for voluntary contributions, as specific development projects are implemented following the adoption of the Comprehensive Plan Update.

CMP Intersection and Mitigation Measures

The SDEIR indicates significant impacts to three CMP Intersections. The DEIR identifies Mitigation Measures to adopt TDM programs, work to advance grade separation projects at intersections along the Caltrain tracks, and take a leadership role in advancing transit improvements, however, these impacts remain significant and unavoidable.

In addition to the proposed Mitigation Measures, VTA also recommends that the City prepare an area-wide Multimodal Improvement Plan (previously "Deficiency Plan"), to address these CMP Impacts. The California CMP legislation requires Member Agencies to prepare Deficiency Plans/Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic LOS standard. The preparation of a Multimodal Improvement Plan can be an opportunity to implement multimodal (non-automotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular level of service impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs. For further information on Multimodal Improvement Plans please see VTA's Deficiency Plan Requirements located online at: http://www.vta.org/cmp/technical-guidelines.

SUPP-GOV3-09

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

SUPP-GOV3-09 cont.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

PA1401

PALO ALTO UNIFIED SCHOOL DISTRICT
25 Churchill Avenue • Palo Alto, CA 94306
Telephone: (650) 329.3737 • Fax: (650) 321.3810

OFFICE OF THE SUPERINTENDENT

April 12, 2017

Elena Lee, Interim Long Range Planning Manager
City of Palo Alto
250 Hamilton Ave, Fifth Floor
Palo Alto, CA 94301

Dear Elena,

We have reviewed the Comprehensive Plan Update to the Draft Environmental Impact Report (EIR) and are submitting the following comments.

School Grade Levels. The Draft EIR shows the elementary grades as K-6 and middle school grades as 7-8. Some school districts have this configuration, but ours does not. Any conclusions reached based on a K-6/7-8 configuration should be re-examined. We currently have twelve K-5 elementary schools, three 6-8 middle schools, two 9-12 high schools, and one separate pre-Kindergarten school. SUPP-GOV4-01

School Enrollment Capacity. The school capacities provided to the City are in fact numbers based on the notion of fully loading every room in every school with classrooms of students at the contractual maximums. While there may be some school districts that operate this way, Palo Alto schools carve out spaces for wellness services, project-based learning, music and art activities, special education classrooms, makers spaces, and other purposes. Currently, we also provide rooms at Fairmeadow and Duveneck elementary schools for both DreamCatchers and Youth Community Services. These scenarios would impact available space for quality education at all levels. SUPP-GOV4-02

Available School Sites. The District has a limited number of school sites not currently in use by schools:

1. Garland is five acres and could be used for a smaller elementary school.
2. 525 San Antonio is 2.67 acres. It could be combined with adjacent Greendell, but then the pre-school program there would have to be relocated.
3. Fremont Hills is located away from any potential housing development in Palo Alto.
4. The District has an option to repurchase the small Ventura site from the City.
5. Cubberley is available, but the District's 27 acres of Cubberley is much smaller than the District's current high schools. There is of course no site available in Palo Alto for a large third high school.

SUPP-GOV4-03

While additional sites could be acquired, sites comparable in size and configuration to our current schools are not readily available and extremely costly.

Precision of Enrollment Projections. The Draft EIR treats the student generation rates and enrollment projections by the District's current consultant as precise projections of the future. The projections are generally not accurate. The projections are based on the past and often the actual future differs from those projections. We believe it is wiser to think in terms of ranges of numbers, rather than specific precise numbers. In particular, the multi-family student generation rate referenced in the Draft EIR is based on a very limited number of developments, which generated a wide range of students. SUPP-GOV4-04

The Bubble Effect. None of the scenarios take into account the "bubble" effect that accompanies rapid development, and which PAUSD is currently experiencing due to rapid housing growth in 2008-2011. When new housing is built, families tend to move in with young children, not a mix of young and older. This means that rather than spread across the grades, as assumed in the Draft EIR scenarios, they are concentrated in a few grades - a bubble. This places huge pressure on physical capacity at individual sites. In PAUSD today, our middle schools are at or above capacity; our high schools expect to grow by 15-20% over the next three years; while our elementary schools are currently shrinking. This roller-coaster effect is an expected impact of rapid and large scale housing development. SUPP-GOV4-05

Stanford Expansion. Stanford's new General Use Permit (GUP) application calls for 550 additional family housing units, plus 900 graduate student units. Altogether, it seems likely Stanford's housing growth will generate a substantial number of new students for the District. This count is not included in the analysis but will impact the District's limited available capacity. SUPP-GOV4-06

Teacher Housing. PAUSD is exploring an innovative effort to build affordable teacher and staff housing on under-used sites. This effort could be beneficial in recruiting and retaining teachers and bringing teachers back into our community, as well as relieving housing pressure and reducing traffic, with no required taxpayer subsidy. But this can only happen if currently unutilized school sites can be safely put to use. If significant enrollment growth is anticipated in the future, available sites must be held back. One consequence of high-growth plans in general housing will be the loss of potential teacher-specific housing. SUPP-GOV4-07

We appreciate the opportunity to present the School District's perspective. We welcome any comments, and will be pleased to provide any further information needed.

Sincerely,

Max McGee
Superintendent of Schools

CC: Board of Education
Jim Keene
Hillary Gitelman
Robert Golton
Cathy Mak

Stanford University

March 28, 2017

Elena Lee, Interim Long Range Planning Manager
City of Palo Alto
250 Hamilton Avenue, Fifth Floor
Palo Alto, CA 94301

Re: Stanford Research Park Comments on the City of Palo Alto Comprehensive Plan Update Supplement to the Draft EIR

Dear Ms. Lee:

Thank you for the opportunity to comment on the February 20, 2017 Supplement to the Draft Environmental Impact Report for the City's Comprehensive Plan Update. Our comments below are specific to issues raised by the Supplement that would particularly affect the Stanford Research Park. The University is submitting a separate letter addressing issues that are more generally applicable.

Background

These comments build on those provided in our June 3, 2016 comment letter on the February 2016 Draft EIR. That letter briefly described the economic contributions of the Stanford Research Park, identified elements of Scenarios 1-4 that could undermine the Research Park's continued ability to provide these economic benefits, and requested environmental analysis of traffic-reducing measures listed in the Draft EIR.

The February 2017 Supplement describes and analyzes new Scenarios 5 and 6, which delete some elements of Scenarios 1-4 that caused particular concern (for example, a CUP requirement for new R&D and office uses). The Supplement also provides some analysis of the effectiveness of traffic mitigation measures for Scenarios 5 and 6. However, the Supplement continues to include statements that raise concern for the future of the Stanford Research Park. SUPP-ORG1-01

On March 20, 2017, the City Council identified a preferred scenario that describes ranges of estimated housing growth, non-residential square footage and employment growth, and states: "Additional Zoning Code amendments and policies would be those listed in the Staff Report, subject to additional review and refinement when the Land Use Element returns to Council on May 1." The Zoning Code amendments and policies recommended in the March 20 Staff Report exclude several that appear in the Draft EIR and Supplement and would be problematic for the future of Stanford Research Park. Nevertheless, no final decisions have been made, and in the interest of clarity and completeness, Stanford requests that the preferred scenario not include, and the Final EIR delete or clarify, the following statements from the Supplement:

1. Page 3-7: Table 3-1, Proposed Zoning Code Amendments. For the reasons stated in our June 3, 2016 letter, Stanford requests that the following Zoning Code amendments not be included in the preferred scenario or the Final EIR:

   - "A Conditional Use Permit (CUP) would be required for new office and R&D uses in order to regulate employment densities." (Scenarios 1-4).

   - "An alternate mechanism to the CUP would be explored for moderating employment densities, either through regulation or revenue collection." (Scenarios 5 and 6).

   - "In the … Service Commercial (CS) districts, non-retail portions of allowable commercial floor area ratios (FARs) would be reduced by a modest amount and replaced with residential use." (Scenarios 2, 3, 5 and 6). Stanford requests that any such amendment not apply to CS-zoned property in the Stanford Research Park (see section 3 below).

   SUPP-ORG1-02

2. Pages 3-10 (Table 3-3, Summary of Sustainability Measures), 3-19. As noted in our June 3, 2016 letter, a parking charge program for existing workplaces with over 50 employees would harm the competitiveness of the Stanford Research Park, and enforcement at many Research Park sites would be difficult or impossible due to shared parking among some businesses that have more than 50 employees and other businesses that have fewer than 50 employees. Stanford requests that this not be included.

   SUPP-ORG1-03

3. Page 3-14 (Table 3-7, Land Use Changes, Scenario 6) states: "Mixed uses in the Stanford Research Park … would be allowed, with an increased focus on housing *and reduction in non-residential development in comparison to Scenario 4*." Similarly, page 3-22 states, "In the Stanford Research Park . . . particularly along El Camino Real, . . . [t]he mix of uses would support a vibrant 24-hour environment and would include housing, restaurants, and retail establishments open during nighttime hours. In comparison to Scenario 4, these nodes would have an increased focus on residential *uses and would experience less of an increase in non-residential space*." We request that the italicized language not be included in the preferred scenario. As Stanford has stated, the University supports adding housing to appropriate sites in the Stanford Research Park, but not as a substitute for any of the non-residential space for which the Research Park is currently zoned. In other words, residential use would need to be truly additive in order for Stanford and the City to achieve the vibrant innovation community they seek.

   SUPP-ORG1-04

4. Pages 3-2, 3-13 (Table 3-7, Growth Management), 3-17 and 3-19: For the reasons stated in our June 3, 2016 letter, Stanford requests that no annual non-residential growth cap be applied to the Stanford Research Park.

   SUPP-ORG1-05

5. Page 3-17 states that "proposed Plan policies and regulations could be developed to prevent the conversion of existing R&D space to office space." As we explained in our June 3, 2016 comments

   SUPP-ORG1-06

on the original Draft EIR, an effort to so closely regulate the uses of existing buildings would undermine adaptation by businesses in the Stanford Research Park and place them, and the Research Park itself, at a competitive disadvantage. We request that this concept not be included in the preferred scenario.

SUPP-ORG1-06 cont.

Thank you for considering our comments on the Supplement to the Draft EIR. Please do not hesitate to contact us with any questions.

Respectfully submitted,

Tiffany Griego
Managing Director
Stanford Research Park
Stanford Real Estate

Jean McCown
Associate Vice President
Government & Community Relations
Office of Public Affairs

cc: Whitney McNair, Stanford University
Catherine Palter, Stanford University
Jean Snider, Stanford University

Stanford University

March 31, 2017

Elena Lee, Interim Long Range Planning Manager
City of Palo Alto
250 Hamilton Avenue, Fifth Floor
Palo Alto, CA 94301

Re: Stanford University Comments on the City of Palo Alto Comprehensive Plan Update Supplement to the Draft EIR

Dear Ms. Lee:

Thank you for the opportunity to comment on the February 20, 2017 Supplement to the Draft Environmental Impact Report for the City's Comprehensive Plan Update. We understand that in the Final EIR, the City will respond to the comments the University submitted on June 3, 2016, addressing the February 2016 Draft EIR for the Comprehensive Plan Update. Accordingly, the comments below address only: 1) new questions raised by the Supplement; 2) updates to certain comments we made on June 3, 2016; and 3) requests for corrections in a few instances where we believe the Supplement was intended to fully address our June 3, 2016 comments, but appears not to have entirely done so. As was the case in June 2016, we are submitting these comments on behalf of the University as a whole. We are also submitting a separate letter addressing issues specific to the Stanford Research Park. SUPP-ORG2-01

1. Page 3-4: Although the Land Use section of the Supplement includes appropriate revisions in response to our June 3, 2016 comment letter regarding the City's sphere of influence, a similar section of the Project Description has not been revised. We request that this revision be made uniformly in the Final EIR.

2. Pages 3-12, 3-20: Scenarios 5 and 6 continue to state that the City might require "foregoing new natural gas hookups." The University's June 3, 2016 comment letter (page 9), noted that such a ban would not be feasible and was not consistent with the then-current draft of the City's Sustainability and Client Action Plan (S/CAP), which took a more pragmatic and gradualist approach to electrification. Similarly, the November 2016 S/CAP draft states: SUPP-ORG2-02

> **2.3 Goal: Reduce natural gas use in building through electrification**
> Reduce natural gas usage through energy efficiency and conservation, followed by electrification of water heating, space heating and cooking where cost effective. Find ways to reduce or

eliminate gas use by encouraging the more efficient gas or all electric appliances such as cook tops and clothe[s]s driers.
2.3.1 Strategy: periodically evaluate electrification of water heating and space heating for cost effectiveness and technical feasibility, and to identify barriers and policy levers.
2.3.2 Strategy: Incentivize all-electric new buildings (NG-GAS-1)
2.3.3 Strategy: Develop options to incentivize electrification of existing buildings.

SUPP-ORG2-02 cont.

Through its new Central Energy Facility and related initiatives, Stanford has significantly reduced both its reliance on natural gas and its greenhouse gas emissions. The University recognizes, however, that natural gas hookups will remain necessary for various uses for the foreseeable future, and requests that the Final EIR and preferred scenario reflect the step-by-step approach included in the draft S/CAP rather than a sudden ban on natural gas hookups.

3. Pages 3-18, 4.13-41: Scenarios 2, 5 and 6 identify 2040 County Expressway Study improvements. Those proposed improvements appear to include installation of a new trail on Stanford land near Page Mill Road. A bicycle and pedestrian trail in this location was part of the County's original plan for its S1 Trail, but the County decided to substitute a new alignment for the S1 Trail in a different location. Stanford has constructed the new S1 trail on its lands in the agreed-upon location.

SUPP-ORG2-03

4. Pages 3-19, 3-24 and 4.13-4.14: The Supplement perpetuates the error, identified in our June 3, 2016 letter, of understating the number of housing units existing on Stanford lands in unincorporated Santa Clara County. This error may, in turn, contribute to the questionable conclusion, also noted in our previous letter (page 19) that vehicle miles traveled *per capita* on the Stanford academic campus are higher than in Palo Alto, despite the campus's student and faculty population and its success in meeting its no net new trips goal. We request that the housing unit numbers be corrected and the VMT conclusion be explained or corrected in the Final EIR.

SUPP-ORG2-04

5. Draft EIR page 3-24: Although our June 3, 2016 corrections regarding the University's General Use Permit have been incorporated elsewhere in the Supplement, footnote 9 on page 3-24 of the Draft EIR has not been updated.

SUPP-ORG2-05

6. Page 4.2-27: The Supplement correctly no longer designates California Avenue south of El Camino Real as a "high Volume Roadway," but the Supplement does not remove the corresponding "screening buffer" designation from Figure 4.2-2.

SUPP-ORG2-06

7. Page 4.3-2: Please revise the fifth sentence under the heading "Stanford University Habitat Conservation Plan" to delete "and NOAA Fisheries," so that the sentence reads, "The HCP was a required element for the University's application to the USFWS for the ITP under the federal ESA." SUPP-ORG2-07

8. Page 4.3-6 - 4.3-8: The discussion of Impact BIO-1 does not include all potential direct impacts to special-status species under Scenarios 5 and 6; nor does it describe the regulatory requirements that would address these potential impacts. We suggest that this section be revised to: SUPP-ORG2-08

   - correct the discussion of the potential Alma/Palo Alto Avenue grade separation project that is included in Scenarios 5 and 6;
   - add the potential impacts of the proposed Page Mill Road widening and Page Mill/Foothill Expressway grade separation under the County's 2040 Expressway Plan; SUPP-ORG2-09
   - refer to regulations that can reduce impacts to special-status species to a less-than-significant level, similar to the discussion that is currently provided for sensitive natural communities under Impact BIO-2. SUPP-ORG2-10

It is also important that statements suggesting that the Stanford HCP would mitigate impacts from development of non-Stanford lands be corrected. The HCP addresses only the impacts of activities on certain Stanford lands, including the Stanford Research Park and other Stanford lands in Palo Alto. SUPP-ORG2-11

We recommend that the first paragraph of the Supplement's discussion of Impact BIO-1 be revised along the following lines: SUPP-ORG2-12

> The Comp Plan Update would substantially directly affect special-status species if it would allow development that would result in take of individuals, or removal of their habitat, without adequate mitigation. Although most or all private (residential and non-residential) development allowed under the Comp Plan Update is not expected to affect special-status species, both Scenario 5 and Scenario 6 assume infrastructure projects that are in the early planning stages and may have the potential to affect such species.
>
> The first is a grade separation project at the intersection of the Caltrain tracks with Alma Street and Palo Alto Avenue. This project has not yet undergone environmental review and would be

constructed adjacent to San Francisquito Creek, which provides habitat for federally threatened winter run Central Coast steelhead. If construction of the grade separation might affect this habitat, review by the City, the Regional Water Quality Control Board, the California Department of Fish & Wildlife, NOAA Fisheries, and potentially the U.S. Army Corps of Engineers would be required. Review by these entities pursuant to CEQA, the federal Endangered Species Act, the Clean Water Act, the Porter-Cologne Act, and NEPA would result in mitigation or avoidance of impacts or in disapproval of the grade separation project.

Second, Scenarios 2, 5 and 6 assume implementation of the County of Santa Clara 2040 Expressway Plan (with Scenario 2 assuming additional general-purpose lanes on Page Mill Road and Scenarios 5 and 6 instead assuming HOV lanes). The draft 2040 Expressway Plan includes widening of Page Mill Road between the I-280 interchange and Foothill Expressway as well as a grade separation project at the intersection of Page Mill Road and Foothill Expressway. Construction of parts of these projects would occur in areas that are biologically sensitive, particularly for the red-legged frog. (See Draft EIR Figure 4.3-1, depicting Zones 1, 2, and 3 of the Stanford HCP.) These impacts will require analysis when the County conducts its CEQA review of the proposed 2040 Expressway Plan, and may require review by the Regional Water Quality Control Board, California Department of Fish & Wildlife, U.S. Army Corps of Engineers, and the U.S. Fish & Wildlife Service. Review by these entities pursuant to CEQA, the federal Endangered Species Act, and potentially the Clean Water Act, the Porter-Cologne Act, and NEPA, would result in mitigation or avoidance of impacts or in disapproval of the project.

SUPP-ORG2-12 cont.

We request that the last sentence on page 4.3-6 be revised as follows: "The potential impacts to California tiger salamander as a result of increased traffic on Junipero Serra Boulevard generated by Stanford development under the scenarios are addressed through specific measures that are being implemented in the Stanford HCP."

SUPP-ORG2-13

We request that the second-to-last sentence on page 4.3-7 be revised to state: "With the possible exception of certain assumed infrastructure improvements that would undergo separate environmental review, neither scenario would directly impact special-status species or remove the habitat of special-status species."

SUPP-ORG2-14

9. Pages 4.3-8 and 4.3-9: The potential for the Alma/Palo Alto Avenue grade separation, Page Mill Road widening and Page Mill Road/Foothill Expressway grade separation to affect sensitive natural communities (Impact BIO-2) and movement corridors or wildlife nursery sites (Impact BIO-3), in the absence of mitigation through compliance with regulations, should also be addressed in the Final EIR. The City's creek setback requirements for new development are also relevant to these impacts, but are not currently discussed. **SUPP-ORG2-15**

10. Section 4.10 of the Supplement does not correct the text (page 4.10-6) and figure (4.10-2) from the Draft EIR indicating that all of the Stanford University academic campus constitutes a noise-sensitive land use. **SUPP-ORG2-16**

11. Page 4.11-1: A mistake was made in revisions to the last full sentence on the page. "1,884 housing units in added from 2000 to the SOI in 2014" should be "1,884 housing units in the SOI added from 2000 to 2014." **SUPP-ORG2-17**

12. Page 4.14-32: Please revise the seventh line in the "Existing Conditions" section as follows: "Stanford's Central Energy Facility produces ~~electrical and~~ thermal energy for the main Stanford campus." **SUPP-ORG2-18**

Respectfully submitted,

Whitney McNair
Director, Land Use Planning
Land Use and Environmental Planning
Stanford University

cc: Jean Snider, Stanford University
Jean McCown, Stanford University
Catherine Palter, Stanford University
Tiffany Griego, Stanford University

COMMENT LETTER # SUPP-PUB1

From: adcomm2@pacbell.net
To: Council, City
Subject: Comp plan
Date: Monday, March 20, 2017 11:20:55 AM

City Council,
Due to community concerns over both Transportation and School plan impacts shown in the plan, I ask the Council to delay action by 2 weeks to allow full newspaper coverage. Informed and engaged citizens are necessary to achieve full public confidence in the Comp Plan and City Council. Thank you.
Nancy Adler

SUPP-PUB1-01

Sent from my iPhone

COMMENT LETTER # SUPP-PUB2

From:	Todd Collins
To:	Lee, Elena
Cc:	Gitelman, Hillary
Subject:	Fwd: Important for Tonight"s Meeting - Impact of Housing Scenarios on PAUSD Schools
Date:	Monday, March 20, 2017 2:47:44 PM
Attachments:	School Impact Housing Analysis 3-20-2017.pdf

Elena,

Please accept the below email as comments on the Draft EIR for the Palo Alto Comprehensive Plan. I request that the City review the impact of the proposed housing plans on the PAUSD schools, addressing the concerns and questions below.

Thank you,
Todd Collins

---------- Forwarded message ----------
From: **Todd Collins** <todd@toddcollins.org>
Date: Mon, Mar 20, 2017 at 8:38 AM
Subject: Important for Tonight's Meeting - Impact of Housing Scenarios on PAUSD Schools
To: city.council@cityofpaloalto.org
Cc: Hillary.gitelman@cityofpaloalto.org, CityMgr@cityofpaloalto.org, Max McGee <mmcgee@pausd.org>, Cathy Mak <cmak@pausd.org>, Robert Golton <rgolton@pausd.org>

SUPP-PUB2-01

Dear Council Members,

I have reviewed the updated Supplement to the Draft EIR for the Comprehensive Plan Update as it relates to our PAUSD schools, and I have some serious concerns.

Please note that I am not speaking for the school board, which has not discussed this matter, but only for myself. I do have the additional qualification of having led a major part of the District's enrollment forecasting efforts in 2015-16, and as a result I am very familiar with the underlying data and forecast assumptions, as well as the District's current physical school capacity and available school sites.

Preliminary points:

- the Draft EIR mistakenly lists Elementary grades as "K-6" and Middle School grades as "7-8." Of course the correct grades for all of PAUSD are K-5 and 6-8. It is not clear whether this is simply a labeling error or if the student numbers are mis-counted for those levels.

- the PAUSD Board has not been presented with the Draft EIR scenarios or discussed them. I am not aware that the PAUSD staff has done any analysis on these scenarios either. It seems important that the Council and City should coordinate and get input from the Board and the District before moving ahead with such an important decision.

SUPP-PUB2-02

My observations:

- **The estimated enrollment for all EIR scenarios is potentially under-forecast by 30-40%.** This is the result of using a "multi-family" apartment unit student generation rate throughout. In fact, the vast majority of housing built in the last several years has not been multi-family apartments, and has generated substantially more students per unit than forecast.

SUPP-PUB2-03

- **Even multi-family apartment units, depending on their configuration, have generated very different levels of students,** from almost zero (Treehouse) to 0.7 students/unit (801 Alma).

SUPP-PUB2-04

- **PAUSD has a limited number of available school sites held in reserve -** Garland, 525 San Antonio, Fremont Hills, Cubberley, and, under certain circumstances, Ventura.
    - Garland (5 acres) is suitable for an elementary school only.
    - 525 San Antonio is sub-scale (3 acres) for a school site. It could be combined the the Greendell pre-school site, but then a new facility would be required for the pre-school program (no obvious choices is available)
    - Fremont Hills is located far from where any new housing is likely to be built.
    - Cubberley is available for a new school site. At 35 acres, the site is materially smaller than our current high school sites (45+ acres) and larger than our middle school sites (<30 acres)
    - Ventura can be repurchased by the District at a discount to FMV; this site is smaller than all current elementary school sites and has no room for expansion.
    - Note that there is NO site available in the district for a third high school comparable in size or facilities to the existing two high schools.

SUPP-PUB2-05

- **The enrollment capacity listed in the Draft EIR on page 4.12-2 overstates functional capacity at each level by 5-10%.** PAUSD has learned from experience that operating at or near 100% enrollment capacity creates a host of problems that make it unsustainable, including student overflows, lack of swing space, meeting space, art/music space, pull-out instruction space, teacher collaboration space, storage space, etc. Functional capacity is between 90-95% of theoretical capacity.

SUPP-PUB2-06

Please review the attached analysis, which shows the number of additional schools, by level, required for each Draft EIR Scenario, both per the EIR Supplement and assuming more conservative (and more appropriate in my view) student generation rates.

Based on this analysis, in my view, only Scenarios 1 & 2 can safely be said to fit within available District capacity, including available new sites. Scenarios 3 through 5 would stretch beyond current limits and require some combination of larger class sizes, widespread and permanent use of portable classrooms (absorbing play and open space), or new schools sites that currently do not exist. Scenario 6 under any assumption exceeds available capacity and would require new sites or significant crowding.

SUPP-PUB2-07

<u>Important Factors Not Considered</u>

In addition to basic capacity analysis, there are important factors omitted from the Draft EIR analysis which will impact the physical capacity of the schools during the forecast period.

SUPP-PUB2-08

- **Bubble Effect -** None of the scenarios take into account the "bubble" effect that accompanies rapid development, and which PAUSD is currently experiencing due to

rapid housing growth in 2008-2011. When new housing is built, families tend to move in with young children, not a mix of young and older. This means than rather than spread across the grades, as assumed in the Draft EIR Scenarios, they are concentrated in a few grades - a bubble. This places huge pressure on physical capacity at individual sites, as well as the need to shift staff year by year, creating uncertainty and turnover among the teaching staff. In PAUSD today, our middle schools are at or above capacity; our high schools expect to grow by 15-20% over the next 3 years; while our elementary schools are sharply shrinking. This roller-coaster effect is an expected impact of rapid and large scale housing development.

SUPP-PUB2-08 cont.

- **Stanford Expansion -** Stanford's new GUP application calls for 550 additional family housing units, plus 900 graduate student units. Under the current GUP, Stanford is in the process of building a net new 2000 graduate student units. The grad student units, while "non-family," have in the past driven increased enrollment due to "displacement effect," as grad students moved on campus, leaving behind units available for families with children. Altogether, it seems likely that Stanford's housing growth will generate between 500-1000 new students for the District, the equivalent of 1.25-2.5 elementary schools or an entire middle school. This count is not included in the analysis, but will consume the District's limited available capacity.

SUPP-PUB2-09

- **Teacher Housing -** PAUSD is exploring an innovative effort to build affordable teacher and staff housing on under-used sites, such as Cubberly and 525 San Antonio. This effort could be extremely effective in recruiting and retaining teachers and bringing teachers back into our community, as well as relieving housing pressure and reducing traffic, with no required taxpayer subsidy. But this can only happen if currently unutilized school sites can be safely put to use - if high enrollment growth must be planned for, available sites must be held back. A cost of high-growth plans in general housing will be the loss of teacher-specific housing.

SUPP-PUB2-10

Best regards,
Todd Collins

--
Todd Collins
650-403-2084
www.toddcollins.org

NOTE: Messages to/from this account related to PAUSD matters may be subject to disclosure under the California Public Records Act.

Draft EIF Supplement Scenario Analysis
Impact on PAUSD Enrollment vs. Capacity
19-Mar-17

Scenario #	1	2	3	4	5	6
Current Students (2014-15)	12,532	12,532	12,532	12,532	12,532	12,532
Add'l Students per EIR	1,940	1,940	2,355	2,790	2,355	3,583
Add'l Students at More Appropriate Student Generation Rates (SGR)						
- 30% greater SGR	2,522	2,522	3,062	3,627	3,062	4,658
- 40% greater SGR	2,716	2,716	3,297	3,906	3,297	5,016
Forecast Students by Level						
- Per EIR						
Elementary	6,580	6,580	6,772	6,973	6,772	7,339
Middle	3,400	3,400	3,495	3,596	3,495	3,779
High	4,492	4,492	4,620	4,753	4,620	4,997
- 30% greater SGR						
Elementary	6,849	6,849	7,098	7,359	7,098	7,835
Middle	3,534	3,534	3,659	3,789	3,659	4,027
High	4,671	4,671	4,837	5,011	4,837	5,328
- 40% greater SGR						
Elementary	6,939	6,939	7,207	7,488	7,207	8,000
Middle	3,579	3,579	3,713	3,853	3,713	4,110
High	4,731	4,731	4,909	5,097	4,909	5,438
Functional District Capacity (92.5% of Full Capacity as listed in EIR)						
Elementary	5,760	5,760	5,760	5,760	5,760	5,760
Middle	2,729	2,729	2,729	2,729	2,729	2,729
High	4,255	4,255	4,255	4,255	4,255	4,255

Near or At Available Physical Capacity
Above Available Physical Capacity
(see Available Physcial Capacity below)

Implied Add'l Schools Required District-wide						
- Per EIR						
Elementary	1.9	1.9	2.4	2.9	2.4	3.7
Middle	0.8	0.8	0.9	1.0	0.9	1.2
High	0.1	0.1	0.2	0.2	0.2	0.4
- 30% greater SGR						
Elementary	2.6	2.6	3.1	3.8	3.1	4.9
Middle	0.9	0.9	1.1	1.2	1.1	1.5
High	0.2	0.2	0.3	0.4	0.3	0.5
- 40% greater SGR						
Elementary	2.8	2.8	3.4	4.1	3.4	5.3
Middle	1.0	1.0	1.2	1.3	1.2	1.6
High	0.2	0.2	0.3	0.4	0.3	0.6

Available Physical Capacity	**Current Buildings**	**Unused Sites**	**Total**	**Notes**
Elementary	1	2	3	Rooms in current sites, plus Garland and 525/Greendell
Middle	0	1	1	Cubblerey is only available site
High	0	0	0	No sites currently available for comparable facility

SUPP-PUB2-11

COMMENT LETTER # SUPP-PUB3

From: Gitelman, Hillary
To: Lee, Elena; Costello, Elaine
Subject: FW: Item 16, Cmprehensive Plan EIR
Date: Monday, March 20, 2017 12:02:37 PM
Attachments: image001.jpg

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 |**E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Robert Moss [mailto:bmoss33@att.net]
Sent: Monday, March 20, 2017 11:02 AM
To: Council, City
Cc: Keene, James; Gitelman, Hillary
Subject: Item 16, Cmprehensive Plan EIR

Comprehensive Plan EIR (Item 16)
Mayor Scharff and City Councilmembers;

The staff report on the Comprehensive Plan EIR appears to have some errors in the data on housing impacts that should be addressed and corrected as needed. My comments are based on both data from a variety of sources and statements made in the past by former city planning directors and traffic engineers.

Packet p. 442 tabulates the projected costs from 6 scenarios. Cost impacts from residential development range from $927/unit/year for the lowest growth of 2720 units to $897/unit/year for the highest growth of 6000 units. This cost seems low. Some of you may recall that several years ago City Manager Keene in his introductory remarks t a city council meeting said that the net cost/residential unit was almost $2800/year. When I was helping to incorporate Rancho Palos Verdes in 1971 I was charged with determining the expected revenue and service costs/residential unit. At that time cost to service residential units was $750/year. Even if service costs have not risen in the past 45 years, in today's dollars that would be over $2500/unit/year. The net cost of residential development to the Palo Alto budget is grossly understated. **SUPP-PUB3-01**

Traffic impacts on p. 402 seem to be understated. Scenario 6 is projected to create 5600 fewer car trips than scenario 4 even though Scenario 6 has 2000 more housing units. Multifamily housing normally generates about 8 vehicle trips/unit/day. The % of people driving alone is assumed to stay at 58.6% for both Scenario 4 and Scenario 6 per the table, so the number of car trips for Scenario 6 should be at least 4500 trips/day higher, and total trips for Option 6 should be closer to 470,000 than 457,633. Of course, the claim will be made that more people will take transit than drive, but the % taking transit, biking, and walking is the same in the table, so more housing units = **SUPP-PUB3-02**

more vehicle trips. BTW several years ago, I was talking to the man who was then chair of the homeowner's association at Palo Alto Central, the condos next to the California Ave. Cal train station. He had recently polled his neighbors and found that 85% drove to work, only 15% took transit. Hard to live any closer to transit, but people still don't use it.

SUPP-PUB3-02 cont.

I suspect the number of current and projected jobs shown on p. 407 is understated. The business registry still has not had responses from a significant number of local businesses, and probably won't have a full update until later this summer, if then, as a number of businesses have been ignoring the requirement to respond. The fine for failure to respond is the same as the cost of obtaining a license and filling out lots of data on the business, so many businesses seem to have decided it is easier to just pay the fine and not provide time-consuming data reports.
Since so much data is lacking or questionable, it is too soon to select a "preferred scenario". I urge the council to defer action until all the data required, such as that noted above, is obtained and verified.

SUPP-PUB3-03

Yours very sincerely,

Bob Moss
Barron Park

COMMENT LETTER # SUPP-PUB4

From: Tirumala Ranganath
To: Lee, Elena
Subject: 6000 units by 2030, YOU MUST BE KIDDING ?
Date: Monday, March 20, 2017 2:40:59 PM

Dear City Council,

I am writing as a long term resident of South Palo Alto who is concerned about the alarming turn of events in the direction of the new City Council's plan to first, gut the community based Comprehensive plan that was worked on for two years in a thoughtful, systematic and deliberate manner and second to sign onto Scenario 6 !

The so-called Scenario 6 housing growth plan appears to be an unreasonable and poorly thought out attempt to ram through an enormous number of housing units over the next 14 years. I would respectfully urge you to not choose the Scenario 6 housing growth plan. I believe this would be an unmitigated disaster for the many quality of life issues, on so many levels that, I am left speechless. PLEASE DON'T TAKE THIS ROUTE.

SUPP-PUB4-01

Most of the residents in Palo Alto do favor more and especially better-priced housing here, but that is consistent with the
city's ability to absorb its impacts. If one goes out during the morning commute hours (that are already quite drawn out), one can see the traffic issues on all of the main thoroughfares, such as the Page Mill/Oregon corridor, the El Camino corridor, the Charleston/Arastradero corridor, the Alma corridor, the Middlefield corridor, the Embarcadero corridor, the University Avenuecorridor and last but not least the Park Blvd corridor in the vicinity of Groupon and onto California street. It is imperative that the City council take note of these traffic bottlenecks before signing onto any new proposals of housing growth within the town.

SUPP-PUB4-02

It is absolutely essential that traffic as a city wide problem needs to be addressed in a much more comprehensive manner. A great first step would be to hire a proven and reputable outside to carry out the traffic study. I believe the record of the existing traffic studies and their implementation(resulting in the kind of grid lock we see today), begs for a more comprehensive approach. The plan for 6,000 new units by 2030 would TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades, is not a sensible way to go.

SUPP-PUB4-03

I believe taking this route will guarantee a serious backlash from the community along the lines of what happened with the Maybell Avenue project of the not too distant past. Few reasonable people would agree to this, 6000 units by 2030 plan. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc can be actualized only if the city plans to prevent the new residents of these units to own cars ! Surely this cannot be a serious idea that the City Council is contemplating. So, please back off and reconsider, no matter how much pressure

SUPP-PUB4-04

SUPP-PUB4-05

" developers " put on you. If one were a developer, it would be an economic bonanza to be allowed to build housing units in Palo Alto - one would make a killing! I for one can understand that, but as a resident who is concerned about the quality of life questions, I don't want to sign up for the developers making a killing at the expense of the rest of us! It is certainly not in the best interest of the residents to sign up for this kind of a situation and I would expect the City council to weigh-in, in a very carefully thought out way.

SUPP-PUB4-05 cont.

Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgment, that Palo Altans will be happy with in the long run. Thanks for your attention in reading my input.

Sincerely,

T.R. Ranganath

COMMENT LETTER # SUPP-PUB5

From: PNR21-Comcast
To: Council, City
Subject: Tonights Item #16 Comprehensive Plan Update
Date: Monday, March 20, 2017 11:12:57 AM

Dear Council Members,

As a longtime Palo Alto resident I am glad that Council is reconsidering incorporating the Program Elements back into the comprehensive plan. I think this is a wise move.

I would urge you to postpone a decision on the 6 different scenarios for several weeks, to allow sufficient time for the community and the media to more fully flesh out the implications of each of these scenarios and to give residents sufficient time to more fully consider the broader impacts of each of these plans on the future of our community. I am concerned that many of the proposals do not adequately address the impacts on traffic, parking, school enrollment and general livability that are all important to mainting the character of our city.

SUPP-PUB5-01

SUPP-PUB5-02

Sincerely,

Peter N. Rosenthal
Crescent Park

Comp Plan DEIR comments March 21, 2017
Greg Schmid
gregschmid@sbcglobal.net

One of the critical goals of the DEIR is to assess consistency among the Elements. It is important that assumptions are aligned and that impacts are identified.

The Council's preferred scenario for net new office/R&D would yield up to three million square feet of new construction during the period 2015-2030, exempting only the SUMC area that was removed from the cap in 2011. Of the 3m in total, 1.3M square feet has already been approved at the SUMC and 1.7M remains under the existing cap.

It is important to note that the three million square feet of additional space would be a major increase in non-residential construction compared to historic periods. Between 1989 and 2015, total construction (including both 'monitored' and 'non-monitored' sites) averaged 94 thousand square feet per year, about one half of the projected 2015-2030 average of 200 thousand sq ft. per year. Even if we excluded the SUMC 1.3m sq ft, that would drop the 2015-2030 average to 113 thousand sq ft per year, it would still be about double the 57 thousand that were included in the 'monitored' 1989-2015 total (that basically excluded health care and non-profit facilities). (Existing Conditions Report, August 2014, Table A.3). SUPP-PUB6-01

The impact of this doubling in the rate of commercial/R&D space would certainly exacerbate the traffic and parking concerns already identified by residents in the Annual Citizens Survey from existing developments. The City has been monitoring Downtown parking since 1989. In its most recent report, the City estimated the Downtown parking deficit at 777 (Downtown Monitoring Report 2013-2015). The deficit is actually larger since the Downtown Residential Parking Permit program has issued approximately 1400 commercial permits, well above the identified deficit. There are now at least four other neighborhoods working on local RPP programs and the City is still assessing numbers, placements and costs. The City is also supporting the initiation of a Transportation Demand Management Plan to deal with peak hour traffic and parking. SUPP-PUB6-02

Both the TDM and the RPP programs are targeted to mitigate existing as well as new demand. But, note that the Transportation Element (Trans-1 Mitigation) states that it will "adopt a program with goal of achieving no net increase in peak period motor vehicle trips from new development". It is hard to build credibility in a program that is expected to mitigate new development without having a strong handle on existing deficits.

Effective traffic and parking mitigations cost money. The most effective program in the City is the City's accord with SUMC. There, SUMC has agreed to get 36 percent of all workers into non single occupancy vehicles and has pledged the equivalent of $2.5million per year to reach that goal (SUMC Annual Report, 2014-2015, pages 10-12). Any effective program needs to have an adequate cash supply to provide realistic alternatives. SUPP-PUB6-03

The traffic analysis seems understated. A number of key intersections are left out of the DEIR that have shown future F grades in recent traffic forecasts done for projects at 2555 Park and 1050 Page Mill (e.g. Middlefield/Oregon, Page Mill/El Camino, Page Mill/Hanover, El SUPP-PUB6-04

Camino/Grant). Further the traffic analysis cites an F grade for 1-280/Sand Hill interchange but leaves out similar interchanges that are just as crowded: I-280/Sand Hill, 101/University, 101/Oregon, 101/San Antonio and, of course the 280 and 101 Freeways. In general, the traffic analysis seems to play down traffic moving westward in the morning and eastward in the evening to Highway 101 and the Bay crossings.

SUPP-PUB6-04 cont.

SUPP-PUB6-05

SUPP-PUB6-06

The water analysis (Appendix C, pages C-31 & 32) states that the available water will be the same whether we have a population increase of 6 thousand or 14 thousand, a job increase of 9 thousand or 15 thousand. The CEQA baseline availability is given as 12,983 AFY (including recycled water). This compares with an actual supply of 11,582 in 2015 (2015 UWMP, p 103). The assumption is that SFPUC supplies will rise from 10,724 AFY to 12,692 AFY over the next decade and use will fall per capita to meet availability. You are making big assumptions about drought, environmental issues and neighboring demands without any discussion.

SUPP-PUB6-07

The need for a steady stream of income from new jobs to offset the impacts of traffic, parking and water needs should be covered in the Fiscal Analysis. The main tax that business pays directly to the City is the Property Tax. Property Tax is the largest source of tax dollars for the City and the fastest growing. (It plays the same role for all local governments—School Districts, County, Community Colleges, Special Districts). If the City must pay towards the mitigation of growth on traffic and parking, a critical source will be from Property Taxes.

SUPP-PUB6-08

The Fiscal Analysis estimates that the relative contribution of resident and employment uses are relatively balanced and will meet new demands (Fiscal Analysis, Figure B-1). Yet the key generator of additional Property Tax funds is property turnover. The Fiscal Analysis assumes that the turnover rate for residential properties over office/R&D is twice as high or 2:1 (Figure 13). This 2:1 figure does not seem remotely relevant for Palo Alto. Numbers for Assessed Valuation from Palo Alto's Comprehensive Annual Financial Report for 2010 and 2016 show that the tax generation differential between residential and non-residential based on turnover is on the order of 9:1 (The average annual rate of increase in assessed valuation between 2010 and 2016 for residential is 6.6% per year, for non-residential it is 2.5% per year. Subtract an annual increase of 2% from both since that is the automatic annual cap on valuation growth for unsold properties. That leaves comparable annual growth rates based on property turnover and new building of 4.6% for residential and 0.5% for non-residential or about 9:1.) In the long run, adding to non-residential properties relative to residential without mitigation has a serious long-term negative consequence for the tax burden on residents of the City.

SUPP-PUB6-09

SUPP-PUB6-10

SUPP-PUB6-11

Be explicit. Three million square feet of new commercial/R&D space for 2015-2030 has major consequences calling for substantial mitigations and the funds needed to meet the costs of effective mitigations.

SUPP-PUB6-12

COMMENT LETTER # SUPP-PUB7

From: slevy@ccsce.com
To: Gitelman, Hillary; Keene, James
Cc: Lee, Elena
Subject: EIR and School Comments
Date: Thursday, March 23, 2017 2:57:52 PM
Attachments: Santa Clara County Population and School Age Trends.xlsx

The EIR is required to look at the impacts of changes in growth.

However, there is a methodological flaw in this approach.

The total impacts to a future point are the changes related to growth AND the changes related to the impact of trends and policies apart from growth.

SUPP-PUB7-01

This note is oriented to the school impacts identified in the draft EIR and presented to council on March 20th.

First, my conversation with Joanna indicated she selected the higher of alternative factors provided by the school district relating enrollment to new housing.

I have two requests here

--1) that the lower factors provided by the district be added to the EIR and

SUPP-PUB7-02

--2) that the EIR or at least to the council that a full explanation of the new factors and why they were changed.

SUPP-PUB7-03

I am attaching a file that I complied from population projections developed by the California Department of Finance (DOF) and published in March 2017 and school enrollment projections published in December 2016.

The data show that Santa Clara County is expected to add slightly more than 300,000 residents between 2015 and 2030 yet school age population is anticipated to decline slightly with a larger decline in the 5-13 age groups and a small increase in the 14-17 age groups.

This reflects two trends--1) falling birth rates and 2) a larger share of the population over 65.

So for any school district it is important to assess the impact of these trends on the school age population in existing housing units, which I expect and the evidence indicates, will decline.

SUPP-PUB7-04

The increment from new units is not the same as and is likely to be higher than the enrollment change taking into account what will happen in existing housing units.

I am happy to meet if you wish and discuss this further.

SUPP-PUB7-05

Steve

From California Department of Finance
Population by age group

		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2015-2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
Santa Clara	0	23,774	24,268	24,086	24,755	23,972	24,059	23,159	23,029	22,813	22,571	22,448	22,043	22,076	22,185	22,132	22,154	22,225	22,563	22,734	23,225	23,369	-690	23,646	23,980	24,083	24,862	25,012	25,521	25,917	26,166	26,142	26,523	26,679	26,737	27,143	26,932	27,419	27,350	27,440	27,471	27,060	26,996	27,173	26,953	26,864	26,957	26,943	26,926	27,063	27,097	27,569	27,521
Santa Clara	1	24,259	23,698	24,228	24,036	24,715	24,056	23,918	23,091	22,953	22,747	22,517	22,190	21,955	22,008	22,136	22,075	22,106	22,163	22,508	22,681	23,167	-959	23,119	23,597	23,944	24,034	24,811	24,961	25,474	25,859	26,110	26,098	26,488	26,634	26,685	27,103	26,883	27,370	27,321	27,397	27,431	27,015	26,958	27,138	26,916	26,838	26,917	26,911	26,891	27,040	27,062	27,545
Santa Clara	2	25,483	24,579	24,065	24,555	24,384	25,030	24,252	24,270	23,448	23,281	23,108	22,888	22,775	22,376	22,410	22,507	22,439	22,483	22,544	22,889	23,096	-1,774	23,520	23,720	23,998	24,336	24,431	25,227	25,354	25,867	26,246	26,521	26,510	26,933	27,041	27,120	27,519	27,321	27,787	27,748	27,806	27,864	27,461	27,379	27,540	27,374	27,260	27,348	27,320	27,329	27,509	27,482
Santa Clara	3	25,943	25,777	24,902	24,380	24,851	24,649	25,235	24,545	24,570	23,790	23,603	23,413	23,216	23,077	22,672	22,756	22,869	22,789	22,794	22,888	23,216	-1,451	23,436	23,855	24,040	24,339	24,726	24,797	25,578	25,731	26,214	26,596	26,855	26,863	27,283	27,281	27,484	27,855	27,681	28,157	28,111	28,164	28,242	27,854	27,772	27,914	27,731	27,644	27,720	27,720	27,683	27,897
Santa Clara	4	25,294	26,176	26,029	25,175	24,664	25,076	24,812	25,455	24,770	24,813	24,647	23,877	23,673	23,492	23,364	22,938	23,021	23,138	23,088	23,079	23,172	-1,704	23,477	23,717	24,133	24,354	24,580	24,976	25,104	25,877	26,027	26,529	26,908	27,169	27,186	27,592	27,684	27,789	28,163	28,000	28,653	28,430	28,471	28,580	28,167	28,097	28,238	28,053	27,980	28,033	28,064	28,026
Santa Clara	5	25,114	25,540	26,412	26,262	25,385	24,928	25,205	25,036	25,703	25,022	25,060	24,296	24,117	23,927	23,735	23,611	23,193	23,284	23,414	23,353	23,372	-1,596	23,466	23,752	24,018	24,397	24,640	24,874	25,251	25,370	26,192	26,300	26,800	27,196	27,462	27,476	27,895	27,994	28,102	28,454	28,334	28,759	28,714	28,743	28,503	28,456	28,404	28,543	28,387	28,283	28,326	28,385
Santa Clara	6	24,711	25,096	25,553	26,421	26,279	25,107	24,854	25,229	25,058	25,729	25,035	25,078	24,319	24,143	23,953	23,791	23,633	23,230	23,103	23,437	23,165	-2,140	23,197	23,485	23,774	24,036	24,417	24,660	24,898	25,273	25,395	26,218	26,328	26,824	27,236	27,485	27,502	27,927	28,024	28,134	28,485	28,164	28,788	28,742	28,767	28,931	28,483	28,432	28,564	28,401	28,308	28,346
Santa Clara	7	24,733	24,668	25,113	25,573	26,429	26,405	25,435	24,877	25,249	25,074	25,760	25,059	25,094	24,337	24,160	23,976	23,765	23,657	23,245	23,124	23,464	-2,941	23,390	23,422	23,514	23,802	24,056	24,435	24,679	24,925	25,293	25,414	26,245	26,356	26,844	27,266	27,514	27,527	27,946	28,090	28,157	28,506	28,385	28,817	28,769	28,796	28,962	28,509	28,463	28,594	28,433	28,333
Santa Clara	8	23,584	24,697	24,678	25,118	25,577	26,352	26,324	25,445	24,893	25,259	25,086	25,774	25,077	25,106	24,390	24,174	23,992	23,773	23,683	23,266	23,141	-3,211	23,469	23,402	23,439	23,527	23,824	24,078	24,456	24,697	24,940	25,306	25,431	26,258	26,369	26,859	27,281	27,527	27,545	27,958	28,061	28,175	28,519	28,397	28,827	28,780	28,817	28,977	28,529	28,479	28,617	28,452
Santa Clara	9	24,221	23,577	24,717	24,696	25,135	25,721	26,476	26,148	25,469	24,921	25,282	25,110	25,804	25,101	25,135	24,981	24,205	24,022	23,795	23,734	23,296	-7,775	23,175	23,101	23,431	23,477	23,561	23,864	24,108	24,488	24,725	24,980	25,331	25,458	26,286	26,396	26,891	27,314	27,536	27,976	27,984	28,078	28,205	28,549	28,434	28,861	28,804	28,856	29,012	28,583	28,518	28,650
Santa Clara	10	23,465	24,179	23,589	24,715	24,704	25,222	25,634	26,471	26,347	25,471	24,929	25,293	25,109	25,813	25,104	25,146	24,989	24,210	24,027	23,796	23,726	-1,496	23,502	23,286	23,500	23,434	23,479	23,564	23,872	24,109	24,499	24,727	24,985	25,144	25,462	26,294	26,400	26,895	27,322	27,557	27,592	27,987	28,106	28,215	28,590	28,442	28,868	28,810	28,859	29,022	28,567	28,529
Santa Clara	11	22,903	23,450	24,212	23,607	24,742	24,844	25,155	25,671	26,103	26,179	25,507	24,962	25,332	25,142	25,847	25,133	25,184	24,424	24,253	24,060	23,831	-1,072	23,765	23,340	23,421	23,535	23,469	23,519	23,603	23,905	24,146	24,536	24,762	25,036	25,376	25,499	26,136	26,440	26,915	27,390	27,595	27,630	28,034	28,141	28,249	28,604	28,477	28,912	28,850	28,894	29,059	28,603
Santa Clara	12	22,623	22,851	23,431	24,192	23,592	24,819	24,744	25,136	25,651	26,484	26,356	25,493	24,942	25,312	25,125	25,832	25,110	25,160	24,402	24,242	24,043	-776	23,812	23,748	23,324	23,396	23,514	23,446	23,502	23,586	23,886	24,127	24,513	24,742	25,004	25,361	25,487	26,316	26,420	26,918	27,346	27,582	27,609	28,011	28,126	28,231	28,594	28,463	28,896	28,840	28,879	29,041
Santa Clara	13	22,584	22,607	22,872	23,447	24,208	23,699	24,755	24,763	25,190	25,670	26,504	26,375	25,510	24,959	25,334	25,138	25,841	25,127	25,176	24,918	24,257	558	24,063	23,830	23,771	23,749	23,417	23,538	23,466	23,522	23,604	23,915	24,145	24,538	24,765	25,026	25,179	25,514	26,338	26,438	26,933	27,268	27,602	27,634	28,033	28,148	28,253	28,612	28,482	28,915	28,856	28,907
Santa Clara	14	22,528	22,542	22,606	22,871	23,441	24,308	23,628	24,759	24,777	25,156	25,676	26,513	26,381	25,518	24,964	25,340	25,152	25,852	25,130	25,180	24,428	1,301	24,255	24,069	23,839	23,786	23,739	23,425	23,545	23,481	23,534	23,610	23,924	24,156	24,547	24,771	25,035	25,383	25,522	26,350	26,450	26,942	27,386	27,610	27,642	28,039	28,151	28,240	28,620	28,493	28,928	28,871
Santa Clara	15	22,592	23,762	23,833	23,907	24,177	24,837	25,528	24,920	26,044	26,078	26,450	26,963	27,207	27,681	26,814	26,266	26,635	26,449	27,149	26,428	26,473	1,636	25,729	25,554	25,362	25,130	25,087	24,651	24,722	24,840	24,777	24,932	25,216	25,458	25,843	26,068	26,330	26,682	26,822	27,649	27,744	28,234	28,681	28,918	28,940	29,336	29,450	29,557	29,914	29,791	30,220
Santa Clara	16	22,379	22,204	23,138	23,335	23,592	23,122	24,334	25,191	24,596	25,736	25,804	26,165	26,694	27,575	27,439	26,614	26,079	26,430	26,248	26,982	26,256	2,934	26,299	25,590	25,412	25,225	24,977	24,981	24,542	24,605	24,732	24,672	24,749	24,818	25,123	25,397	25,795	26,002	26,281	26,647	26,778	27,603	27,734	28,197	28,651	28,693	28,926	29,233	29,452	29,586	29,922	29,798
Santa Clara	17	22,581	22,348	22,181	23,196	23,267	22,935	22,973	24,070	24,984	24,403	25,558	25,656	26,016	26,561	27,445	27,305	26,537	26,000	26,369	26,170	26,898	3,963	26,210	26,258	25,549	25,390	25,201	24,956	24,949	24,543	24,602	24,738	24,688	24,775	24,854	25,151	25,446	25,838	26,043	26,341	26,712	26,855	27,691	27,807	28,268	28,752	28,993	29,036	29,427	29,563	29,696	30,046
Santa Clara	18	22,271	24,001	24,010	23,799	25,012	24,531	24,485	24,637	25,785	26,719	26,174	27,331	27,459	27,833	28,400	29,298	29,118	28,387	27,870	28,238	28,059	3,538	28,790	28,095	28,139	27,417	27,299	27,104	26,880	26,881	26,480	26,532	26,490	26,624	26,738	26,815	27,114	27,432	27,836	28,021	28,335	28,729	28,852	29,705	29,836	30,288	30,782	31,022	31,078	31,459	31,601	31,740
Santa Clara	19	21,942	22,721	24,522	24,490	24,288	25,047	24,836	24,929	25,047	26,250	27,212	26,696	27,844	27,982	28,265	28,946	29,846	29,660	28,947	28,441	28,819	3,772	28,641	29,374	28,698	28,762	28,044	27,919	27,732	27,487	27,536	27,152	27,190	27,359	27,295	27,415	27,490	27,817	28,134	28,517	28,733	29,052	29,445	29,583	30,439	30,577	31,034	31,512	31,766	31,831	32,217	32,359

About the Data

PROJECTED CALIFORNIA PUBLIC K-12 GRADED ENROLLMENT BY COUNTY BY SCHOOL YEAR

	2016 Series Actual	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	
	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2015-2025
SANTA CLARA	274,293	274,772	276,030	275,246	274,971	273,441	271,742	270,399	268,571	266,416	264,860		-9,433

Total Population

	Estimates		Projections							
	2010	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060
Santa Clara County	1,790,301	1,915,102	2,018,257	2,134,786	2,230,564	2,337,470	2,443,718	2,545,513	2,640,479	2,736,922	2,810,865

5-17 ages

-6,349

5-13

-15,002

14-17

2015-2030

315,462

8,653

SUPP-PUB7-06

COMMENT LETTER # SUPP-PUB8

From: slevy@ccsce.com
To: Gitelman, Hillary; Keene, James
Cc: Lee, Elena
Subject: EIR and schools
Date: Friday, March 24, 2017 3:36:51 PM

I recommend grabbing a copy of the Post for today.

Collins is quoted as saying birth rates are falling all around the region and the number of women in childbearing ages is falling.

To reemphasize the clarification needed in the EIR and discussion of school enrollment it depends on

1) the number of new housing units and how many kids, which depends on the type of unit and

2) the number of women in childbearing ages and their fertility rates.

Both parts of point 2 go to the importance of understanding and reporting on what will go on in existing homes.

I think the EIR can be improved relative to the tables on pages 407 and 408 I think. **SUPP-PUB8-01**

Remember the confusion council member Tanaka had on the small percentage difference between the fiscal impacts of scenarios RELATIVE TO THE BASE LEVELS.

And my memory is thaT the fiscal study had %S IN THE REPORT **SUPP-PUB8-02**

But the tables on 407 and 408 do not though one can infer them.

So for vehicle trips, water use, GHG as well as population and jobs, an additional table showing changes relative to each other and to the base would be very helpful.

THE IMPORTANT POINT IS THAT SUCH PERCENTAGES WOULD SHOW CLEARLY THAT WHAT HAPPENS TO THE EXISTING RESIDENTS AND WORKERS IS CRITICAL RATHER THAN SMALL CHANGES IN GROWTH LEVELS. **SUPP-PUB8-03**

Do an example for trips or GHG and you will see the impact.

It is a flaw in the EiR methodology but one that can be corrected.

Thanks

Steve

COMMENT LETTER # SUPP-PUB9

From: slevy@ccsce.com
To: Gitelman, Hillary; Keene, James
Cc: Lee, Elena
Subject: Re: looking at vehicle trips
Date: Monday, March 27, 2017 11:34:01 AM

meant to say scenario 4 versus 3

and would like to know outside of the formal process whether scenario 4 trips are lower from mitigation as am going to PTC on Wednesday. **SUPP-PUB9-01**

On 2017-03-26 11:13, slevy@ccsce.com wrote: **SUPP-PUB9-02**

> I made this spreadsheet to give staff an idea of how to include a more detailed comparison of alternatives in the final EIR.
>
> I want to point out the question about why trips in scenario 5 are fewer than in scenario 3 despite more jobs and housing. **SUPP-PUB9-03**
>
> I think the answer if it is more mitigation measures and not an error is illuminating for thinking about growth impacts and policy.
>
> As usual with the restricted EIR requirements, it is hard for policy makers to see how much more power there is in changing the behavior of existing residents and workers compared to small changes among feasible growth alternatives. **SUPP-PUB9-04**
>
> I am around this week and then off to Cape Town and as always happy to come and chat.
>
> Staff could take this template and apply it to water, energy, GHG and the like.
>
> Steve

Motor Vehicle Trips

	Scenario						
	2014	1	2	3	4	5	6
	432122	479498	467567	475362	463255	444204	457633
Change from 2014		11.0%	8.2%	10.0%	7.2%	2.8%	5.9%

Focusing on scenarios 2,3 and 4

Added Jobs			9850	12755	15480		
Added Housing			2720	3545	4420		

Question--why does scenario 4 with more jobs and housing than scenario 3 have fewer trips
And what are the policy implications of comp[aring scenarios if this is because tsceario 4 has more mitgation measures

Reduction in trips from base population to offset impact of growth

			8.2%	10.0%	7.2%		

SUPP-PUB9-05

COMMENT LETTER # SUPP-PUB10

From: slevy@ccsce.com
To: Gitelman, Hillary; Keene, James
Cc: Lee, Elena
Subject: school enrollementt, population growth and fertility rates
Date: Thursday, March 30, 2017 1:54:23 PM
Attachments: P_BirthsReport.xlsx

For your discussion tomorrow with the District.

The official long-term demographic projections are done by the California Department of Finance.

They released a new set in January 2017 developed by Ethan Sharygin on their staff.

Earlier I sent you a Santa Clara County file showing that with a population gain of 300,000 projected between 2015 and 2030, there are actually fewer K-12 age residents. **SUPP-PUB10-01**

On Monday and again last night Todd Collins made a number of assertions about generation rates and fertility rates.

I attach a statewide file showing the sharp drop in fertility rates (righ hand column) in the past decade and the projection that they will continue to decline, which is a more recent finding that whatever Collins was referring to when he said rates would stay flat.

I have asked Ethan for the county rates, which in my memory were also declining when I reviewed the new projections under contract to SCAG. **SUPP-PUB10-02**

For two reasons it is reasonable to conclude that generation rates for new housing will be lower than existing rates.

One, even if fertility rates do not decline more the students in existing new developments were born in a time of higher birth rates. Even today's rates would produce fewer children per family. **SUPP-PUB10-03**

Two, the projected continuing decline in birth rates would produce even lower generation rates. **SUPP-PUB10-04**

The state department of finance is the authority on birth rate trends and Ethan consulted national, state and regional demographers when preparing the new population projections. This is not the expertise of school enrollment assessment firms. **SUPP-PUB10-05**

Of course a major impact on enrollment will come from existing homes and these declining birth rates should, other things being equal, reducee the enrollment over time from the existing housing stock.

I hope that good technical advice prevails and let me know if I can help. When Ethan responds about our county, I will pass it along. **SUPP-PUB10-06**

steve

Calendar year age-specific fertility rates: historical and projected; California, 1990-2040

Calendar Year	Fertility rate of women age: Age 15-19	Age 20-24	Age 25-29	Age 30-34	Age 35-39	Age 40-44	Age 45-49	Total Fertility Rate (TFR)
Historical								
1990	0.07207	0.14057	0.13602	0.09630	0.04373	0.00897	0.00057	2.49
1991	0.07477	0.14123	0.13239	0.09438	0.04437	0.00942	0.00058	2.49
1992	0.07374	0.14026	0.12815	0.09275	0.04463	0.00975	0.00059	2.45
1993	0.07271	0.13866	0.12486	0.09123	0.04386	0.00994	0.00061	2.41
1994	0.07123	0.13514	0.12111	0.09061	0.04424	0.01031	0.00068	2.37
1995	0.06775	0.13202	0.11820	0.09038	0.04477	0.01059	0.00068	2.32
1996	0.06174	0.12973	0.11729	0.09017	0.04519	0.01083	0.00065	2.28
1997	0.05629	0.12296	0.11420	0.08905	0.04519	0.01076	0.00072	2.20
1998	0.05238	0.11802	0.11405	0.09024	0.04575	0.01081	0.00069	2.16
1999	0.04939	0.11217	0.11348	0.09205	0.04642	0.01076	0.00077	2.13
2000	0.04704	0.10944	0.11628	0.09719	0.04894	0.01156	0.00080	2.16
2001	0.04465	0.10536	0.11508	0.09652	0.04960	0.01170	0.00087	2.12
2002	0.04165	0.10208	0.11597	0.09827	0.05106	0.01198	0.00092	2.11
2003	0.04001	0.10022	0.11779	0.10227	0.05380	0.01273	0.00094	2.14
2004	0.03929	0.09934	0.11646	0.10387	0.05593	0.01281	0.00092	2.14
2005	0.03849	0.10019	0.11575	0.10613	0.05674	0.01297	0.00108	2.16
2006	0.03950	0.10325	0.11644	0.10841	0.05804	0.01364	0.00107	2.20
2007	0.03914	0.10178	0.11636	0.11086	0.05874	0.01368	0.00109	2.21
2008	0.03744	0.09608	0.11218	0.10815	0.05796	0.01417	0.00122	2.14
2009	0.03440	0.08794	0.10705	0.10353	0.05673	0.01404	0.00119	2.02
2010	0.03120	0.08078	0.10363	0.10132	0.05663	0.01414	0.00111	1.94
2011	0.02840	0.07471	0.10119	0.10198	0.05752	0.01433	0.00118	1.90
2012	0.02625	0.07174	0.10036	0.10354	0.05947	0.01446	0.00127	1.89
2013	0.02322	0.06815	0.09641	0.10313	0.06021	0.01441	0.00132	1.83
2014	0.02082	0.06676	0.09562	0.10638	0.06329	0.01486	0.00134	1.85
2015	0.01896	0.06316	0.09220	0.10547	0.06324	0.01494	0.00138	1.80
Projected								
2016	0.01797	0.06147	0.09132	0.10587	0.06387	0.01511	0.00140	1.79
2017	0.01703	0.05982	0.09046	0.10619	0.06450	0.01529	0.00143	1.77
2018	0.01615	0.05818	0.08959	0.10641	0.06507	0.01547	0.00146	1.76
2019	0.01532	0.05658	0.08874	0.10680	0.06562	0.01565	0.00148	1.75
2020	0.01457	0.05500	0.08792	0.10729	0.06617	0.01583	0.00151	1.74
2021	0.01386	0.05346	0.08712	0.10783	0.06675	0.01601	0.00154	1.73
2022	0.01319	0.05196	0.08630	0.10836	0.06727	0.01620	0.00157	1.72
2023	0.01254	0.05053	0.08550	0.10880	0.06781	0.01639	0.00159	1.72
2024	0.01192	0.04916	0.08472	0.10919	0.06836	0.01658	0.00162	1.71
2025	0.01131	0.04782	0.08395	0.10958	0.06893	0.01677	0.00165	1.70
2026	0.01074	0.04651	0.08319	0.11004	0.06950	0.01697	0.00168	1.69
2027	0.01020	0.04525	0.08245	0.11051	0.07010	0.01716	0.00171	1.69
2028	0.00968	0.04402	0.08171	0.11097	0.07069	0.01736	0.00174	1.68
2029	0.00920	0.04283	0.08097	0.11143	0.07128	0.01757	0.00177	1.68
2030	0.00874	0.04166	0.08024	0.11190	0.07188	0.01777	0.00181	1.67
2031	0.00831	0.04054	0.07951	0.11237	0.07247	0.01798	0.00184	1.67
2032	0.00790	0.03944	0.07878	0.11284	0.07307	0.01819	0.00187	1.66
2033	0.00751	0.03837	0.07807	0.11329	0.07367	0.01840	0.00190	1.66
2034	0.00714	0.03734	0.07736	0.11375	0.07429	0.01862	0.00194	1.65
2035	0.00679	0.03634	0.07669	0.11424	0.07496	0.01885	0.00197	1.65
2036	0.00645	0.03537	0.07602	0.11474	0.07563	0.01909	0.00201	1.65
2037	0.00613	0.03444	0.07537	0.11525	0.07630	0.01933	0.00204	1.64
2038	0.00583	0.03352	0.07472	0.11577	0.07699	0.01957	0.00208	1.64
2039	0.00554	0.03264	0.07408	0.11629	0.07768	0.01982	0.00212	1.64
2040	0.00527	0.03177	0.07344	0.11681	0.07838	0.02007	0.00215	1.64

Projections Prepared by Demographic Research Unit, California Department of Finance, February 2017

SUPP-PUB10-07

COMMENT LETTER # SUPP-PUB11

From: Fred Balin
To: Lee, Elena
Subject: DRAFT EIR Comment: HazMat
Date: Friday, March 31, 2017 10:05:45 PM

Hazards and Hazardous Materials Section

The discovery of a new source of hazardous materials three years ago at the 1601 California Avenue site following building demolition (Trichloroethylene in particular) and follow-up resident-initiated expert testing in the adjacent neighborhood indicates that additional discoveries of hazardous materials in Stanford Research Park are still possible and that the spread of volatile organic compounds such as TCE is not completely identified. The draft EIR does not clearly and completely map the areas and extent of these hazardous materials and the danger they pose.

SUPP-PUB11-08

Fred Balin
2385 Columbia Street
Palo Alto, CA 94306

COMMENT LETTER # SUPP-PUB12

From: slevy@ccsce.com
To: Lee, Elena; Gitelman, Hillary
Cc: Keene, James
Subject: final EIR and school thoughts
Date: Friday, March 31, 2017 10:50:50 AM

1) text and slides re the fiscal analysis are using language that suggest the fiscal benefits of each new resident are slightly larger than for each new employee.

As council member Tanaka pointed out, this makes no sense.

It is an artifact of a choice the consultant made that I flagged two years ago and which has not been changed.

that decision was to attribute night time police work downtown to the employees of establishments rather than to the rowdies.

This is an even stranger decision (and to remain) since the consultants (fine folk all) did make the distinction of adding visitors as a category for attributing hotel and shopping center activity.

Since the existing conclusion is illogical and has become political. the update should either change the balance (it simply involves moving one number between categories) or noting that choice and how it affects the resident/employee balance

SUPP-PUB12-01

2) You now have information that the existing student generation rates reflect history and not the future (and did Jaonna ever clarify that the city was given a range and chose the high).

The choice to say that new households either moving into new or existing homes will have the same generation rates as those coming from a cohort where birth rates were much higher is the same as the often stated and false implication that the next generation of Latino workers will have the same income profile as their parents despite knowing that their education and language skills are rising and already much higher than their parents.

Readers of the EIR should be informed that birth rates have declined and are expected to fall more and, moreover, that the District consultant was not asked to project generation rates for 2030 and has no expertise to do so.

SUPP-PUB12-02

This is also political including a sitting school board member citing garbage to the council and PTC.

As Cara wrote to the CAC it is against state law to deny housing related to potential enrollment.

Finally I hope for changes and substantive responses, not claims that there is no time or we really appreciate your comments and will include them in the next Comp Plan EIR in 2030.

SUPP-PUB12-03

Thanks

Steve

CITY OF PALO ALTO CITY COUNCIL TRANSCRIPT

Regular Meeting
March 20, 2017

The City Council of the City of Palo Alto met on this date in the Council Chambers at 6:07 P.M.

Present: DuBois, Filseth, Fine, Holman arrived at 6:11 P.M., Kniss, Kou, Scharff, Tanaka, Wolbach

Absent:

Closed Session

1. CONFERENCE WITH LABOR NEGOTIATORS.

   THIS ITEM WILL NOT BE HEARD THIS EVENING AND WILL BE RESCHEDULED.

Special Orders of the Day

At this time Council heard Agenda Item Number 3.

3. Proclamation of the Council of the City of Palo Alto Honoring Loretta Green.

Mayor Scharff: The first order of business is a Proclamation of the Council of the City of Palo Alto honoring Roy Clay. Roy's running a little late, so we're going to move on to Loretta Green, a Proclamation honoring her. When Roy arrives, we will break from whatever we're doing and then honor Mr. Clay. Rob de Geus, do you want to introduce it?

Rob de Geus, Community Services Director: Good evening, Mayor and Council Members. I'm happy to do that. Rob de Geus, Director of Community Services. Happy to be here again this evening to introduce two individuals. Of course, Roy will come a little bit later, we hope. As I shared a few weeks ago, just in terms of background, at our annual Marin Luther King Jr., event, East Palo Alto Mayor Larry Moody and our Mayor, Mayor Scharff, had a conversation about the important contributions African-Americans have made to the City of Palo Alto and our community. With that in mind, we continue to show our appreciation and our gratitude as we honor the significant contributions of Roy Clay and Loretta Green. They've helped

build and strengthen our community. They're individuals who have shown exceptional leadership and integrity and made a positive difference locally and beyond. With that, we just feel a little appreciation for having them in our community.

Mayor Scharff: Thank you very much. I've asked Vice Mayor Kniss to read the Proclamation honoring Loretta Green.

Vice Mayor Kniss: I requested reading it. Loretta, could you come up closer to the mike so that we can have you right in our sights while I read this? She read the proclamation into the record. What a perfect award for you. Thanks, Loretta.

Loretta Green: Thank you so much. It's an honor to receive this award. It's been a special honor to live in this City and serve the City both as a volunteer and as a journalist. Thank you so very much.

Mayor Scharff: Don't go anywhere, because I need to come give you the Proclamation. It's an honor to present you with this Proclamation.

Agenda Changes, Additions and Deletions

None.

City Manager Comments

Mayor Scharff: Now, we're to City Manager Comments. Welcome back, Mr. Keene. It's so good to see you.

James Keene, City Manager: Thank you very much. I apologize. I was just doing my own personal Forest Gump. I just started running, and I just kept going for 7 weeks, and I finally stopped. No, I had a health challenge that should have been perfunctory, had a little complication, had to go through the repair work on all of that. I'm really glad to be back. I really thank the Council support and our Staff. Particularly thanks to Ed Shikada for the great work that he did as Assistant City Manager. I'm going to do the Manager's comments and then split for the rest of the night, let Ed take over. Just kidding. You're all familiar, of course, that we're in the second phase of the RPP Program in Downtown and the first phase for the Evergreen Park/Mayfield district. As of Sunday night, our vendor reports that we've sold over 1,200 resident permits for Downtown and are just starting to sell resident permits for Evergreen/Mayfield with about 50 sold in the first few days of availability. This week, we'll continue to get the word out to residents, and we'll start spreading the word to businesses, employees. Permits in these districts will become available as follows.

Downtown employee permits for low-income workers will be sold beginning April 2nd. All employees in the district will be eligible to purchase permits starting April 9th. For Evergreen/Mayfield, employee permits will be available in three phases as follows. Employees on the waiting list for parking lots and garages in the area were eligible to purchase permits beginning last week. Secondly, low-income workers will be eligible to purchase permits beginning March 26. All other employees will be eligible to purchase permits beginning April 9th. It's at that point the City will be able to fully evaluate the concerns and requests for additional permits specific to medical and dental professionals in the area of that RPP district area. There were apparently some serious issues with the website people used to purchase permits the first couple of days. We think most of those issues have been resolved. There's still some fine tuning underway. I ask the Council if you hear otherwise to pass those comments onto us. Our consultant will be stationed at the customer service counter on the first floor in City Hall during business hours to help people who are having difficulty, if they're having it, purchasing permits online. We'll bring back up support as needed. They've also committed to allocate the resources necessary to promptly return email and voicemail to their customer service phone number and email box. During this same period, contractors will be busy installing signs out in the field. Staff has sent a survey to Southgate residents regarding establishment of an RPP Program in their neighborhood. Staff will also be hosting a business open house for employees in the Evergreen Park/Mayfield district on March 22nd and one for employees in the Downtown district on March 29th. We know there's a lot going on. We ask Council Members again to help steer constituents to our website and to defuse some of the anxiety out there. Everything will be okay. I wanted to share an update on significant structure fires we've had in the past 10 days, a really bizarre situation. We've had four structure fires in the past 10 days, which is about what we have in an entire year typically. First of all, March 10th, Friday, at Town and Country Village a two-alarm structure fire occurred at Jamba Juice, and the fire burned a rear storage area but didn't extend to other businesses. All businesses were able to continue operating by Saturday morning. Secondly, on Saturday, March 11th, at the Stanford Medical School building a three-alarm structure fire and hazardous materials incident occurred in the research lab attached to the hospital. A total of 61 firefighters from fire departments in Santa Clara and San Mateo Counties responded to the incident. This is the most significant incident on Stanford in the last 44 years. Third, on Saturday, March 18th, a one-alarm structure fire burned a bedroom and attic of a two-story home in Midtown on Toyon Place. The family was displaced because of the fire. Yesterday, on March 19th, a two-alarm structure fire burned an attic area and roof of a single home on Seale Avenue in Old Palo Alto neighborhood. The family was displaced. All of these incidents are unrelated and under investigation.

Fortunately, no injuries to citizens or firefighters. For the longest period of time, we've had less than ten structure fires in the course of a year. City of Palo Alto Staff and Cubberley tenants will be hosting the Third Annual Cubberley Community Day this Saturday, March 25th. The day will begin at 9:00 a.m. with Canopy and Kiwanis leading volunteers in tree planting and mulching projects around the front of the campus. At 11:00 a.m., there will be performances and demonstrations on the stage in the outdoor Cubberley amphitheater. Please come and enjoy the vibrant community at Cubberley and see all the opportunities and activities available to the public. It's always a great way to show support for the artists and other folks who make Cubberley their home. Volunteer activities will run from 9:00 a.m. to noon with demonstrations, food, and activities running from 11:00 a.m. to 1:00 p.m. March 31st marks the deadline for businesses currently enrolled in the City's Business Registry to renew their registration. New businesses are also required to register with the City through the online tool. To make the process as simple as possible, the City has developed an easy to use website for online registration at https://registermybusiness.cityofpaloalto.org. Thousands of businesses were notified over the past 2 weeks about the deadline, including information about how to register online. The registry flat fee covers only the administrative expenses of the program and is not a revenue-generating tool of any sort for the City. Most businesses should have the necessary data readily available and be able to fill out the questionnaire and pay a fee online in a few minutes. We'll certainly give the Council a follow-up report on the reregistration process on this year's Registry. From the City Clerk, just another reminder that the City is looking for engaged community members to serve on the Human Relations Commission, the Library Advisory Commission, the Public Art Commission, and the Utilities Advisory Commission. Applications are available on the Clerk's webpage at cityofpaloalto.org/clerk, and the application deadline is April 4th at 4:30 p.m. Finally, tomorrow night, March 21st, celebrated author Shaka Senghor, author of *Righting My Wrongs: Life, Death and Redemption in an American Prison*, will be speaking at Cubberley Theatre at 7:00 p.m. This is part of the annual Silicon Valley Reads program and is sponsored by the Friends of the Palo Alto Library. This year's theme is justice for all. You can find more information on the Library's webpage. That's all I have to report. Thank you.

Mayor Scharff: Thank you very much.

Oral Communications

Mayor Scharff: Now, we'll move on to Oral Communications. We have Sea Reddy to be followed by Mark Petersen-Perez. You'll each have 3 minutes.

Sea Reddy: Good evening, City Council. I'd like to thank Mayor Greg Scharff, Lydia Kou, Greg Tanaka, and Adrian Fine who attended the College Terrace annual meeting last Saturday. We got to know our Mayor's views a lot more. I appreciate the time they spent with us. The second item is near and dear to all of us. This is the time of the week that our seniors in the accomplished Palo Alto high schools get college notifications. We've all been parents. Some disappointments, some congratulations, but nothing matters more than graduating. I can assure the children, the families that they're going to do fine. They're going to do much better than they might be thinking. It's time to reflect and congratulate them. Also remember that, if you are absent for more than six times in a class, you could get an "F," and you have to be here for summer. We have to manage our children's whatever, glory or disappointments. Please allow that. Third thing, great news. There's a lot of talk about President Trump doing this and that. I'm happy to inform you that one of my customers, managers that I supported at Boeing has been picked to be the number one Pentagon official. His name is Pat Shanahan. He is an outstanding person that has the greatest way of troubleshooting programs, problems, people, and technical issues. He was the one that recovered the 787 program. Pat has been the senior vice president of supply chain at Boeing, and he is going to work under General Mattis. I assure you that he'll do the best for the country. Thank you.

Mayor Scharff: Thank you. Mark Petersen-Perez to be followed by Ryan Rzepecki.

Mark Petersen-Perez: [Spanish] I'm going to be returning to Nicaragua, so I probably won't be back for 6 or 7 months. I've enjoyed coming here and standing before you as a standup comic. I know that a lot of what I have said over the years—everyone treats it as a joke. I have been studying First Amendment law now for nearly 30 years. My mentor is Hayden Covington, senior chief legal counsel for the Watch Tower Bible and Tract Society. That individual won more First Amendment Supreme Court decisions than any other person in history. A lot of our First Amendment rights that we have today and enjoy is the direct result of Jehovah's Witnesses. Liz, I take issue with you on the First Amendment issue, and I'll explain to you why. This chamber is a quasi courtroom. There are decorum which we follow and quite naturally. When you say no booing, hissing, clapping, etc., that is simply not true. We have a First Amendment right in order to do so. What I have found over the years, ladies and gentlemen, is that you clap in happy talk. When there is an issue involving police issues and you're criticizing the police chief or any other racist activity in this City, you stand up, and you say "No, you shouldn't do that." That is totally false, and it's a disservice, Liz, to the First Amendment. Please make a note of that. Thank you.

Mayor Scharff: Thank you. Ryan Rzepecki to be followed by Dan Garber.

Ryan Rzepecki: Hi, how are you doing? I believe I've addressed some of you guys before. I'm the (inaudible) of Social Bicycles. We've been talking with your transportation team for almost a year, working on a bikeshare project for Palo Alto. I just wanted to come and say again that we hope the measure will be reintroduced to Council for vote. We have an established solution. We've been in the market for 8 years, perfecting the technology. We're really excited about the idea of bringing it here to this City. Our proposal ensures a high quality of equipment that maintains service levels and is here for the long term. The final proposal that we submitted has us assuming all the operating costs. After the initial capital investment, we will assume all the operating costs and have incentives to actually grow and expand the program. The new players that are entering the space do not have any sort of track record or experience. We've seen in other cities a product actually falling apart on the street. There's a lot of photos and documentation of that. For having a long-term system here that meets the transportation goals and addresses the transportation challenges in the City, we hope that we have a chance to partner and work with your Transportation Department to bring a large-scale bikeshare system to this City. We've operated in 35 locations across the U.S., Canada, Europe, Australia, including a 1,000-bike system in Portland, Oregon. We're bringing all that experience and that history of working with cities to achieve these transportation goals. If you have any questions over the next few weeks as you think about this item, I'd be happy to talk to you. The City Staff have my contact. I'd love the chance to speak to you guys.

Mayor Scharff: Thank you very much. Dan Garber to be followed by Monty Frost.

Dan Garber: I'm Dan Garber. I'm a resident, and I own the business at 81 Encino, which is a small street behind Town and Country Shopping Center. The difference between us and the homeless is very slight. A slight bump in our societal construct or a slight change in our chemical construct of our own persons, we would all be on the street as many of our fellow citizens are. As a result, we work very closely with the Opportunity Center, which is right down the street from us, and deal with many of its occupants. My business has a driveway and a carport, which is often used as or seen as an opportunity for the homeless to use overnight. We've worked, as a result, with Philip Dawe at the Opportunity Center closely over a number of years to resolve a variety of these issues. The police have been called a number of times. I will point out that they have been uniformly professional, humane, and very supportive of us as well as very respectful of those that we've had to deal with there. However, my business is now 30 years old this year. It

was started by a woman, my wife, and we now have two female partners. It has been a majority female business for that 30 years. There are more women than there are men there. Not that that is a particular difference, whether it's men or women. We have been dealing with some derelict trucks on our street, one that was parked in front of our business as of last week and has now been moved several spaces away from our business. However, it has a resident in it that has now been banned from the Opportunity Center and was jailed apparently for several days as a result of an altercation there. This is a particular threat to my employees and my clients. It is an issue that could potentially be resolved by simply having the police deal with those trucks the way that the posted parking would require them to be removed at the end of the day. However, as we've understood in two discussions with the police, the reason that they do not tow them is because the likelihood of recovering the cost of that is extremely low to nil. No one would ever come and claim those cars, and then the City would have to bear the cost of the towing as well as the storage of them. That does not negate the impact that it has on both my employees, which are there many times after dark and often at 6:00 a.m. in order to beat traffic. I would like to ask the City's help in dealing with these two trucks and any further trucks, to be able to get them off our street, to get them towed, and get rid of this particular problem that we're having. Any help that you could offer in encouraging the police to act on this would be very helpful to us. Thank you.

Mayor Scharff: Thank you very much. I would ask the City Manager to look into it. Next up we have Monty Frost.

Monty Frost: Members of the Council, I'm Monty Frost. I'm a resident, and I'm here to support Dan Garber, the previous speaker. I and my wife own two buildings on Encino Avenue. We are impacted by the trucks that are there. I thank you for your request to deal with them. I just want to point out that Dan and his architecture firm with many women in it do inhabit one of the buildings that we own. The other is used by the Palo Alto Medical Foundation. Palo Alto Medical Foundation uses it for a combination of medical records storage, for which there are many women there that are attending to those records. They also use it for yoga, partly for young people to come and get yoga as a community service as given by the Palo Alto Medical Foundation. Dan sent an email in with some pictures of these trucks. I'll tell you they're scary looking; they're derelict trucks; they're just parked there. They don't really exude safety. I wouldn't want my wife to walk past a derelict truck parked there at dusk. I think it's a safety issue. As far as I'm concerned, I need to provide a safe space for my tenants. There is signage there, which prohibits overnight parking. You heard Dan's explanation of why the police aren't towing because it might be expensive to

do that. I just want to support him and the Palo Alto Medical Foundation in saying that I would urge you to do whatever you can to help the police get rid of the trucks. Thank you very much.

Mayor Scharff: Thank you.

Minutes Approval

4. Approval of Action Minutes for the February 13 and 27, 2017 Council Meetings.

Mayor Scharff: That brings us to the Consent Calendar. We have one speaker on the Consent Calendar, Herb Borock. The Minutes, I forgot the Minutes. I need a Motion on the Minutes.

Council Member Filseth: Move to approve the Minutes.

Council Member Fine: Moved.

MOTION: Council Member Filseth moved, seconded by Council Member Fine to approve the Action Minutes for the February 13 and 27, 2017 Council Meetings.

Mayor Scharff: Moved and seconded. Moved by Council Member Filseth, seconded by Council Member Fine. If we could vote on the board. That passes unanimously.

MOTION PASSED: 9-0

Consent Calendar

Mayor Scharff: Now, we come to the Consent Calendar. Herb Borock, welcome.

Herb Borock, speaking regarding Agenda Item Number 13: Thank you, Mayor Scharff. This is on 429 University Avenue. I'd like to repeat what I said at your meeting on February 6. There is substantial evidence provided that this project has an unmitigated, potentially significant impact in that it's using floor area from 340 University Avenue, which is a demolished building, when it can only use floor area from rehabilitated buildings. Demolition is not included in the term "rehabilitation." For that reason, I believe you need an Environmental Impact Report. I had previously provided you evidence from an executive branch in California and Oregon to demonstrate that rehabilitation and demolition are different terms. There's additional evidence from the judicial branch in Connecticut saying the same thing. Thank you.

Mayor Scharff: Thank you very much. Council Member Holman.

Council Member Holman: When we vote, I'll be voting against Item Number 13, 429 University, as I did before.

Mayor Scharff: Council Member Kou, did you …

Council Member Kou: I didn't hear the Motion.

Mayor Scharff: There's no Motion. Council Member Holman was basically stating that we should record her as a no vote on 429 University.

Council Member Kou: I see.

Mayor Scharff: Do you also wish to be recorded as a no vote or not?

Council Member Kou: Yes, I'm a no vote too.

Mayor Scharff: Seeing no other—Vice Mayor Kniss.

Vice Mayor Kniss: On the same item, I am going to recuse myself because I wasn't here and have not had sufficient time to review the record from that night.

Council Member DuBois: I want to vote no on that (inaudible).

Mayor Scharff: Council Member DuBois is also going to record a no vote on that. If we could now vote on the board with the recorded no votes.

Council Member Holman: We don't have a Motion yet.

Mayor Scharff: I thought we made a Motion. That was the Minutes; you're right. I need a Motion to approve the Consent Calendar.

Vice Mayor Kniss: So moved.

MOTION: Vice Mayor Kniss moved, seconded by Council Member Fine to approve Agenda Item Numbers 5-14.

5. Appointment of 2017 Emergency Standby Council.

6. Authorize Acceptance of Relinquishment of one Parcel From the State of California (Caltrans) and the Release and Quitclaim of Nine Parcels to the State of California (Caltrans) for the 101 Auxiliary Project Between the State Route 85 (SR 85) Interchange in Mountain View and the Embarcadero Road Interchange and the Replacement of the San Francisquito Creek Bridge.

7. Ordinance 5406 Entitled, "Ordinance of the Council of the City of Palo Alto Amending Palo Alto Municipal Code (PAMC) Title 18 (Zoning); Chapters 18.04 (Definitions), 18.30(F) (Automobile Dealership (AD) Combining District Regulations), 18.52 (Parking and Loading Requirements), and 18.54 (Parking Facility Design Standards); Adding Sections 18.40.160 (Replacement Project Required), 18.40.170 (Deferral of Director's Action), and 18.42.140 (Housing Inventory Sites Small Lot Consolidation); and Repealing Chapter 10.70 (Trip Reduction and Travel Demand). The Proposed Ordinance is Exempt From the California Environmental Quality Act (CEQA) per Section 15061(b)(3) (FIRST READING: February 27, 2017 PASSED: 8-0 Tanaka absent)."

8. 1470 Monte Bello Road [16PLN-00180]: Approval of a Site and Design Review to Allow the Replacement of an Existing 24-foot Long Wooden Bridge Across an Unnamed Tributary to Steven's Creek With a new 45 to 50-foot Long Steel Bridge and to Construct a new 45 to 50-foot Long Steel Bridge Across Steven's Creek. Environmental Assessment: The Lead Agency, Midpeninsula Regional Open Space District, Prepared an Initial Study/Mitigated Negative Declaration, Which was Adopted by the District on March 9, 2016. Open Space (OS) Zoning District.

9. Approval of a Construction Contract With Alcal Specialty Contracting, Inc. in an Amount Not-to-Exceed $364,728 to Provide Construction Services to Replace the Existing Roof at the Cubberley Community Center Auditorium Wing.

10. Approve and Authorize the City Manager to Execute Contract Amendment Number 1 to Contract Number C15157280 in the Amount of $30,000 With Project Consultant David J. Powers for Historical Evaluation of Rinconada Park Additional Services; and Approve a Budget Amendment in the Capital Improvement Fund for Rinconada Long Range Plan (Project PE-12003) in the Amount of $45,000.

11. Approval of a Professional Services Agreement With SRT Consultants for a Total Not-to-Exceed Amount of $708,736 for Assessment of the City's Current Water System Configuration and Recommendations to Enhance the City's Emergency Water Supply.

12. Approval of Contract Amendment Number 2 With SP Plus in the Amount of $368,390 for Additional Services for Parking Permits and On-site Customer Service and to Extend the Term of the Agreement to March 15, 2019; Approval of Contract Amendment Number 2 With Serco, Inc. in the Amount of $751,224 for Enforcement of Evergreen Park-Mayfield Residential Preferential Parking (RPP) District and to

Extend the Term of the Agreement to May 31, 2019; Approval of Contract Amendment Number 2 With McGuire Pacific Constructors in the Amount of $181,035 for Construction Services for Evergreen Park-Mayfield Residential Preferential Parking District.

13. 429 University Avenue [14PLN-00222]: Adoption of a Mitigated Negative Declaration, a Mitigation Monitoring Plan, and a Record of Land Use Action Approving a Mixed Use Project With 28,547 Square Foot of Floor Area and two Subterranean Levels of Parking on an 11,000 Square Foot Site. Environmental Assessment: Mitigated Negative Declaration was Circulated From November 17, 2014 to December 12, 2014. Zoning District: CD-C (GF)(P).

14. Ordinance 5407 Entitled, "Ordinance of the Council of the City of Palo Alto Amending Chapter 18 of the Palo Alto Municipal Code Making Permanent Interim Urgency Ordinance 5330 (Limiting the Conversion of Ground Floor Retail and Retail Like Uses), With Some Modifications; Extending the Ground Floor Combining District to Certain Properties Located Downtown; Modifying the Definition of Retail; Adding Regulations to Improve Pedestrian Oriented Design Standards in the Downtown; and Related Changes. The Proposed Ordinance is Exempt From the California Environmental Quality Act (CEQA) per Section 15308. The Planning and Transportation Commission Recommended Approval of the Proposed Ordinance (FIRST READING: February 13, 2017 PASSED: 6-3 Fine, Kniss, Tanaka no)."

Mayor Scharff: Moved by Vice Mayor Kniss. Seconded by Council Member Fine. Let's vote on the board. Council Member Kou, are you voting? That passes unanimously with the recorded no votes and one abstention.

MOTION FOR AGENDA ITEM NUMBERS 5-12, 14 PASSED: 9-0

MOTION FOR AGENDA ITEM NUMBER 13 PASSED: 5-3-1 DuBois, Holman, Kou no, Kniss abstain

Special Orders of the Day

At this time Council heard Agenda Item Number 2.

2. Proclamation of the Council of the City of Palo Alto Honoring Roy Clay.

Mayor Scharff: Mr. Clay, welcome. Thank you so much for coming. Right now we will proceed to the recognition of Roy Clay. If you could come up to the podium, Mr. Clay. Rob, do you have any further comments you'd like to make? No. I've asked Council Member Fine to read the Proclamation.

Council Member Fine: Mr. Clay, we haven't met before. I'm truly honored to read your Proclamation just from doing a little bit of research. This is honoring Roy Clay. He read the proclamation into the record. Congratulations, sir.

Roy Clay: Thank you kindly. I've spent many nights in this building, many of which were enjoyable. I'm happy to come back after many years and to see Palo Alto become the City it is. I just simply want to say thank you kindly for recognizing me tonight. I'm happy to be here. Thank you.

Action Items

15. TEFRA HEARING: Resolution 9672 Entitled, "Resolution of the Council of the City of Palo Alto Regarding Conduit Financing for the Channing House Project Located at 850 Webster Street, Palo Alto, and Approving the Issuance of Revenue Bonds by the California Municipal Finance Authority for the Purpose of Financing and Refinancing the Acquisition, Construction, Equipping and Furnishing of Improvements to Channing House."

Mayor Scharff: Now, we move to the main event of the night, the TEFRA hearing. Does Staff have a presentation?

James Keene, City Manager: A very quick comment, as I understand, Mr. Mayor.

David Ramberg, Administrative Services Assistant Director: Good evening, Mayor and members of the City Council. My name's David Ramberg, Assistant Director of the Administrative Services Department and the lead department on the TEFRA hearing. I want to provide one correction for the record to the Staff Report on Page 2 of the Staff Report. This is Staff Report 7801. Page 2, the second paragraph under discussion references a publishing of a public notice. There's no date in there. The correct date for the publishing of the public notice was March 3, 2017. It occurred in the *Palo Alto Weekly.* I wanted to make that for the record. Thank you.

Public Hearing opened and closed without public comment at 6:45 P.M.

Mayor Scharff: Thank you very much. Now, we'll open the public hearing. Do we have any speakers? Seeing no speakers, we'll then close the public hearing. We come back to Council for Motions, comments, whatever you want to do. I see no lights. It'd be nice if someone moved the Staff recommendation.

Council Member Filseth: So moved.

Council Member Wolbach: Second.

MOTION: Council Member Filseth moved, seconded by Council Member Wolbach to adopt a Resolution approving the issuance of the bonds by the California Municipal Finance Authority (CMFA) for the benefit of Channing House (Borrower).

Mayor Scharff: Moved by Council Member Filseth, Staff recommendation, seconded by Council Member Wolbach. If we could vote on the board. That passes on an 8-0 vote with Vice Mayor Kniss not currently present.

MOTION PASSED: 8-0 Kniss not participating

16. PUBLIC HEARING: Comprehensive Plan Update: Public Hearing on the Supplement to the Draft Environmental Impact Report and Revised Fiscal Study; Council Discussion and Direction to Staff Regarding a Preferred Planning Scenario; and Council Discussion and Direction to Staff Regarding the Organization of the Comprehensive Plan.

Mayor Scharff: Now, we move on to Item 16, which is the Comp Plan discussion. We have a Staff Report. As soon as you're ready.

Hillary Gitelman, Planning and Community Environment Director: Thank you, Mayor Scharff and Council Members. I'm Hillary Gitelman, the Planning Director. I'm joined by Elaine Costello, our project manager on this project. We will shortly be joined by Joanna Jensen from our consultant, PlaceWorks. She's on the road. Tonight, we're here to talk about the Comprehensive Plan Update, which we have done, as you know, many times. Specifically, this evening we're asking the Council to conduct a public hearing and receive comments on the supplement to the Draft EIR. We are also hoping the Council will assist us in identifying a preferred scenario for description in the Final EIR. We've provided some recommendations on that based on your direction to Staff on January 30th and earlier. No final decision on anything is really going to be made tonight. This is for the purpose of gathering comments and direction on what should be in the Final EIR, not a final decision on what should be in the Comp Plan. We're also hoping this evening that we can clarify and receive additional direction from the Council on placement of programs in the Comprehensive Plan Update. In terms of some background, you all know that this process to update the Comp Plan started back in 2008. We've been going through a long series of twists and turns on the road. We're now at the point in the process where the Council is reviewing and refining the work products of the Citizens Advisory Committee, and we are concurrently undertaking the CEQA review process. It's really that CEQA review process that we're focusing on this evening when we talk about the supplement to the Draft EIR and the preferred

alternative. Just briefly, the purpose of the EIR is to analyze potential impacts under the Comprehensive Plan that will be [video malfunction] scenario in the Final EIR. We will be explaining in that document how the Comp Plan that's adopted by the Council falls within the range of all of the scenarios presented. It's important to understand that the EIR and the preferred scenario are descriptive of the Comprehensive Plan Update and its impacts; they're not determinative. In other words, what you put in the Final EIR isn't an action that's an approval action. You actually will be taking a separate action to approve the Comprehensive Plan Update. That will be the determinant of what's in the Comp Plan for the next generation here in Palo Alto. The six planning scenarios that have been analyzed, the first four in the Draft EIR and the last two in the supplement to the Draft EIR, range in intensity—I'm just going to skip to that slide that shows all six of them together. You'll see Scenario 1 is intended to represent business as usual; that's what we project will happen in terms of growth here in Palo Alto if nothing is changed about the current Comp Plan, and we just continue on the road we've been on. All of the various Scenarios, 2, 3, 4, 5, and 6, test different ideas about slowing growth, adding housing, slowing job growth, focusing on sustainability and performance metrics, and things like that. We can come back to this slide later if you need a refresher on the assumptions and the characteristics of these scenarios. The supplement to the Draft EIR that we wanted to hear comments on this evening focuses on the last two Scenarios, 5 and 6, that were added by the Council. We've also updated some of the information in the Draft EIR from February 2016. We are right now in a public review period where we're accepting comments on both of the documents, the original Draft EIR from February 2016 and the supplement to the Draft that we published this February. Comments are due to the City by the close of business on March 31st. Of course, this evening's public hearing would be a good time for people to comment. We also have a hearing scheduled at the Planning and Transportation Commission next Wednesday, the 29th. Just at a high level, the supplement to the Draft EIR concludes that Scenarios 5 and 6 would not result in any new significant impacts that weren't already identified in association with Scenarios 1-4. Many mitigation measures would be required with any of the scenarios. We've worked on the wording of some of those mitigation measures to provide the Council with a little more flexibility when you're adopting the Comp Plan policy language itself but maintaining the effectiveness of those measures. The conclusions regarding impacts and mitigation measures for greenhouse gas emissions and the population and housing sections have been adjusted for the first four scenarios as well. That's explained in the document. We've also produced a revised draft of the Fiscal Study. If you recall, the draft Fiscal Study was reviewed by the Finance Committee the last time around, and then the full Council had an opportunity to review it. We have updated the Study to include responses to

the questions that the Finance Committee raised and to include the additional scenarios. Bottom line is all of the six scenarios would have a tiny positive impact in terms of revenues, an impact on the General Fund. I think it's probably better to say the conclusion is they would not have a negative impact on the General Fund because the positive increase is so slight. Also, if you remember last time around, we were really focusing on trying to quantify the impacts and benefits of residents versus employees. The conclusion was that the expected fiscal benefit of a new resident, again, is slightly greater than the expected benefit from a new employee. I think our consultant will be here this evening to answer questions, if there are any, on the Fiscal Study. What we're looking for tonight, in terms of the public hearing on the EIR portion of the evening, any questions or comments from the public or from the Council on the methodology or conclusions of the analysis, anything about the mitigation measures we proposed, anything about the significant unavoidable impacts that will require a Statement of Overriding Considerations when the Council adopts the Plan. Those are specifically related to air quality and traffic. Any other topics or issues within the scope of the EIR would be welcome this evening. When we get through the public hearing process, again, we're hoping that the Council will help us shape the preferred scenario as it's described in the Final EIR. Essentially, the point of identifying a preferred scenario is so that we can demonstrate how the Comp Plan that's ultimately adopted falls within the range of scenarios that have been analyzed in the EIR. What we've done in your Staff Report is try to tease out from the Council's direction on January 30th and in previous meetings what the Council's direction has been and suggested to you what we think the preferred scenario might look like. The main characteristics that we're looking at are the number of housing units and, therefore, population, the amount of square footage, nonresidential square footage, the amount of jobs, and then other characteristics like transportation investments and zoning changes. Looking at housing. If you recall on January 30th, the Council asked us in the Comp Plan to eliminate the housing sites on San Antonio, which is not really transit accessible or not really well-served by transit, and instead increase densities in Downtown and near Cal. Ave. You asked us to look at adding housing sites in the Stanford Shopping Center as long as we preserve parking, in the Stanford Research Park, and near the Medical Center. You asked us to also pursue policies that convert some nonretail commercial, in other words office space, development potential to residential development potential. You asked us to bring forward policies that encourage a mix of housing types, including policies that support small units. If you kind of add all these policy directions up and compare them to the assumptions in the various EIR scenarios, our feeling is that the total would fall between Scenario 4 and Scenario 6. On the high end, those policies are very supportive of housing. We think they would fall on the high end of the range between Scenario 4

and Scenario 6. Moving on to nonresidential square footage. We had a discussion with the Council about the growth cap that's in the current Comp Plan, Policy L-8, and got your direction about that. Basically, the Council directed us to update that cap and include 1.7 million square feet, which is what's remaining under the original cap, with some updates and changes to focus on office/R&D. If we do that—in our opinion it's what the Council has articulated—the way it would play out in one of the EIR scenarios is to really be like Scenario 2, which assumes 3 million square feet of nonresidential space. Of course, 1.3 million of that has already been approved at the Medical Center. Moving on to jobs. Again, the Council had a discussion about the office annual limit, which is the one policy lever we think of that can really contribute to the amount of nonresidential development that happens in Palo Alto over the next 15 years. I should say that job growth is one of the hardest things to project because—you know this—we don't always see a proportional relationship between new development and new jobs like we do on the housing side. It tends to be a pretty proportional relationship. On the job side, with economic cycles the employment density sort of wax and wane. You can have a lot of job growth even if you don't add a lot of square footage. It becomes a little bit of an art to try and project what job growth is going to look like. The office annual limit is one of those things that the Council has directed us to pursue as an Ordinance. That, we know, does have an impact on the amount of development that happens and, therefore, the amount of jobs. Just thinking about it big picture, our thought was that the preferred scenario, therefore, would fall between the job numbers for Scenario 2 and Scenario 3. These are the middle-of-the-road scenarios in the EIR. The Staff Report talks about some of the transportation investments that we think would be appropriate and the preferred scenario. This is based on the list that's in the Transportation Element, that the Council didn't quite have time to get to the last time we talked about it on January 30th. We're bringing that back to you on May 1st. Obviously, the Transportation Element is full of policies about reducing reliance on single occupancy vehicles and the like. We know all of that will be in the preferred scenario, but this is specifically a list of investment or capital improvements related to transportation that we want to try and refine with you this evening, if possible. If not this evening, then on May 1st. Similarly, there are a number of other zoning changes and policies related to sustainability. We would like to confirm with you whether these reflect your understanding of the direction we're going in and whether we can articulate them as part of the preferred scenario. This is really a three or four-part meeting. The last part of the Staff Report deals with this question about the placement of programs in the Comprehensive Plan itself. We provided some information in a memo to the Council just summarizing where we are with implementation programs. In the current Comp Plan, there are 266 programs. This is the second column there. This does not

include the Housing Element. We have completed, since the Plan was adopted in 1998, about 40 of them. The new Comprehensive Plan Update that the CAC is working on at this point includes 368 programs, again, not counting what's in the Housing Element. This figure is updated from the number that was in your Staff Report because the CAC has a subcommittee that has already been working with Staff to try and consolidate programs. The Council made some recommendations about programs that could be eliminated when we met with you in January. The number is trending downward from the 400-something that was in your Staff Report. It's now at 368. There are two options for the Council presented in the Staff Report. The first option would implement your direction on January 30th and put the programs in an implementation plan at the back of the Comp Plan. We outlined some ways that we would recommend doing that in the Staff Report in the recommendation section. The second option is to reverse course and continue with the formatting that we've been using, that the current Comp Plan has the implementation programs both in the—implementation plan at the back of the book but also interspersed throughout the elements. Briefly on next steps. This evening, again, we're holding a public hearing on the supplement to the Draft EIR, and we'll have another hearing with the Planning Commission next week on the 29th, and then the comment period will close at the end of the day on March 31st. On May 1st, we're coming back to the Council to finish your work on your initial review of Land Use and Transportation. If you remember, we ran out of time at the end of the last meeting. We'll be back on May 1st with that. On May 15th, our plan is to bring to you the last three elements that the CAC completed, which is Natural Environment, Safety, and Business and Economics. We're hoping that period, mid-May, will conclude the CAC's work and you will be able to offer your thanks and acknowledgement of their work at your meeting of June 5th. June 12th, you'll review the last pieces before your break. We hope, at that point, you will refer the document to the Planning and Transportation Commission for their review over the summer. Just put our recommendations on another slide. Elaine and I are happy to answer any questions at this point about what we're looking for this evening. Of course, we look forward to the Council's comments and those of the public.

Mayor Scharff: Thank you very much. We have a bunch of different items that this can be broken up into. I thought, before we go to the public and before we take these individually, I know a lot of Council Members like to ask questions and get stuff off their chests. I think we'll have a 3-minute round, which we'll time over here. Please try not to go over your 3 minutes. I won't let anyone go over their 3 minutes. Ask questions or make comments or whatever you feel you need to do. I was going to actually start; I don't mind starting at one of the other ends and moving forward, if that's all right. Council Member Holman, would you like to go first?

Council Member Holman: That's fine. Thank you. A couple of things. Scenario 6, we had—before you start the timer. Can we start now? Scenario 6, we had voted that would have 10 percent less square footage of commercial, but yet—this has been brought up before—the number of jobs are the same. Could you explain that?

Ms. Gitelman: I would have to go back in my notes to recreate exactly how we got to these scenarios. I believe it was with very specific direction and a very specific Motion from the City Council that directed us to include the square footage of 2.4 million square feet in both Scenarios 5 and 6 and, at that point, did not modify the job number downward. We as professionals still think that job number would be difficult to rationalize given the amount of office and other space that already exists in Palo Alto, and this phenomenon that I mentioned, that job growth is not just tied to new development space; it also has to do with how many workers are going into existing space. I know this has come up a number of times. These are the scenarios we've analyzed.

Council Member Holman: Maybe some of my colleagues can recall. We did reduce the floor area ratio, the square footage of office in Scenario 6.

Ms. Gitelman: That's reflected in this number. 2.4 is the number that was directed by Council.

Council Member Holman: It's the same as Scenario 5.

Ms. Gitelman: they were both directed to have the same square footage. That reflects the Council's direction.

Council Member Holman: I have a different memory—I could be wrong—of that. In some of the things we have here—we recently, the majority Council, approved an ADU Ordinance that has not been analyzed in the EIR. It essentially is like a zoning change. Some people would say it basically changes much of Palo Alto to R-2 and allows a lot more housing density. Should that be included in analysis in the DEIR? **SUPP-PH1-01**

Ms. Gitelman: That's a really good question. We'll, of course, provide a complete response in the Final EIR. The scenarios did assume some evolution of the City's policies on ADU. If you recall, the Council had a Colleagues' Memo that had been referred to the PTC. When we were crafting scenarios, at least some of the scenarios assumed a policy to encourage additional ADUs. I think we're covered there.

Council Member Holman: There could be a case made also that that goes a lot further than what we probably anticipated happening because there's no

minimize lot size now. A couple or three areas in the DEIR—I guess we're talking about anything.

Mayor Scharff: Council Member Fine.

Council Member Fine: Thank you. Thank you very much for the report and all this hard work. We're closing in on some choices here. Three quick questions. One, a number of cities nearby us have recently adopted amendments or new General Plans. I'm wondering if you can give us—I should have asked you this last week; my apologies—some ballpark figures on what some of our nearby colleague cities have done in terms of new housing numbers, new job targets in their Comp Plans. SUPP-PH1-02

Ms. Gitelman: I'm afraid I just can't do that off the top of my head. We'd be happy to get back to the Council on that and include that in the Final EIR as a comparator.

Council Member Fine: That'd be helpful if we can see ourselves, in the next meeting, in comparison to some of those cities. Two, I'm just looking at some of the provisions along Stanford Research Park and the shopping center potentially providing housing sites along El Camino and towards our Caltrain stations. I'm wondering are those additive to the Research Park's current commercial areas or would they subtract from it.

Ms. Gitelman: I think the suggestion was that it would be additive. In addition to the nonresidential development potential in the Research Park, there would be an encouragement or provision of residential uses in that area.

Council Member Fine: Thank you. Last question. When looking at the different scenarios, I really appreciated all the different EIR measures on them. One that stood out to me is Scenario 6, which has the lowest SOV trips, kind of the highest percentage of folks not driving alone. I'm wondering if you can figure out or explain why that is, what's helping to move folks away from cars in that scenario. SUPP-PH1-03

Ms. Gitelman: Thank you for that question. It's a good observation. I think all of the alternatives—the differences between the alternatives are pretty slight. As you observe, that alternative has a lower SOV rate. I will have to ask the transportation professionals who developed the travel demand model exactly which of all the levers they pull and push resulted in that outcome. We can get back to you and certainly respond to that in the Final EIR.

Council Member Fine: Thank you.

Mayor Scharff: Council Member Tanaka.

Council Member Tanaka: Quick question. On Slide 9, you have expected fiscal benefit of a new resident is greater than the benefit of a new employee in the City. Looking at Packet Page 446, it shows the marginal cost burden on the General Fund. Per resident, it's 382. Per employee, it's 258. Is it a typo on the slide or a typo in the book?

Ms. Gitelman: I'm sorry, Council Member Tanaka. I had trouble hearing your question.

Council Member Tanaka: On Slide 9 of your presentation, the fourth bullet says the expected fiscal benefit of a new resident is greater than the benefit of a new employee in the City. If you look at Packet Page 446, it shows the numbers, and they're different. It shows it actually costs more per resident than per employee.

Ms. Gitelman: I think this Packet Page 446 shows the cost burden to the City. The residents cost slightly more.

Council Member Tanaka: It costs the City more per resident than per employee.

Ms. Gitelman: Correct.

Council Member Tanaka: How come on Slide 9 you say just the opposite?

James Keene, City Manager: Aren't you building in the tax contribution from the different … I would say in our situation, given the tax structure and the high property values in Palo Alto, the tax benefit that we get from a resident pushes that cost burden a little bit ahead on the employee side. In general, that's a departure from what the standard practice usually is in most jurisdictions that are very much due to both the situation with being able to collect property tax revenues from commercial in California and the high property values in Palo Alto for residential property.

Ms. Gitelman: When we get to the public hearing, our consultant who did the Fiscal Study is here and can answer further questions.

Mayor Scharff: Council Member Filseth.

Council Member Filseth: Thank you. When we do the Final EIR, there is some stuff going on with Stanford during the same timeframe, both the existing 2,000 graduate student expansion and the GUP expansion. What's the interaction between that and the EIR? Is the EIR going to consider that as well or how is that going to work?

SUPP-PH1-04

Ms. Gitelman: I'm going to start the response, and then I'll let Joanna Jensen, who's joined us, maybe polish up. There are really two responses to that. First, it's hard to—EIRs take a long to prepare. The rule basically is when you begin, when you issue your Notice of Preparation and start the process, you're required to use the information that is known at that time about the future. We did that. As you say, things have transpired since then, the additional housing units at Escondido Village and now the new GUP proposal. We do talk about cumulative impacts in this EIR in a non-quantified way. We've tried to draw a broad-enough net that we have some coverage for this additional development. Joanna, did you want to add anything? **SUPP-PH1-04 cont.**

Joanna Jensen, PlaceWorks: I think that's accurate. We'll be able to provide more specific quantification in the Final EIR about what is included in the cumulative impact analysis for the Stanford area.

Council Member Filseth: The Stanford expansion is like 4 million square feet or something like that. It's a lot. It's as big as another Downtown in Palo Alto. It's an outlier. It's a fairly material case. If we don't factor it in, the odds of us being off and skewed are pretty high. I understand the issue.

Mayor Scharff: Vice Mayor Kniss—Vice Mayor Kniss, sorry.

Vice Mayor Kniss: Earlier today Ms. Gitelman, we had a conversation about numbers. I thought if we looked at the past briefly, that might help us predict the future. My recollection is in 1970 we had around 55,000 people, as we did in 2000. By 2012, we had about 65,000 people. We've had one period where we've jumped ahead almost 10,000 people. My question back to you was how many houses were built during that time that accommodated an extra 10,000 people. Roughly, I know it doesn't quite go in 10-year increments.

Ms. Gitelman: I'm not going to be able to answer with specificity. We do have a range of assumptions here. Scenarios 1 and 2 reflect our long-term average in terms of producing housing units. There have been some periods in Palo Alto where we've produced housing units at a faster rate. The period from 1998 to 2006, we produced over 200 units per year; 214 was the number. Overall in this period that we look back on, it was about 180 units per year. Again, the scenarios reflect that; although, some of the higher scenarios go beyond our historic average by quite a bit. **SUPP-PH1-05**

Vice Mayor Kniss: My point being that even in that period of time—I know in 2008 or 2009, somewhere in that period of time, it was perceived that we built a great deal of housing in Palo Alto. Yet, it doesn't sound as though it ever averaged over about 200 houses a year. Is that right? As we look at

this tonight, I know there's a lot of hope about more housing. I'm delighted we've added the ADUs. Unless things change dramatically—we'll probably discuss that during the evening—it's difficult to find the land, the permits and so forth to go over that 200, I think you said. Maybe one year there was actually 241 homes built. That was probably an unusual year. I've run out of my time. Thanks.

SUPP-PH1-05 cont.

Mayor Scharff: Council Member Wolbach.

Council Member Wolbach: David, if you could put up those slides I sent you. In order to create a readable document and to ensure some options for the future, I suggested in January that we do with the Comp Plan what we decided to do with the S/CAP, the Sustainability/Climate Action Plan, namely to maintain the programs in the implementation plan, which would be—I'll take credit for not being very clear about this in January—which we could then update every 5 years as appropriate. That's what we thought was a good idea with the S/CAP. I thought why don't we do it with the Comp Plan too. However, given the number of excellent conversations with members of the CAC and the general public, I have come to view the best step for this Plan is to keep the programs in the Comp Plan main body, directly following the policies with which they're associated. This was not because of the inaccurate op-ed by a Colleague nor misrepresentations by a past Mayor who badgered CAC members. My mind has been changed because of reasoned, civil discourse. We've had a vibrant set of discussions over the last couple of months about what programs do and should do in the Comp Plan, where they should be placed, and how future Councils can lean upon today's guidance while retaining the capacity to adapt to changes in technology, economy, climate, and the community in the future. The State of California has a guidebook on how to write a General or Comprehensive Plan. The idea of having us review and update the programs every 5 years is clearly supported by State guidelines and, in fact, they go further by calling for annual program review and for a 5-year review and revision of the entire Comp Plan. If you were to look at Page 14 of the State of California Office of Planning and Research General Plan Guidelines from 2003, it says the General Plan should be reviewed regularly regardless of its horizon and revised as new information becomes available and as community needs and values change. If we could go to Slide 2. The California OPR says that we should review and amend programs annually, which is five times more often than I think we need to, but that's the State guidelines. That's on Page 46. If you go to Slide 3. The State says we should actually review and revise the entire Comp Plan every 5 years. Again, this is not what I'm recommending. It's not what I recommended in January. Again, given the conversations we've had, I'm fine with leaving the programs in the main body of the Comprehensive Plan. When it comes time for making motions,

I'd be happy to make a Motion to keep the programs prominently in the main Comp Plan text. I think it's important for us all to remember, whichever programs we personally have our hearts set on—I like a lot of them—according to State guidelines, this is meant to be a living document. Thank you.

Mayor Scharff: Thank you. Council Member Kou.

Council Member Kou: Having worked on the Comp Plan, I would find it hard pressed to find any members of the community who wants to revisit it every 5 years. My question is mainly how much interaction and communication have you had with the schools in terms of looking at all these numbers that are coming up with the growth rate. SUPP-PH1-06

Ms. Gitelman: Let me start that, and the City Manager Jim Keene had a recent communication with the School District as well. Our consultant team and Staff coordinated with the District when we were preparing the analysis in the EIR. In fact, the student generation rates that we used reflect updated information from the District. We did coordinate with them. I know we've gotten some comments from members of the School Board today we're happy to respond to. I think there are responses, and we can respond in more detail later this evening if you have specific questions about those remarks. Jim.

Mr. Keene: Thank you. If I could just add to that. I got some word from Staff and others—actually at the Barron Park neighborhood meeting this weekend this question came up. I called the Superintendent just to check in with him today, and he did mention that they were not going to be able to be here at the meeting. He did really express a desire to be sure that there was an opportunity for their staff to meet with us prior to the Council really taking particular action, so that they had a better understanding of the implications. I did share with him the fact that, even though the Council has the hearing tonight, our current schedule has us taking comments through March 31st. He was heartened to know that they had that opportunity. I would expect we will get some—we'll meet with them in this next 10 days. I think they'll have some opportunities to submit some of their written comments. That being said, Hillary later on may ultimately go in more detail about even the subsequent interface, coming back to the Council on the Land Use and Transportation Elements in May, where in addition to what you're going to deal with in the Final EIR, there will be the chance for the Council to give further direction.

Council Member Kou: I just want to ensure that with Palo Alto's rate of growth we have to also take into consideration the Stanford GUP, where SUPP-PH1-07

they have a whole bunch of housing coming up as well. That's a large number for the schools to accommodate. SUPP-PH1-07 cont.

Mayor Scharff: Before we get to Council Member DuBois, I wanted to tell everyone we're right at the cusp of where I would go from 2 minutes to 3 minutes. At the moment, I'd still give 3 minutes, but I want to see how many people we put in. That means I want you all to get your speaker cards in, because I don't want to have to make the decision between 2 and 3, and then not see how many speaker cards I have. If everyone could put their speaker cards in now, I'd appreciate it. Council Member DuBois.

Council Member DuBois: Several questions, so short answers are appreciated. How will significant impacts in the EIR be determined when we're mixing and matching? There are several that say they have significant impacts. If we pick the largest jobs growth and the largest population growth, how will we know if that triggers unmitigable impacts? SUPP-PH1-08

Ms. Gitelman: That's really one of the reasons we're hoping the Council will give us some direction this evening on the preferred alternative. Once we know what it is, we want to do a confirming check and analysis to make sure we're still falling within that range. That's part of the reason why we'd like to move forward on this discussion this evening, because we have some work to do to put together a Final EIR and confirm that we haven't broken out of the brackets that we set in the documents before.

Council Member DuBois: You kind of touched on this, but it's still not clear. We had this 2014 Notice of Preparation. We've included some updates. How are you deciding what to include, things that have changed? We added the S/CAP impact, I think. What are we including, not including as we update? SUPP-PH1-09

Ms. Gitelman: We've tried to include in the scenarios changes in policy and direction that came from the Council. Where we couldn't possibly make sure to capture everything is changes in the external world. Really the CEQA law is pretty specific that once the EIR process is underway, you just can't change your assumptions every time the outside world changes. We can do what we can, but …

Council Member DuBois: I would echo Council Member Filseth about very large impacts. Just real quick to react to Council Member Wolbach, that was kind of a false accusation. I don't think my op-ed was inaccurate. The video record will show that the motions were clearly made to remove the programs from the Comp Plan. Explicit statements were made that only those that were legally required would be part of the Comp Plan. The process used at that meeting of needing five votes to discuss an item is not

our practice. It's clearly against our established protocols. I think it was clear that the community was blindsided by that late-night Motion. I'm happy to hear that you've reconsidered it. Thanks.

Mayor Scharff: Now, we'll move to the public. We probably have a long night towards us. I'd like to move to the public. We now have reached the threshold. Everyone will have 2 minutes. Are you going to put it up on the board?

Council Member Holman: Mayor Scharff, can I ask a procedural question?

Mayor Scharff: Yeah, sure.

Council Member Holman: Among the things that are on our agenda tonight, which are myriad, I don't see commenting on the programs. We were starting to do that at the last meeting but ran out of time for both Land Use and Transportation. I don't know if we're going to do that tonight as well because the CAC is going to take those up just this next week.

Mayor Scharff: Let me answer your question.

Council Member Holman: Please, and put them in some kind of order of priority about what we're going to do. I …

Mayor Scharff: In fact, it's probably worthwhile to go through how I anticipate the evening going. I think that might help everyone. To Council Member Holman's question, this is coming back to us on May 1st where we'll have an opportunity to comment on the programs in the Transportation Element and the Land Use Element. There will be other opportunities as other things come back to us to comment on the programs in other elements. We don't need to do that tonight in terms of Transportation or the Land Use Element tonight. We'll do that on May 1st.

Council Member Holman: It wouldn't be—appreciate that. Also, look to the Director just real quickly. Any comments we would make tonight isn't going to affect one way or the other what the CAC does this next week in working on programs?

Ms. Gitelman: The CAC is scheduled to meet tomorrow night. Among other things, they'll hear a presentation or summary of what the Council's direction was this evening on the programs. We're also asking the CAC to help us identify programs that can be consolidated and to help us by indicating what they would recommend the prioritization would be. That information, of course, will come to Council like all of the CAC's recommendations at some point for your review.

Council Member Holman: Apologies for the follow up. If we don't give the CAC some comments about what we want included or not included without wordsmithing—obviously we don't want to do that—this will be the last time they look at, I would presume, the Land Use and Transportation programs. I'm a little bit unclear yet how this is a coordinated effort.

Mayor Scharff: To your question, Council Member Holman, I think the purpose is for the CAC to go ahead and come up—they give advice to Council, and then it comes back to Council, and then Council decides. We shouldn't be giving direction to the CAC on the programmatic tonight. We're basically looking for them to come up and give advice to us, and then we go ahead and make the decisions when that comes forward to us on May 1st. It may take another meeting; I don't know. I assume we can get it done on May 1st. If it takes more time, we'll just have more meetings.

Council Member Holman: I saw it as different the previous time, so maybe we've changed direction a little bit.

Mayor Scharff: To your other implied question, which is a good thing, we really have what I'd call—let's see—four items tonight before us. Item Number 4 is clarify and provide direction regarding the placement of programs in the Comprehensive Plan. We'll take that up. I think we'll take that up right after the public speaks. We'll move on to Items Number 1 and 2, which I believe we can take up together, which is the Fiscal Study and comment on the EIR. Feel free to speak on that. I'm hoping, frankly, that we can limit Council Member comments on that to somewhere between 5 and 8 minutes if we're going to get through this tonight. When I add up the time on these four items, I come up to about 1:00 unless we're somewhat succinct on this. If we can try and limit it to 5—I'm not going to cut you off after 5 minutes, but I wanted you to try and think about that a little bit. We're going to move to Item Number 3, which will be the last item, which is identify the preferred scenario. That was the plan for the evening. Hopefully that works for everyone.

Mr. Keene: Mr. Mayor, if I just might repeat. That sounds like a good structure to me. The Mayor is speaking to the Staff recommendation, the way it's organized, on Page 1-4 or Packet Page 388-391, for folks to be able to track. Thank you.

Mayor Scharff: That was very helpful. Thank you. Now, we'll go out to the public. They're all in here; it's up on the board. You'll have 2 minutes. Neilson Buchanan to be followed by Herb Borock. Do we have Neilson? I guess we lost Neilson, so Herb Borock. I'll come back to Neilson if he shows up.

Public Hearing opened at 7:29 P.M.

Herb Borock: Thank you, Mayor Scharff. I had sent you a letter earlier this afternoon. Those of you who haven't had a chance to see it yet, it's in the compilation, which has this list of 37 names on the front. It's a little bit past the halfway mark. It describes the relationship of programs to the other items in the Comprehensive Plan, goals, objectives, and policy. Council Member Wolbach was helpful in indicating that he now wants to have the programs in the body of the text of each element. What I have provided you in the letter is background with the definition of various terms, such as goal, objective, policy, and program, from the California Planning Roundtable's glossary of planning terms, whose primary author was our first Director of Planning and Community Environment, Natalie Knox. As you know, we have a Housing Element that's been approved by the State with a certain number of units already through 2023. That's organized in the same way. I don't believe it's appropriate for the Plan to have vision statements. This is not about something that we think may never happen, but rather about development through a specific period of time. In regards to the housing allocation set by the State and by ABAG, we'll essentially have a check-in point somewhere in the middle of the current Comprehensive Plan, in 2023. Perhaps the EIR can be looking at how that time point can be used in determining decisions to go forward rather than having a firm number of units past that date. I'll give it to the Clerk to hand you copies of an excerpt from that letter on the definitions. **SUPP-PH1-10**

Mayor Scharff: Thank you. Hamilton Hitchings to be followed by Bob Moss.

Hamilton Hitchings: The following are my personal comments. Many people have expressed the desire to focus on housing rather than office. Housing is the primary limiting factor for regional job growth. New office development removes sites and square footage that could be used for housing. San Jose continues to remain a better-suited place for job growth because of its superior transportation infrastructure and location to support it in a way that Palo Alto will never be able to match. Every time you allow more office growth, such as by removing the limit on office growth Downtown or watering down an office cap with multiyear rollovers, you're reducing the rate and amount of housing that will be built in Palo Alto. The EIR makes optimistic assumptions about transportation infrastructure, such as a 45 percent reduction in peak car trips Downtown via a TDM. Let's not base growth plans on best case scenario assumptions to support a 21 percent population growth in 15 years. The programs in the Transportation Element do take a step towards that. I'm encouraged to hear that we might put them back. I would be very appreciative if we do. I was particularly concerned about the Safety Element. In the Safety Element, safety is **SUPP-PH1-11**

actually in the programs. It's not so much in the policies. I want to thank you for continuing to listen to the public. Thank you.

Mayor Scharff: Thank you. Bob Moss to be followed by Mark Mollineaux.

Robert Moss: Thank you, Mayor Scharff and Council Members. First, I found the statement in the Staff Report that none of the scenarios will have any fiscal impact to be very strange. As all of you probably know, every housing unit costs the City more for services than it pays in taxes. The City Manager has even given you some data on that several years ago. His figures were $2,800 a year per housing unit. When we incorporated Rancho Palos Verdes, I did a similar study. At that time, 45 years ago, the net cost was over $750 per housing unit per year. Even if you just talk inflation, we're in the same range, $2,500-$3,000 per year. If we add 4,000 housing units, the net cost to the City will be more than $11 million per year. If we add 6,000, it will be more than $16,000 per year. That is not taken into account anywhere. The traffic counts. You look at the table, and it talks about a lower increase in traffic with 6,000 units than 4,000 units. The only way that happens is if the new process that's being worked on secretly by Google really works, teleportation. The actual number of housing units is going to increase the number of car trips by at least eight car trips per unit per day. That's a real number. If they're single-family housing units, it'll be ten car trips per day. That's not taken into account. You have letters from School Board Members about the impacts on the schools. That is also going to have an impact on traffic. That's not taken into account. This study needs to go back for an awful lot more work. **SUPP-PH1-12**

Mayor Scharff: Thank you. Mark Mollineaux to be followed by Grant Dasher.

Mark Mollineaux: Hi, there. My name is Mark Mollineaux. I graduated from Stanford. The basic task here is to allocate the land of Palo Alto and allocate something which is intangible, which is the right to build something that doesn't exist but is just given by the Council to create a functioning community. You have to look at how well this works. There's a lot of different ways we could be doing this. The way Palo Alto does it, we have a Comprehensive Plan, and then you have an approval process. I would just say it doesn't work. If you look at the basic ways you can score how this works, what do you need out of a city? You need a city that has affordable housing, that funds its own infrastructure, that allocates scarce resources such as water, that doesn't have too much congestion, that is functioning economically. In some of these, Palo Alto does very well. In most of these, especially housing, Palo Alto is one of the biggest failures in the country. This is showing some ability to change, but I would say not nearly enough. I **SUPP-PH1-13**

would just say the overall system just makes it so. Bob Moss a few seconds ago saying that new housing won't fund its own infrastructure, that's not really true. The overall average includes the fact that so many residents are subsidized through Prop 13. New houses pay for more than their share. He does a make case. Prop 13 limits how much every bit we allocate land can fund itself. This is large, structural changes that really we need to work with Sacramento to fix. I appreciate the challenge to all of us, but I just think we have to look at new solutions. Thank you for your time. Option 6 is obviously the best of what we have here, but it is clearly not enough. Thank you very much.

SUPP-PH1-13 cont.

Mayor Scharff: Thank you. Grant Dasher to be followed by Betty Jo.

Grant Dasher: Hello. I'm Grant; I live in Midtown. I wanted to make two quick points. First, on this implementation plan debate, I never really understood exactly why so much political energy was being wasted on this on both sides. It really distressed me, the whole debate. It felt more like national politics than it did like local politics that I like. I'm glad we seem to have come to kind of a compromise to defuse this as a political issue. It felt really more like a political issue than a policy issue. I'm really quite heartened to see some sort of stand-down on that front. On the substance of the policy here tonight, even though we are addressing a descriptive question, the question here is not how many housing units should we build, but rather how many housing units do we think the policies that we're setting out will build. I do think it has a normative component to it that can't be overlooked, which is to say these Comp Plan policies are pretty vague, like everyone will use them to justify whatever their preconceived growth plans are regardless of what they say. The assumptions that we state, that we are purporting to believe in, in the EIR demonstrate what we want the Comp Plan to mean. I would strongly encourage the Council to adopt at least the 6,000 unit growth proposal from Scenario 6. To Vice Mayor Kniss' point that maybe it's over overly aggressive, that's probably true historically. If we really are serious about densifying Cal. Ave. and the Downtown areas to support housing growth, it's a pretty reasonable number, especially compared with, say, North Bayshore in Mountain View, where I work, which is proposing 10,000 units over their planning window. There is a normative impact to what we choose in the EIR, even though it's just a descriptive decision. I would encourage the Council to support going big on housing since we've said politically that's what we want to do, but the details matter.

SUPP-PH1-14

Mayor Scharff: Thank you. Betty Jo to be followed by Tiffany Griego.

Betty Jo: I appreciate Mr. Hitchings and Mr. Wolbach's comments. I request that the Council reconsider the action stripping the programs from the Comp Plan elements with neither consideration nor debate. Unlike the previous speaker, I think it is important the manner how the Council makes its decisions. The way this decision was made dismisses the value of collaborative and consensus-driven government, as demonstrated by the City's Citizens Advisory Committees and Commissions. This is our democracy, and we ought to stand up for it. The Council's wholesale removal of programs to appendices rejects out of hand without public debate years of work of City Staff and citizen volunteers to develop a proactive plan with policies and programs to address the issues of greatest import to our citizens. The Citizens Advisory Committee recommendation considered programs and policies together because one informs the other. It was further not only the hundreds of hours of collaborative effort by Staff and CAC members that were disregarded by Council actions in January, but also all the other Palo Alto residents who are represented by them, citizens who take to heart the importance of participatory democracy. I fear both Council and community will rue the day when such cavalier disrespect for both democracy and citizen participation drives away those volunteers who do so much to make this a community where we wish to live. Why should any answer calls to donate their time and effort providing volunteer staffing for all the Commissions you recruit for and the City depends upon? I appreciate the efforts of citizen volunteers on our City Commission, Committees, Boards, schools, and services. I value the quality of the work product produced by the CAC, and I want and expect and hope the City Council will respect it as well. Thank you.

Mayor Scharff: Thank you. Tiffany Griego to be followed by Greg Schmid.

Tiffany Griego: Good evening. My name is Tiffany Griego; I'm Managing Director of Stanford Research Park. We have now thoroughly reviewed the preferred scenario as described in tonight's Staff Report. As we discussed on January 30th, Stanford and the Council have a shared vision of encouraging a mix of uses in the Stanford Research Park. Where we see great opportunity in the preferred scenario is the encouragement of housing in the Stanford Research Park in close proximity to jobs and to transit. We are further encouraged by the fact that the proposed scenario does not include certain regulations or policies that I fear would have been detrimental to the economic vitality of Stanford Research Park. As several of the Research Park employers and as I said to you on June 6th of 2016, last year, the Research Park employers and I were concerned about Conditional Use Permits and other similar mechanisms, regulations, and fees designed to control the number of employees a business can hire in Palo Alto or to control the proportion of office versus R&D uses in the Stanford Research

SUPP-PH1-15

Park. Stanford expressed our concerns that proposed employee headcount caps would have had unintended consequences of undermining the ability to attract the employers that support long-term economic vitality and stability in our Palo Alto. Predictable Comp Plan policies and zoning Ordinances have attracted newcomers like Tesla, Ford, and Jazz Pharmaceuticals and have been Palo Alto's vital contribution to the success of the Research Park. One additional item that I did want to bring to your attention tonight in the proposed scenario is language that supports the conversion of nonresidential FAR to residential FAR. When discussing our shared vision for the diverse mix of uses in the Research Park, it was our intention to express additional or supplemental housing growth on top of commercial growth. I wanted to make sure to make that clear to you. We ask that you take an action to make that clear, that any housing in the Research Park would add to and not subtract from any commercial growth that is currently available under current zoning. We will also submit some additional comments in writing by the deadline. Thank you very much. **SUPP-PH1-15 cont.**

Mayor Scharff: Thank you. Former Vice Mayor Greg Schmid to be followed by Bill Ross.

Greg Schmid: Good evening. It is a great opportunity for the Council who's now beginning to look across the elements, looking for consistency. It's important to be explicit in that consistency. I'd like to just spend my time talking about the 3 million job growth in the new Comp Plan. Three million is a lot; 1.3 is already voted on, but that doesn't mean that the impacts have been felt yet. They will be felt during the course of the new Comp Plan. The 1.7 by itself is twice as high a growth rate in new commercial square footage as was true between 1989 and 2015, twice the rate of growth. Already you have spent time in the last few weeks looking at TMAs, RPPs. How do we deal with the existing problem of traffic and congestion? The City themselves have been monitoring in the Downtown area congestion, and they admit there are 770 spaces needed in the residential areas to fully park. When they asked for commercial permits in the residential area, they asked for 1,400. Even dealing with the current situation costs money. Where does the money come from? The only effective TMA in the City is the SUMC, in which Stanford Medical Center has pledge $2.5 million per year to make it work, to get one-third of the people out of cars. **SUPP-PH1-16**

Woman: Can you speak louder?

Mayor Scharff: Thank you very much. Bill Ross to be followed by Don McDougall.

Bill Ross: Good evening. My comments focus on the proposed draft supplement to the DEIR, which on Page 4 incorporates the reference to that document. A review of that document would indicate that it does not contain a current, accurate project description reflecting your actions of January 30th. For example, in looking at the Action Minutes, Attachment F to the Staff Report, at Page 11, there's no indication of the action required by a Board majority of Wolbach, Kniss, Scharff, Fine, and Tanaka, directing Staff to remove from the final draft of the Comprehensive Plan all programs from the Land Use Element not required by State law and to take them up at a later time. There are four other substantive Council actions that affect the project description, that is the substantive content of the Comprehensive Plan. I would also ask—I think there's another person that has yielded their time to me. If you examine the substantive sections of this supplement, those project changes aren't set forth. This is true with respect to the executive summary, the introduction, the project description particularly. If the project description is not accurate, then the alternative sections, .6, .1, is also inaccurate because you have no way to determine what's a reasonable alternative. The same is obviously true with respect to the traffic section. I would respectfully suggest that the appropriate action is to get a proper project description in the supplement to the Draft EIR for the project before you proceed. Right now, those substantive changes aren't reflected there. How can any member of the public much less members of your Council comment on that supplement to the DEIR?. Thank you. SUPP-PH1-17

Mayor Scharff: Thank you. Don McDougall to be followed by Ken Joye.

Don McDougall: Mr. Mayor, Council Members, good evening. All I want to do tonight is comment, in the time I have, on the programs and the allocation of the programs. As I've said and as I've written, the draft of the Comprehensive Plan that we have today represents a great deal of time, effort, and thought and compromise and an awful lot of broad citizen input. I think it is a good and complete work as it is. It is a strong guideline. A guideline, not rules, for action. It's not something that has to be followed. I'd like to urge Council to, number one, keep the number of programs that are already there, maybe even some of the deleted ones. Keep the programs with the policies. That's the way we developed them in the first place. Repeat the programs in an implementation section and element if that's necessary and useful. Lastly, I would say properly finish the Plan not by trying a prioritization but, in fact, defining which programs would be reviewed and initiated or deleted in 1, 5 or 15-year periods. In terms of the number of programs we have, I'll share my analysis with you. It's not as dire; it's not as large as you think it is. The places where we have added more programs should be informational to the Staff, the Council, and even the citizens. We've added programs in Community Services because this is

a much more compassionate Plan than we had before. We added them in Transportation because that's what everybody talks about, reducing single occupancy vehicles. We added them in the Natural Environment because we understand the natural environment and the importance of the urban forest and water and energy to our City. I urge us to simply go ahead, put them into timeframe buckets, initiate the review process, and get on with using the Comp Plan as it is. Thank you.

Mayor Scharff: Thank you. Ken Joye to be followed by Arthur Keller.

Ken Joye: Good evening. I'm a resident of the Ventura neighborhood. I want to thank the CAC, Staff, and consultants who have worked on this Comprehensive Plan. It's a gigantic effort, and I appreciate their work. I have taken one thing primarily from that, which is the jobs/housing number. I encourage you to make that number as small as possible. Thank you.

Mayor Scharff: Thank you. Arthur Keller to be followed by Andrew Granato.

Arthur Keller: Thank you, Mr. Mayor, Council Members. Firstly, Dan Garber and I as co-chairs submitted a letter to Council, which didn't seem to make it into your Packet. Can I give it to Staff? The next comments are going to be my personal comments. First, I have a concern about the impacts on schools and that we're not really taking into account how many additional schools we'd need, how much crowding we'd have on these schools. As I long say, we can build two-story school buildings, but we can't build two-story playing fields. I have concerns about adding more jobs and increasing the employed residents under the various scenarios. I actually have concerns about choosing a scenario before all the comments of the DEIR have been in, which isn't until about 10 days from now. I didn't hear it, but I read the comments and the reports of the State of the City address, where Mayor Scharff promised that single-family residential neighborhoods would stay the same. That won't be the case with the increases in FAR and lot coverage and reductions in setbacks that were proposed by certain Council Members for accessory dwelling units. I also have concerns about overly optimistic and unproven traffic reduction predictions and our predictions in terms of vehicle miles traveled. Our predictions—I didn't see in terms of LOS—in terms of this, were based on a Downtown TMA that has not proven itself, of TDM programs where we haven't enforced them ever except for the Stanford Medical Center. Therefore, essentially we need to prove and show that these work before we can rely on them. Thank you.

SUPP-PH1-18

SUPP-PH1-19

SUPP-PH1-20

Mayor Scharff: Andrew Granato to be followed by Stephen Levy.

Andrew Granato: Hello. My name's Andrew Granato. I'm an undergraduate student, who has been writing about housing politics and policy in Palo Alto

SUPP-PH1-21

and the Bay area for the past year. I'd like to speak strongly in favor of Scenario 6. If anything, I would go further in increasing the number of housing units in the Palo Alto area. As has been said before, Mountain View is adding about 10,000 housing units in North Bayshore. I certainly think it's feasible for Palo Alto to add 6,000 units, especially given the height limit and the opportunities, including in the Stanford Shopping Center. This year, me and my fellow seniors are going on our first job hunts. What I hear from a lot of people is that they would love to be able to join local Bay area communities and become part of those communities and support them, but they simply cannot afford to stay in the Bay area. The only exceptions being people who are going to be making extremely high salaries just out of undergrad, salaries that are way up on the tail of salaries in the United States, and that a vast majority of people do not have. Because housing prices are after all at the end of the day just a function of housing supply and housing demand, the cumulative effect of the Bay area's housing restrictions has been the kinds of prices that we've seen in Palo Alto and across the South Bay in particular, which also has the effect of disproportionately locking out Black and Latino citizens who elect to contribute to these communities as well. I do think it's very important that Palo Alto and other South Bay communities do their part to make these places more accessible and affordable. I urge Palo Alto to adopt Scenario 6. Thank you. **SUPP-PH1-21 cont.**

Mayor Scharff: Thank you. If we could have Stephen Levy, to be followed by Penny Ellson.

Stephen Levy: I'd like first to respond to Liz's question about how could we build so many more units than we did in the past. Both Tiffany Griego and Hillary laid that out. We have so many different areas and policies now, the Research Park, the Medical Center, El Camino, your action on accessory dwelling units, and the idea of converting not in the Research Park but in Downtown and Cal. Ave. some commercial FAR to housing and mixed use. We can do a whole lot better. Can we do 6,000? I don't know. Some number between 4,500 and 6,000 certainly seems possible if we want to do it. **SUPP-PH1-22** Jim, after hearing that school discussion, I went on my iPad. When you sit down with them, they need to know that DOF is projecting that this County will add 300,000 people between 2015 and 2030 and have 100,000 fewer students. I think the idea is they only looked at the added units; they didn't look at the reduced number of children that would be in the existing units from aging and falling birth rates. I just tell you that that finding is way different then what is projected for this County. On the Comp Plan, I hope, Cory, when you make the Motion you add some of the things that we've heard, that the programs go under the policies, that Staff be encouraged not to dismantle but to consolidate a whole bunch of programs **SUPP-PH1-23**

under a heading. For bicycles, we probably don't need 20; three or four would do and keep that breadth. I don't know. I thought your idea about priorities and flexibility and coming back to it every year was pretty good. Given that, I don't much care where they go as long as they aren't overwhelming, they're under the programs. One last thing. We asked somebody from the League to come and read that letter. We told them it was 8:00; if they come here before public comment, please let them read the League's letter.

Mayor Scharff: Thank you. Penny Ellson to be followed by Jeff Levinsky.

Penny Ellson: You'll be glad to know that I checked a whole bunch of things off my list because other people have said them. A couple of things. I first of all want to say I'm glad to hear that a lot of people are thinking about school impacts. That's a good thing. I also have some concerns about overly-optimistic projections on TDM opportunity. I think we should really look carefully at that. I wanted to thank Council Member Wolbach for listening to the public. I listened to a lot of you. I called some of you to understand about the programs and your thinking around that. I have to say that the programs belong with the goals and policies. I remember the first time I read the Comp Plan. It took me a long time to get to the appendix. I think this is a document for the citizens as much as it is a document for you on the dais and for our City Staff. It's important that it's accessible for people the very first time they come to it. I'm glad to hear that. I hope you'll keep the programs in there. Finally, I want to comment that when I took a look today at the changes in the Comp Plan, I noticed—I have to sum up—that taking the programs out really created a lack of alignment between the Land Use and Transportation Elements. That's my final reason for keeping that in there. There are some details on that. I had one other thought, but it's gone now. Thank you.

SUPP-PH1-24

SUPP-PH1-25

Mayor Scharff: Thank you very much. Jeff Levinsky to be followed by Katie Talbot.

Jeff Levinsky: Good evening, Mayor Scharff and Council Members. Just a few years ago, the Council and City Staff sent a letter to ABAG that pointed out adding 2,860 units was "completely unachievable." It called such a goal "an exercise in futility," citing impacts on neighborhoods and infrastructure. It said the effect on our schools "cannot be accommodated." Why tonight are we even talking about such growth or more? You can look at my neighborhood as a good example of what happens when the City believes it can ignore these realities. We were promised for the Edgewood Shopping Center that putting in new housing in the parking lot would not impact parking. Yet, it has. Even with the center half occupied, parking there is so

SUPP-PH1-26

bad that it turns out the owner, Sand Hill Properties, secretly asked the City to let them put cars onto neighborhood streets without, by the way, notifying neighbors. We were told traffic wouldn't be a problem, but the neighbors all point out how bad it's become. Most ironically, we were told that adding housing would help, but it turns out the houses that were added sold for about $3 million each, more than the cost of the single-family homes around them. It actually made affordability worse. In summary, the City in the past did not think we could grow much. When we were promised growth that wouldn't impact parking, traffic, or affordability, the City was wrong on all three counts. Please remember that tonight. Thank you. **SUPP-PH1-26 cont.**

Vice Mayor Kniss: If any of you have not turned in your cards yet, could you turn them in now so that we can add you to the list and have some kind of tracking of how many will be speaking tonight? Thanks. Katie Talbot.

Katie Talbot: Good evening. More and more people want to live in Palo Alto because it is beautiful, it is filled with interesting people, it is a home of innovation. Some people want to live here because it's home. For whatever reason, Palo Alto needs a lot of housing, a lot more housing. When you're planning for that housing, I am going to ask you to keep in mind the needs of your most vulnerable population, the developmentally disabled. They grew up here. They're members of the community, and they add lots of diversity and vibrancy to the community. Palo Alto has a persistent problem with housing the developmentally disabled. I hope that you will consider that when you are looking into your housing discussion here. Thank you very much. **SUPP-PH1-27**

Mayor Scharff: Thank you. Amy Sung to be followed by Annette Ross.

Amy Sung: Good evening, Mayor, Vice Mayor, and the members of Council. Thank you. My name is Amy Sung. I am here to speak before you. I am very excited to see that Scenario 6 is calling for at least 6,000 units to be built. Let's be honest about housing. Housing is short. There is a severe housing shortage up and down the Peninsula. Looking at San Francisco all the way down to San Jose, all our neighboring cities are doing something to try to address this issue. There is growing pain, and the pain it is. We are looking to the Council for leadership. (Inaudible) taking us to the moon, and anything could happen. That is one. How are we going to address this sound like a lot of units. Six thousand units in 10, 15 years really is not that many in a per year. There's a range of housing types that can be imagined between single-family homes and apartments. There's duplex, condos and townhouses and multiplexes. Finally, I actually wanted to address—as a member of the CAC, I just really applaud that Council Member Wolbach for the proposal to separate the programs from the Comp Plan. I just heard **SUPP-PH1-28**

that the old Comp Plan has about 266 programs. During the course of its existence, about 15 percent of it has been implemented. Our current Comp Plan that I am member of, that we are working on, has more than 400 programs. It is really just a good idea to have it consolidated in one place and prioritized. Thank you.

Mayor Scharff: Thank you. Annette Ross to be followed by Shani Kleinhaus.

Annette Ross: Good evening. Council Members Filseth and Kou covered my concerns about what Stanford is doing. I hope that you will factor that into your decisions tonight. I think Greg Schmid's comments were right on point. I urge practicality. I think there's no question that Scenario 6 is what we need, but we messed things up over the last several years and took away some of our opportunities to do it land-wise. We have to be practical; we have to fix some of our problems before we proceed and make decisions that will make our problems worse. You'll end up back in this same place in 10 years trying to fix bigger issues. That's really all I have to say tonight. Thank you. **SUPP-PH1-29**

Mayor Scharff: Thank you. Shani Kleinhaus to be followed by Diane Morin.

Shani Kleinhaus: Good evening, Mayor Scharff and City Council. First step in the redemption seems to be taking place. Thank you. The next one that I want to ask you for is to not ask the CAC to do a prioritization exercise tomorrow. We've done that in the subcommittee. We found that to be extremely stressful, Sophie's choice. Do you want this one or do you want that one? A few people, let's put all our eggs in one basket. There's what is the process for that. I don't think we need to do that. You can keep all the programs. We should work on consistency. We should make sure that everything fits together. We don't need to start prioritizing because, when you do that, the small voices are lost. The people who came to speak on very specific issues and actually made it into a program may end up not being represented there. I ask you for the next step in that Motion that is coming up, don't ask the CAC to do prioritization. Focus on consistency. Focus on the Plan working together. Focus on prioritization in some future special meeting for prioritization of programs every year, if you like, like other cities are doing, but not in this format. It's wrong, and It's really, really stressful. If that happens tomorrow, I'm not going to go there, I can tell you now. It's just too much stress. Thank you.

Mayor Scharff: Thank you. Diane Morin to be followed by Former Mayor Pat Burt.

Diane Morin: Mayor Scharff, Vice Mayor Kniss, and Honorable Council Members, I ask the Council to support a goal of 6,000 new homes in the **SUPP-PH1-30**

Comp Plan scenario as a minimum in this case. For me, it's a matter of—a gentleman spoke before about normative. I believe it's what people are doing largely in this City at this point. The culture so far has been let's look at traffic and safety, but let's not focus on people's needs. First, you can focus on people's needs, and then you can creatively deal with transportation solutions, which work to the advantage of both. Tonight, I implore you to support the addition of more housing in Palo Alto. Serving on the Human Relations Commission for 3 years recently, I came to understand there's a serious need for more housing in Palo Alto. I'm particularly interested in seniors, as you know. The issue of housing is widespread, however, among all sorts of members of our community. I feel that the population of over 50-year-olds would greatly benefit from scenarios that would allow them to live in smaller units in communities of many, close-knit, and more-densely living together groups. This would allow them to be nearer to stores and walkable areas and to benefit from shared services, including shared transportation. I support the concept of converting commercial FAR to residential units. This would benefit mixed-use projects Downtown. All of the above, if done respectfully, could reduce the demand for cars and transportation. The culture of our community could be redirected towards the use of public transportation, particularly if the City creates different kinds of transportation alternatives such as small buses or cars, etc. We need to have diverse housing for the diverse community that has come to Palo Alto and also to help regional needs. As an anecdote, as a defense attorney I have to deal with old people living alone in the residential houses here. They were losing their driver's license, and this was a shame. I ask for more housing and different kinds of housing. Thank you.

SUPP-PH1-30 cont.

Mayor Scharff: Thank you. Former Mayor Pat Burt to be followed by Deb Goldeen.

Pat Burt: Good evening. The CAC and Staff agree that the Plan would benefit from streamlining the programs. Also, there's been a concern expressed by the Council that the current Plan embraces contradictory objectives. While I'd describe the Plan as having deliberate tensions rather than contradictions, that problem should be solved rather than abrogated. Either way, programs provide greater clarity rather than less. The issue was raised at the end of a long meeting without forewarning to the public or thoughtful discourse. As the Mayor emphasized in his State of the City speech, Palo Alto places high value on transparent and meaningful public participation. Clearly, this recent action did not meet that standard. There have also been misrepresentations about what actually occurred at your January meeting. Removal of the programs was not merely a formatting change. As was made explicitly clear at the meeting, the intention was to eliminate all programs. The programs would be referenced merely as an

addendum and as alternatives to be considered by a future Council and not adopted in the Plan. This is a striking difference from the current Plan where all programs are officially part of it. Elimination of programs results in greater arbitrariness in decisions by Councils. Programs provide essential guidance to Staff on how to review future projects. The Comp Plan needs to be enduring and represent the community consensus. That's why last year we did not rush to forward the Plan under the prior Council. We agreed to proceed deliberately, allowing the CAC to work to reconcile different viewpoints of the community.

Mayor Scharff: Thank you. Deb Goldeen to be followed by Bonnie Packer.

Deb Goldeen: I'm here to speak in favor of the 6,000 housing units. In my opinion, it's not whether or not; it's how. If they're well planned and implemented, it's not going to be a problem. Fortunately, on this Council we have some brilliant planning minds. Thank you, Greg. I feel confident that that's possible. As for your—it's just a drop in the bucket. Lives are being crushed from lack of housing. It's been horrible. I've watched it all my life. This is just a drop in the bucket, but we owe to the greater community to provide our little drop. As far as your Comprehensive Plan goes—Lydia, please listen. Thank you. As far as our Comprehensive Plan goes, man proposes and God disposes. The question is are you going to make a righteous decision or as selfish one. **SUPP-PH1-31**

Mayor Scharff: Thank you. Bonnie Packer to be followed by Trina Lovercheck.

Trina Lovercheck: I'm taking the place of Bonnie.

Mayor Scharff: You need to state your name.

Ms. Lovercheck: Trina Lovercheck.

Mayor Scharff: Bonnie's not speaking tonight.

Ms. Lovercheck: Right. I thought this discussion was starting at 8:00. When she didn't see me here earlier, she stepped up. Good evening, Mr. Mayor and City Council Members. My name is Trina Lovercheck. I'm reading this letter on behalf of the League of Women Voters of Palo Alto. Dear Mayor Scharff and City Council Members, the League of Women Voters of Palo Alto has longstanding positions in support of diverse housing opportunities for all, particularly for very-low, low, and moderate-income people, and in support of an efficient and effective transportation system to serve all, particularly those who are transit-dependent. Accordingly, we take this opportunity to make the following points regarding the supplement to **SUPP-PH1-32**

the Draft Environmental Impact Report, EIR, on the update to the Comprehensive Plan and on the draft Plan itself. There are many policies in the draft Comprehensive Plan, which if implemented could result in a large number of additional housing units. The existing housing crisis will most likely not go away over the life of this draft Comprehensive Plan. Thus, we urge you to support these policies and to include in the Draft EIR preferred scenario the number of housing units denoted in Scenario Number 6, 6,000. Including this high number of housing units in the preferred scenario would provide you with the information you need regarding the environmental impacts of these housing policies. There are a number of policies in the Transportation Element of the draft Comprehensive Plan regarding adequate transit options for all. We urge you to ensure that the Fiscal Study contains an analysis of the cost for the expansion of the City's shuttle service or a comparable program to greatly improve transit in Palo Alto and to reduce traffic congestion. Thank you for considering our comments. The letter is signed by Mary Alice Thornton, the first vice president of the League of Women Voters of Palo Alto. Thank you. **SUPP-PH1-32 cont.**

Mayor Scharff: Thank you. Judy Kleinberg, former Mayor, to be followed by John Kelley.

Judy Kleinberg: Thank you. Thank you, Council Members. I'm going to make this quick. I want to congratulate you on your vote to add accessory dwelling units, not granny units. Now that I'm a granny, I don't like that term. Thank you for adding housing in the residential areas and doing it in the way that you did, which was thoughtful, so that it's not compressed and adding problems in the neighborhoods. Now, you have another opportunity, a bold opportunity to add housing in transit-oriented areas, where it can be built conveniently, effectively, and where developers can make it work. They can do mixed use and have retail on the bottom, housing on the top, and some offices in the middle. I support having the housing, not have as much parking because we hope those people will be self-selected, and they will be taking public transit or biking or walking to work. It is the retailers and the office people who actually need some place to park. As a matter of fact, it's the old buildings where there isn't any place for retail to have parking that really have been creating a problem. Thank you for taking this up tonight. We support Scenario 6. Be bold, go for it. Let's get the housing Downtown and in areas where there's transit. Let's help solve some of this housing/jobs imbalance. Thanks. **SUPP-PH1-33**

Mayor Scharff: Thank you. John Kelley to be followed by Lisa Van Dusen.

John Kelley: Mayor Scharff, Vice Mayor Kniss, Council Members, coming after Former Mayor Judy Kleinberg is a tough act to follow. I can start off by **SUPP-PH1-34**

saying I support everything that she just told you. The one thing I'd really like to add, however, is how the Resolution that you adopted previously concerning ADUs impacts your decision tonight. I too would like to commend you and congratulate you on making the proper decision about accessory dwelling units. That's a really important step forward for the community. What I've found over the last couple of years, ever since the Comp Plan's been going, however, is that too little attention has been paid to the impact that accessory dwelling units can have on the overall housing count, especially on the housing diversity issue. It's been mentioned before that we don't just have a housing crisis, we have a housing diversity crisis. ADUs are going to be an important step. I think, given your prior decision on the ADU issue, not only can you go with Scenario 6 but I would encourage you to go a step further. Maybe it was a year ago, someone was asking at one of these earlier Comp Plan review meetings how many units. I got up here and told you 10,000, which probably sounded absurd. I'm going to repeat that tonight. I actually think 10,000 is the correct number that our community is going to need over the lifetime of the Comp Plan revision. If you think about it, over that period of time, more than a decade, ADUs can contribute a substantial amount. Given what you've already decided, I would encourage you not only to adopt Scenario 6 but to consider going further. Maybe you're not going to see 10,000 being the right number. Maybe something closer to 7,500 would be appropriate in your judgment. In my mind, 10,000 units is what we really need in this community. We need many, many more smaller units. We need something that's going to accommodate seniors, young people, young families so that we don't lose what's really vital about Palo Alto. It's not parking, and it's not traffic-free movement from Point A to Point B. It's the people that really constitutes the most important thing we have in our City. Thank you. **SUPP-PH1-34 cont.**

Mayor Scharff: Thank you. Lisa Van Dusen to be followed by David Fudenberg.

Lisa Van Dusen: Good evening, Mayor Scharff and Council Members. I will try to be very brief here. I echo the 6,000 or greater number of Scenario 6 in the Comprehensive Plan. I hope that you will make the most of what you've already started with the accessory dwelling unit initiative that was voted on recently. Congratulations on that. I just wanted to share a couple of brief stories that have stuck with me. The battery in my Prius has died a couple of times recently. Both times recently, the people who came to help me from AAA brought up, without me mentioning it, that they were moving away because of housing costs. They were already living in pretty compromised circumstances. I'm just seeing the people that are part of our community and part of helping us live our lives, cars or no cars, are getting squeezed out. I'm just wondering who's going to be doing a lot of the jobs **SUPP-PH1-35**

that we need to survive. I think it's interesting to think about that. In addition, I hope we can continue to be really creative about both transit and transportation and about our housing. Many people can live and want to live actually in very small spaces. Don't forget about micro units in addition to ADUs. I personally would love to be able to ride my bike not with cars but away from cars on bike paths and places like by the creeks and other off-road areas. I just urge you—a lot of people have talked about the planning minds up there and the creativity. I'd urge you to be as creative and out-of-the-box in the way that you think about how we might achieve these goals. Thank you, and thanks to the Comprehensive Plan for all their work. **SUPP-PH1-35 cont.**

Mayor Scharff: Thank you. David Fudenberg to be followed by Stephanie Munoz.

David Fudenberg: Mayor Scharff, City Council, over the past 10 years, traffic and congestion in Palo Alto have become significantly worse. This is a major problem for residents and employees. Rather than discussing mitigating effects of jobs and housing on traffic, we should require a net decrease in traffic, not a reduction in rate of increase, as a condition to approving any more large-scale growth. My request to you, the Council, please ensure we have in place an effective, net traffic reduction program in place before approving any major new additions. Thank you. **SUPP-PH1-36**

Mayor Scharff: Thank you. Stephanie Munoz to be followed by Bruce Chen.

Stephanie Munoz: Good evening, Mayor Scharff and City Council. I'm delighted to see so many people mentioning the word small, smaller units. I think that's where we got off the track a long time ago, thinking that luxurious and nice and beautiful had to be large or at least medium-sized. I'd like to be able to show you that small is beautiful. I'd like to approach it starting with a different point. The Council has done a lot to punish people for riding in their cars. We slug-a-beds, we slackers, we unfit, it's just awful. I would like to suggest that instead you do something positive for people who don't want to use cars or can't use cars. Their licenses have been taken away. They have glaucoma. They have whatever. I'd like to suggest that you start by having on El Camino—that would be the 22 and the 522—the same FAR, the same net square footage but divided up into small, like hotel residential homes. They could be beautiful. You could be the Fairmont Hotel. They could have marble showers, but they could still be very affordable because you could put a lot of them, twice as many, three times as many, as you could put, for instance, in 600 square feet apartments. I would like to suggest that one way that would make them elegant would be if they were built like 101 Alma with room-size balconies straight across. That's my contribution to this. Good luck. **SUPP-PH1-37**

Mayor Scharff: Thank you very much. Bruce Chen to be followed by Becky Sanders.

Bruce Chen: Good evening. I strongly object to Scenario 6. The City needs to take an approach to look at our sustainable growth. Everybody looking at this, how we can grow, but you have to look at not only the road but also how we can build the City infrastructure to support this additional 600 unit. You are talking about 20,000 people that could live in, that the City's water facility can support this. Not to mention whether the school have the resources to support the next generation of the City. I have two kids in the school. Right now, Palo Alto school has very good teacher and student ratio at around 22 for elementary school student. If you think about this additional people moving into the City, how we can solve that, how we can let them (inaudible) the high quality of the City's education without sacrificing the quality of our education for the next generation. I also want to say that City needs to proceed with caution with this Motion, whatever. You guys need to listen to more. I talk with my neighborhood about this scenario. It seems don't have enough information yet. They really want to know more. I trust you guys' instinct and experience, but I think the City's residents need to have more say in these different scenarios. Not to mention, there's a State investigation going on. I highly doubt some of the motivation behind the scenario proposals. That's from me.

SUPP-PH1-38

SUPP-PH1-39

Mayor Scharff: Thank you. Becky Sanders to be followed by Dan Garber.

Becky Sanders: Good evening, City Council Members. Thank you for your service. Listening to the debate tonight, we have had an interesting marriage between the disparate voices for housing. May I ask housing for whom? Will this housing be made available to the developmentally disabled or the most vulnerable, the low-wage workers, seniors, or to the most privileged, to the people that can afford? Developers understandably seek to maximize the profits. You see the disconnect between cravers of rabid growth and seekers for social justice. I challenge you to how can you solve that disconnect. So much money has been thrown into lobbying for pro-growth in this town. Those of us without the money or the lobbying access are left blowing in the wind. Therefore, I can't in good conscious support Scenario 6 because I believe the housing will go to serve the most privileged. Also, just as an aside, I actually couldn't believe my ears. I believe City Council Procedures, Page 3, Section D, Bullet 1, says all remarks shall be addressed to the Council as a body and not to any individual. I would really suggest that Council pay attention to that rule and admonish people not to address Council Members individually. I found some of the remarks earlier a little bit disconcerting. Thank you.

SUPP-PH1-40

Mayor Scharff: Thank you. Dan Garber to be followed by our final speaker, Joe Hirsch.

Dan Garber: Dan Garber, Co-Chair of the CAC. Just a couple of topics. The Co-Chair and I—Arthur Keller and I have submitted a letter, which you have received. I'd like to thank Council Member Wolbach for reconsidering his position on the location of the programs in the Comp Plan. If the Council decides to not do that, we also suggest that the Council consider how the CAC should be used going forward. We would recommend further work by the CAC to support the Council in working through the programs and policies, potentially reconsidering which are to be in which bucket. Regardless of which way the Council goes, I would appreciate some discussion around how the Council would like to utilize the CAC's efforts, particularly in regards to prioritization of the programs and policies that are in place. We've assumed that we should be doing that. If you have other thoughts that we should not be or ways that we should be directing our focus, I'd appreciate some comments regarding those topics. Thank you.

Mayor Scharff: Thank you. Our final speaker, Joe Hirsch.

Joe Hirsch: Mr. Mayor and City Council Members, I had not planned to speak tonight, but a couple of comments caught my ear. Yes, we are looking for leadership, thoughtful, sound leadership going forward. Another person mentioned focusing on people's needs. We need to focus on the needs of the current residents who are here now. More and more people bring more and more cars. No matter what people say, you need a car in this area. You can use traffic every now and—mass transit, trains, whatever—then, but ultimately you will fall back on a car. That leads to greater and greater congestion as I found out driving to the city three times in the past week. I couldn't believe how bad it was. It started out being bad in Palo Alto and then all the way up to the city. Fix the traffic and parking problems first if you can. Have a plan in place that will mitigate the problems we have now, and then gradually expand housing to the extent it can be accommodated without adversely affecting the quality of life for all of us, those who are here now and those who will come afterwards. I feel that we're at a tipping point. I've always said this area, since I've been here since 1972, is paradise. I am very fearful we are going to paradise lost. We need thoughtful leadership about how we can grow without ruining what we already have. Thank you.

Public Hearing closed at 8:31 P.M.

Mayor Scharff: Thank you. Now, we'll return to Council. We're going to take up Item Number 4 on the Staff Report, which is Packet Page 300 for the

audience, which is clarify and provide additional direction regarding the placement of programs in the Comprehensive Plan Update, specifically select either "A" or "B." Council Member Wolbach, is your light on?

Council Member Wolbach: I've sent a Motion to the City Clerk. I would like to make a Motion regarding this portion, that's Part 4 of Item 16. I'm open to possible amendments especially in light of some of the comments we heard from CAC members, including Shani Kleinhaus and Don McDougall, about the question of how the CAC can best be utilized to help with the questions of prioritization, timing, etc. Here's the Motion as a starting point. Staff to proceed with Option 4-B to include the programs in the implementation plan and also in the main body of the Comprehensive Plan. "B," Staff to complete the process of consolidating redundant programs and eliminating infeasible policies and programs. "C," Staff to incorporate suggestions from the CAC and the public and use their own judgment to identify relative priority and timeline for implementing programs, such as maintaining current practice, short term, medium term or long term, or current, 1-year, 5-year, 13-year, and estimate level of effort or cost associated with each program, such as low, medium, or high. "D," Staff to return to Council to review the above prior to adoption.

Council Member DuBois: I would second that.

MOTION: Council Member Wolbach moved, seconded by Council Member DuBois to direct Staff to:

A. Proceed with Option 4B to include programs in the Implementation Plan and also in the main body of the Comprehensive Plan; and

B. Complete the process of consolidating redundant Programs and eliminating infeasible Policies/Programs; and

C. Incorporate suggestions from Comprehensive Plan Update Citizens Advisory Committee (CAC) and public and use their own judgment to identify relative priority and timeline for implementing Programs (e.g. maintain current practice, short-term, medium-term, long-term; or current, 1-year, 5-year, 13-year) and estimate level of effort/cost associated with each Program (e.g. low, medium, high); and

D. Return to Council to review the above prior to adoption.

Mayor Scharff: Would you like to speak to your Motion?

Council Member Wolbach: I spoke quite a bit to this issue prior to going to the public. Again, especially for those who came in after those initial

comments, I think we've had a really robust conversation over the last couple of months. There's been a good civic discourse. I actually thought it was important that on the 30th we had greater discussion about this than some of the other items. That was a request that was made. I thought that was important, that we did a full round of conversation about this item. We continued the item. We did not lock this Motion in, the prior idea of moving the programs only into the implementation section. We did not lock it in stone. We've had that public input. I've very much valued that. As I said before, I didn't do a very good job articulating what I really intended and my reasoning in January. If I'm ever lucky enough to have kids and raise them in Palo Alto, I'll tell them when they make a mess, they should clean it up.

Mayor Scharff: Council Member DuBois, would you like to speak to your second?

Council Member DuBois: Yeah. We got several letters from the CAC, from both Chairs of the CAC, from PAN, several other neighborhood associations, lots of voters. I think this is the right thing to do. A couple of quick comments and a question. We got some information on how many programs were completed in the past. I didn't have time to go through the Comp Plan. I saw there were a lot of programs that were essentially overlays. Around grocery stores, I saw three, like trying to seek public bathrooms, trying to stripe parking lots. Those programs are always in effect. Do we count those as completed? When I look at it, I have a feeling we actually act on more than we reported in that total.

Ms. Gitelman: Thank you, Council Member. You're saying there are some that are ongoing, that maybe we should consider completed.

Council Member DuBois: We've been following them. They're kind of always in effect.

Ms. Gitelman: I'm sure we could count the number slightly differently. I appreciate that point.

Council Member DuBois: Will this draft, once we consolidate and prioritize, go to the PTC?

Ms. Gitelman: I'm sorry. You were talking about the implementation or the whole document?

Council Member DuBois: The Land Use Element and Transportation Element.

Ms. Gitelman: Our idea is to get the City Council input on all of the elements. We're hoping that you will refer all of them as a package to the PTC before your break in the summer.

Council Member DuBois: I don't know if we need to add that to "D." As long as that's understood, I would suggest it does go to the PTC. I was going to make a Motion; this is almost identical, so I will support this Motion.

Mayor Scharff: Council Member Kou.

Council Member Kou: I just want to say thank you very much, Council Member Wolbach, for bringing back the programs. As one of the member in the community said, I think it was Betty Jo Chang who said the policies and programs go together because one informs the other. That's absolutely true. I really appreciate it.

Mayor Scharff: Council Member Holman.

Council Member Holman: A couple of things. One touches on what Council Member DuBois said, which is some of them are ongoing. Some of the programs are ongoing, so they're probably not counted among the done or accomplished. Otherwise, some of the programs are also referred to—some of the policies, goals, and programs are referred to also when something comes before the Council, before the City Staff, before the community, about being consistent with. They also provide benchmarks. I think they provide value that way as well. Question about "B," the second part of that, and eliminating infeasible policies and programs. The question around that one is who determines if they're infeasible policies or programs. The other is—the part of me that's a bit idealistic is why shouldn't we dream. You never can tell; something might change, and the life of the Comp Plan is for quite some while. Are we going to have 42 acres of parkland in town? Of course, there's not land available, to use an extreme example that obviously is infeasible. What were you intending by that, maker of the Motion?

Council Member Wolbach: I'm not sure if there are any that aren't feasible. I did intend for that to go to Staff to continue the process that, I understand, Staff has already begun. I'll just add that I understand you've already brought the number of programs below 400. If you remove the Public Safety and Environment Elements, we're actually within two programs as far as the numbers compare to the '98 Comp Plan. We're already on the right track, I think. I did intend for that to go back to Staff for that work. Also from those OPR guidelines I mentioned before, there's something that says—also on Page 46, it says adopting infeasible planning policies and implementation measures is a waste of time. To avoid this, the planners

who will be implementing the Plan should be involved in its preparation. I meant that Part B in the Motion to reflect that guideline from the State.

Council Member Holman: That could be addressed, I would think, as part of the prioritization. Does Director Gitelman have any comments on that?

Ms. Gitelman: Obviously our intention is not to include programs that are in themselves infeasible in the document. If there are any, we would highlight those and not want to carry those forward. In terms of the implementation programs, we think of feasibility more, as Council Member Holman suggests, in the prioritization process; we all acknowledge that it's not going to be feasible. We're not going to have the resources to implement all of them. It is going to be an exercise in prioritization in the Plan and then in subsequent annual reviews to make sure that we're prioritizing what we should be.

Council Member Holman: Thank you. I appreciate that this has been—that the programs have been restored to the Comprehensive Plan. I was a little bit uncomfortable with the comments. I've been going back and forth whether I would make a comment about this or not. I appreciate this action, but I was also uncomfortable with how it was presented with accusations about others. I would hope, as we go forward as a Council, that we're respectful of each other and just maybe have disagreement but not make accusations about others. With that, I appreciate the Motion.

Mayor Scharff: Thank you. Vice Mayor Kniss.

Vice Mayor Kniss: I would echo what Lydia Kou said, which is congratulations to you, Cory. It's important to listen to the public. We certainly heard from the public on this one, very clearly. Again, I would look at "B," which talks about the process of consolidating redundant programs and so forth. I think that's one of the most important parts of this Motion. One of the conversations we've had earlier about this, Hillary, as I recall, we talked about the number of programs that had been implemented in the last Comp Plan. Was it roughly 15 percent? If we look at a Plan that had 200-plus programs in it, at 15 percent we're done after 15 years-plus. As we look at this, the consolidation and elimination, where possible, is really important. These programs should really complement the policy. That's precisely what you've said tonight. That's why—did you want to make a comment? I think that's one of the most important parts of this. Putting it back in clearly is the right thing to do. Also making it really fit, as they say, the jacket in this case would really make a difference. You don't want to be, as they say, straitjacketed, but you do want that jacket to fit the policy. I think that is where this is heading. Again, thank you to Council Member Wolbach for, as he said, cleaning up his mess. I'm voting yes.

Mayor Scharff: Council Member Filseth.

Council Member Filseth: Thanks. The point about the relation of the program to the policies is really important. The original action was pretty late at night, and maybe we were a little bit quick to do that. I'm glad to see we're going to revisit that. These Comp Plan issues are such long-term impacts that we really need to think carefully through stuff that affects the Comp Plan. I'm glad to see this happening.

Mayor Scharff: Council Member Fine.

Council Member Fine: Thank you, Mr. Mayor. Thank you, Council Member Wolbach, for this. Obviously, we did act a bit rashly. We heard loud and clear from the community. That's democracy in action, isn't it? It's important to underline what our intent was when we made this Motion and voted on it after midnight a month and a half ago. As I understood it, I think our intent was to streamline the programs and at times eliminate redundancies or programs which may have been out of step with their policies. I was pretty interested in Co-Chair Garber's comment about what role the CAC should play going forward. We have an opportunity right now to help them support this community and the Council to move forward. It is important for the CAC to make sure that programs do support the policies, that each program within those policies is supporting it, and we're not going beyond that. It's also important to prioritize them. The word infeasible is helpful in some ways. There are certain programs that we'd love to see done, but they may not be feasible in Palo Alto at this time. We should note that and perhaps remove them if so. Finally, to Vice Mayor Kniss' point about the number of programs, one of our reasons for thinking of shifting where these programs are is the sheer number of them and what burden that caused Staff. If the CAC would be aware of that as well, that's an important consideration. Otherwise, I'd be happy to support this.

Mayor Scharff: With that, let's vote—Council Member Wolbach, you've spoken once. Is it really short?

Council Member Wolbach: Yeah.

Mayor Scharff: Go for it.

Council Member Wolbach: I haven't heard any suggestions. As I indicated before, I'd be open to amendments because I have heard some concerns. We heard tonight concerns from some CAC members about the process, the stickering process that has been tried in the CAC, where they each provide a priority or try to identify their favorite programs within each element. There's a lot of consternation about whether that was the right process or

the wrong process. I don't think we should be giving the specific direction to the CAC and Staff for how to conduct the meetings, especially tomorrow. I just would comment that I'd encourage the Staff and the CAC Chairs to think creatively about a process where people feel like (crosstalk).

Mayor Scharff: Thank you, Council Member Wolbach. Now, if we could vote on the board. That passes unanimously.

MOTION PASSED: 9-0

Mayor Scharff: Now, we get back to the next Staff recommendation, which is to conduct the public hearing, which we've done, on the supplement to the Draft Environmental Impact Report and come back to Council Members for Council Member comments on the Draft EIR and also on the draft Fiscal Study. I'm just going to watch for lights and make any comments on those issues. I see—Council Member Fine. I thought maybe we'd just have no comments.

Council Member Fine: No, not no comments. You're not going to get away with that. Just a high-level thing. I do want to thank Staff and our consultants for all the work on this. I know EIRs are a total pain, but it is important for us to go through it. I think they're good benchmarks. We could all poke holes at any number of the figures in here, whether it's trip reduction numbers, traffic models, housing, population numbers. I don't think that's the point of EIRs. They're meant to lay out a number of scenarios on a spectrum. I guess I want to thank Staff. They've been very informative for me in considering these different scenarios that we have at hand.

Mayor Scharff: I see no other lights on the comments on this. Council Member DuBois. Did you have your light on? I didn't see your light go on; I saw you smile. If you want to speak, go.

Council Member DuBois: I'll go. Everybody's playing chicken. First some comments on the EIR, and then I'll go to the fiscal. I was at Barron Park Elementary this weekend. Dr. McGee spoke. I guess there were some recent rankings. Barron Park Elementary has been one of our lower elementary schools. A recent ranking actually ranked it Number 12 in the State. Palo Alto elementary schools are ranked 1-12. Gunn High School is ranked Number 1 in the State. Pretty impressive. We're a community that's very proud of our schools. This body recently discussed over 3 million, close to 4 million square feet of development. I bring this up because I'm concerned that the EIR doesn't accurately capture those impacts to our schools. I did see a couple of letters come in today from the School District. I think it's something we need to be aware of. It looked like there was a

SUPP-PH1-41

need potentially for land for eight new schools. I would also just say as I look at the assumptions, I hope we will take a balanced approach tonight. We need to manage growth in a way that pays attention to the social impacts, the economic impacts. We should be asking ourselves as we look at these scenarios who do they benefit. We've heard a little bit about kind of affordable housing and serving the disabled. I am concerned that with the current scenario outline based on the January 30th meeting without breaks on office development, we may say that we're looking at 6,000 units of housing, but they'll never get built competing with also unfettered office growth. In terms of the Transportation Element, I'd like to see more teeth in there, specifically feedback. I'd like to see us add implementing the County expressway plan. I'm concerned that we're looking at a scenario with a lot of job growth and a lot of housing growth, and none of our transportation elements are dealing with road capacity. In the EIR, there's significant impacts mostly in the transportation section. If you look at the end, the unavoidable impacts are almost all transportation. I'm concerned about transportation eight, creating demand on our local streets. We may even need to consider increasing capacity in our arterials if we're going to keep traffic away from impacting the local streets. I'd like to understand—the assumption here is that we're going to have grade crossings. I'd like to understand the impacts if we don't have grade crossings or if we only have a subset of grade crossings. It seems to be the most major transportation assumption in the list currently. In terms of land use impacts, there were significant impacts for Scenarios 5 and 6. Again, we've included some recent changes like the S/CAP, but we need to consider future housing in the sphere of influence and the new GUP request that we're getting. Quickly on the Fiscal Study. I know the conclusion is it's not really impactful either way. It does seem inconsistent with past analysis that we've done. We also know that pension is going to be taking a larger and larger piece of the General Fund. I saw an assumption that we're not going to decrease service. I'm wondering how those things were balanced out. It seems like either we have to hire a lot more Staff or we have to have a decrease in service. I'm not sure if this question is coming through properly. Essentially for a dollar of revenue in the future, a huge chunk of that is going to go to fund pension costs. It seems like we need either 50 percent more people or we would deliver much fewer services. Could you guys comment on that?

SUPP-PH1-41 cont.

SUPP-PH1-42

SUPP-PH1-43

Ms. Gitelman: I'll invite our consultant, Mr. Sigman, to come to the microphone and offer a response. I'd just say that the Fiscal Study, like the EIR, looks at one point in time. It's not really looking at a trend, like you would look at a forecast. It's just in the year 2030, which is the year we're using, what would the impacts be on the General Fund, positive or negative. Ben, do you have something to add?

Ben Sigman, Economic and Planning Systems: Sure. Thank you, Council. Good to be here tonight. My firm, Economic and Planning Systems, conducted the Study. First off, to the point about inconsistency with past studies, we carefully look forward rather than backward when we're looking at revenue projections. We're looking at the marginal contribution of new housing and the price points that come with that and the tax revenue that comes with that. If you look across Palo Alto today and you took the average tax revenue, property tax in particular, because of Proposition 13 and other factors, it's not going to necessarily have the same result as what we're finding looking forward. Concerning costs, just to echo the Director's statement, it's a snapshot of the 2015 Operating Budget. We're assuming that cost controls where necessary are put in place to rein in anything that might be growing now and looks to be growing in the future. The pension piece is not explicitly captured. If the expectation is that it's going to grow beyond today's or 2015's as a share of the total Operating Budget, then those are additional costs that aren't in the Study.

Council Member DuBois: We certainly have had a lot of forecasts that that is true. If I could ask you one more question. We've had projections that pensions are going to take an increasing amount of revenue. The other one is a lot of this seemed to be sensitive to property tax and the turnover of properties, particularly residential. Did you make any assumptions in terms of a shift of rental properties versus owned properties that might be resold?

Mr. Sigman: The split is fairly similar to what we have in the City today. We did conduct sensitivity analysis that's documented in the appendix, that looks at if turnover rates were to shift upward or downward pretty dramatically, what would be the effect on the findings of the Study. We found the sensitivities to be really modest.

Council Member DuBois: Thank you.

Mayor Scharff: Council Member Kou.

Council Member Kou: Let me see here. With regards to the Bay Area Clean Air Plan, I see that it's from 2010. We measure air quality here based on that plan. Do we have our own thresholds?

Ms. Gitelman: We have thresholds of significance. One of them is consistency with the Air Plan for the region. We find a significant impact there primarily because it hasn't been updated and it didn't anticipate what we're doing with this General Plan. It's just one of several thresholds we use.

SUPP-PH1-44

Council Member Kou: With the growth in the entire Bay area, if they haven't updated it, then there is a concern there. Is there any way to address that?

Ms. Jensen: The Bay Area Air Quality Management District, as I understand it, is in the process of updating the Clean Air Plan right now. They have not adopted an update at this time. That is in process. Certainly if it's available at the Final EIR and if Staff wants to direct us to look at that, we'd be happy to. I will just note that the analysis—there is also a cumulative quantitative analysis in the air quality chapter that includes development outside of Palo Alto. It's not only limited to the City.

SUPP-PH1-44 cont.

Council Member Kou: I'm just still very concerned because it's been 6 years since they updated it, and we've been growing substantially. Measuring it based on the past numbers doesn't seem to be right. I hope that we can get answers to that for this EIR. In terms of the hazardous materials and hazards, I see that the level is not significant. I also know that there are issues with hazards and matters that are close to College Terrace. I'd like to see that those are some of the things that we are addressing as well, especially contamination that's going underground towards a neighborhood. I'd like to see that more addressed and not be a low level of significance. As Tom had mentioned about schools, I really do have great concerns that the EIR has not taken into account trying to coordinate the growth of Stanford and growth of MPA and the terms of the impacts. Also, I just want to bring up a development from the past which is Arbor Real. It was estimated that they would have no—it was built based on the assumption that there will be virtually no kids coming out of that development. That was based on national standards at the time. As you know, the minute it was built there were so many kids that did go to our schools and actually overflowed the schools. What Todd Collins wrote in his letter to us, it's really important to note that while you're on this EIR, it's using multifamily apartment unit student generation rate. We really need to look at it differently and add in the single families and the rest of them.

SUPP-PH1-45

SUPP-PH1-46

Ms. Gitelman: Council Member Kou, if it's okay with the Mayor, we asked our consultant to prepare a response to that comment letter. Maybe we could just …

Mayor Scharff: Let's go with it; let's hear it.

Ms. Gitelman: I'll do that now.

Ms. Jensen: We did have a chance to take a look at the comments submitted by Todd Collins today regarding impacts to schools. Very much appreciate those comments and having a chance to take a look at them. I just want to make a—the first point, we did consult with the School District

in preparing the schools analysis. That's mentioned in the footnotes to a couple of the tables about the student generation rates and the numbers that we used. One of the important changes that was made between the Draft EIR and the supplement was using updated student generation rates that the District had released in the interim. We did get those numbers straight from the District and applied those to the new development that's anticipated under each one of the scenarios. The District does have both what they call moderate and conservative numbers. We used the higher of those generation rates. There are, as Mr. Collins acknowledged, different—they do see different generation rates from different types of projects and different locations. We defaulted to using the higher assumptions. We did assume that all of the housing development would be multifamily development. That's really based on the nature of the scenarios and the thought that primarily this housing is going to happen in any of the scenarios as new infill development primarily in locations served by transit. There could be replacement certainly in Palo Alto of existing single-family units with new single-family units, but I think the majority of net new growth is likely to happen as multifamily units. That is what we assumed. That's a correct statement in his comments. In terms of the final impact conclusions, there's a perceived concern, which I can certainly understand, that we conclude that the impacts are what the EIR calls less than significant. That's really a CEQA term of art. In this case, as the EIR explained, what we can say in the EIR for CEQA purposes is really constrained by State statutes that require the payment of development fees by new development be considered full mitigation of impacts to schools. Although this may not comport with a common-sense understanding of student generation rates and those numbers are alarming when you see how many new students would be generated, even if we were to recalculate those numbers based on a different set of generation rates or different assumptions about the mix of single-family versus multifamily housing, due to the way State law is written we wouldn't change our finding and the impact, that the impact would be less than significant on schools due to State statute. That's a little bit of background. I can go into more detail if you have more specific questions.

Ms. Gitelman: Maybe I'll just add one or two things. First, as the City Manager indicated, we're looking forward to meeting with School District staff and working through some of these questions in the next 10 days to 2 weeks. Also we will provide a full written response and analysis of this issue and the issue that was raised by Council Members about the interplay with the GUP housing in that application in the Final EIR. That will be one of the big responses we provide in that document.

Mr. Keene: If I could just add one other thing, it's something that's been talked about in the past. There's certainly going to be the possibility for

whether it's actually a mitigation, if it rose to that level, or just policy choices to try to design housing options that actually suppress, if that's what we want to achieve, the impact on schools as far as school-age children. We've talked about micro housing or other sorts of units that could support a different demographic. I'm not saying you would automatically do that, but this idea that there is not going to be policy direction on the type of housing that we're going to build with the concern for the impacts is something that's certainly—whether it's 3,000 units or 4,000 or 2,000 or 6,000, I'm sure the Council will be discussing what the nature of that housing should be. **SUPP-PH1-47 cont.**

Council Member Kou: What type of housing. I guess in a way we're not in the position to build housing. These are private property owners or landowners that are going to come in with their proposals. At the end of the day, we have to look at worst case scenario. When you're discussing with the Stanford folks as well as with the school folks, I'd love to also have you bring in the teacher housing. It's not just students; it's also the teacher. I hope that we can learn from the Stanford Medical—the hospital situation where there's no housing provided for their nursing staff. Please take that into consideration as well. **SUPP-PH1-48** In terms of hydrology, on paper we have plenty of water. Palo Alto has a large allocation from Hetch Hetchy. When we're in a drought, Palo Alto is told to cut back as well. The water allocation is based on every year being a wet year. We have seen in a drought that we have mandatory cutbacks. All this water supposedly that we have on paper is just a paper commitment. Actual allocations will leave us at the mercy of San Francisco and the State. Consequently, water for new residents and companies would come from cutbacks to current residents and companies. We have to achieve much in terms of conservation of water. I'm concerned about whether the additional measures would generate enough savings to accommodate the proposed levels of growth. I hope the EIR can take this into consideration as well. **SUPP-PH1-49** With regards to transportation, there is some optimism in terms of funding for Caltrain electrification. My colleagues came back from Washington, D.C., and said that they had some good talks with some of the Senators and so forth over there, the bigwigs. Has the EIR taken into consideration the worst case scenario, which means we're not getting the funding for the next 4-8 years? You know why. **SUPP-PH1-50** Also, I would love to see discussion with the Stanford folks for a comprehensive pedestrian/bicycle pathway that is east to west or west to east, basically from the campus to the ballpark trails. That's another thing to discuss. **SUPP-PH1-51** Also, what the impacts and the studies of the ADUs and the JADUs that Council Member Holman had brought up earlier, I would really like to see that analyzed as well. Thank you. **SUPP-PH1-52**

Mayor Scharff: Thank you. Vice Mayor Kniss.

Vice Mayor Kniss: Let me ask about schools first. Eric, you and I were at a City/School meeting about a month ago. I couldn't go last week. We had a direct discussion about projections of enrollment. Am I correct? My recollection was we didn't …

Council Member Filseth: We did, and we had another one last week too.

Vice Mayor Kniss: We heard nothing of this sort. In fact, we asked directly, and I frequently ask. As a former School Board Member, I'm always interested in the demographics. I was here when it went down to 7,000. Apparently sometime preceding me it was at 17,000. Huge numbers. Right now, my recollection—I'll look at Penny—it's about 12,000. At that number, I hear you saying you're going to talk with whomever in the next couple of weeks. Unless there is something very substantial, we haven't seen anything official in writing whatsoever yet, including from Stanford, unless I'm mistaken. Am I mistaken especially about the GUP? I recall discussing that with Jean McCowan among others, and the anticipation was not alarming as far as needing future schools.

Ms. Gitelman: There are a few questions there. First, I anticipate that we will get formal comments from the School District and from Stanford. We look forward to those comments, and we'll include them with responses in the Final EIR. The School District send a letter to Stanford on the GUP about this concern, about the need for additional schools. The School District transmitted a copy of that to us just today. They did put something in writing about that.

Vice Mayor Kniss: It was in our Packet?

Ms. Gitelman: I believe it was one of the many, many emails that came in today.

Vice Mayor Kniss: That came today. It makes it so hard when they come in, and someone says, "Didn't you see it? I sent it 2 hours ago." What I'm hearing you say is you're going to look into that. Nothing I have heard so far really raised any alarms. Just to say that nothing up until this point tonight.

Ms. Gitelman: As Joana indicated, we did consult with the School District in preparing the analysis. We feel like the analysis is solid. We're happy to have additional conversations with them about what it means for them, what they think of these conclusions, and also the issue of how it interacts with the GUP. We're happy to have those conversations.

Vice Mayor Kniss: I'm somewhat concerned because we went through a number of years where we heard that the enrollment was growing. I think it was Todd Collins who said to me it hasn't been growing; it's been going down. Something out there is the truth, and that's what we don't have tonight. What you're saying, Hillary, is that will be delivered to us. Correct? Something else. Just to pause for a minute on the Fiscal. I am at the General Fund revenues at 426. Looking at our assessed value in Palo Alto over the last 2 years—I'm so glad Jim is back—it looks to me, Jim, that it's grown dramatically. Am I correct? I'm looking at assessed value, and I'm on …

Mr. Keene: Yes, significantly.

Vice Mayor Kniss: … 428. I don't know what that portends for us in the future. As I recall, we're still the City that has the highest per capita rate in our County of what we spend on our citizens. Correct? We have more services; we have more parks; we have more of almost anything we can offer. It's really important to point that out. Bob Moss, still here? Bob usually mentions things like this, what it costs per person. My recollection is $2,200 a year. Does that sound about right? Somewhere in that range. It was interesting to hear that new residents actually brought in more revenue than anyone else in our community, office workers, whatever. Is that new or was it just new to me?

Mr. Keene: I'm going to leave that up to …

Vice Mayor Kniss: Is that standard in most communities?

Ms. Gitelman: We can ask Mr. Sigman to address that, if he can.

Mr. Sigman: I think it's a challenging question to answer, if I understood …

Vice Mayor Kniss: That's just what I meant it to be, of course.

Mr. Sigman: Very good. We base the revenue calculations on the specific assumptions related to growth in the City. As was mentioned, it's multifamily housing. We put price points on the market rate. We also look at the HUD standards for below market rate housing and price those units based on that. That's where the property tax comes from. We have household spending surveys that we use for each household to determine how much they're going to put into retail businesses here in town. That's where that revenue figure comes from. Is there something specific I can respond to?

Vice Mayor Kniss: I don't think any more than that. I think mine is a reflection as much as anything and an acknowledgement of what it really does take to keep this City running.

Mr. Sigman: Very good. Thanks.

Mr. Keene: Could I just add something to that? I would just say that this is probably the kind of thing that, even after the Plan is adopted, as we look at this, we would periodically update. It's certainly subject to change. There are a lot of other factors that we don't put into all of this. We don't exist on an island. The growth that takes place around us has an impact on our City and our costs. Just the other day, we had a big police chase that was involving folks from out of town. The idea that everybody is adding offices around us and building more houses and to think that isn't going to have a cost impact on us is just false.

Vice Mayor Kniss: It is time for that wall, right?

Mr. Keene: The point here is it's a much more dynamic situation and environment on the costs and the funding for things.

Vice Mayor Kniss: One last comment. Council Member Kou brought it up. We did spend an inordinate amount of time in Washington a week ago discussing electrification because electrification has very much to do with High Speed Rail and whether or not that gets funded. We also heard something that I wouldn't normally say out loud, but it was very discouraging. In many offices, it's acknowledged that we are currently with an ABC administration in D.C. which, as you probably know, stands for Anything But California. There's a great deal of antipathy toward us. Mostly, I think we're pretty nice people. I was really kind of saddened by that. It does mean—we're a donor State. This indicates that we will get certainly less than what I think is our rightful amount. Coming back again to this, our fiscal analysis, we have to look at what's going on not only in neighboring cities but across the country. If we look at something very specific like Caltrain, we may be looking at this may not get funded through Federal funds. As I said, that's very disappointing. I'm done.

Mayor Scharff: Council Member Holman.

Council Member Holman: Thank you. A lot of comments have been made about school impacts; I won't repeat those other than to say in addition to the impacts on the schools themselves, they also imply traffic impacts and additional costs which, to this point in time, the City incurs as opposed to the School District, like crossing guards and any number of other things that the City covers. When looking at the impacts on schools, please consider

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those other aspects of it. Question about the prior Stanford GUP. Doing an EIR, you're looking at existing conditions. They have 750,000 square feet that still hasn't been built from the prior GUP. I couldn't tell; was that considered in analyzing this, these scenarios? SUPP-PH1-53 cont. SUPP-PH1-54

Ms. Gitelman: It would have been considered in the projected future background growth between now and 2030.

Council Member Holman: I'll just put this out there. I know what's required is to look at existing conditions and what's foreseen. I agree with a couple of others who have mentioned the new Stanford GUP. I just don't know how we can ignore there's 3 or 4 million square feet likely to come as a result of the newly proposed Stanford GUP. I just don't know how we can possibly ignore that and not account for it. SUPP-PH1-55

Ms. Gitelman: We will absolutely respond to that concern. I've heard it from any number of speakers this evening. We'll provide a full response in our final document.

Council Member Holman: Appreciate that. I brought this up earlier, and I appreciate the Staff response, but I'm going to push on this. As I heard at least one of the Council Members say, the ADU Ordinance that the Council has passed could have the potential of a very significant impact depending on who takes up the banner. We can't anticipate that. All we can know is here's how the zoning has changed. That zoning change is what we have to analyze and potential impacts. One other one that the Council has done a little bit inconsistently in one place. I've forgotten; I was reading a lot. One place the Council had voted to consider increasing hotel floor area ratio from 2 to 3, and then 2 to 3 in the Downtown area, and 2 to 2 1/2 in the outside Downtown areas. That was a consideration at one point in time, and then it actually got passed recently. I don't know that there's going to be enough of that to have an impact, but I leave that to Staff. In the various scenarios, there are references to significant impacts having to do with noise, cultural resources. Both of those were significant. I'll come back to those in just a moment. My comments here are going to go back and forth a little bit between the EIR and the fiscal analysis, if that's okay. Is that agreeable? Having to do with—the fiscal analysis talks about current services. Our current services, as great as they are in so many different ways, are also really lacking and strained in other areas. Last year, we had to scratch and claw our way to getting our tree maintenance contracts into the level of frequency that's recommended. We have a lot of issues with Code enforcement currently, whether it is noise, construction approval compliance, whether it is damage to trees, whether it is traffic enforcement. We don't have the police to do traffic enforcement. We don't have SUPP-PH1-56 SUPP-PH1-57

apparently enough Code Enforcement persons to adequately address occupancy and use violations. When it comes to the fiscal analysis, I'm not okay with our current level of services. I'm not sure that's what we ought to be striving to achieve going forward. There are going to be impacts; those impacts are going to continue. We suffer them now. Why would we want to be satisfied with the level of service that we're getting now in some of those areas that require, quite frankly, more financial resources? One of the notes—it's a lot of material. I don't remember where it was. Maybe it was repeated in the presentation tonight about how there's not a Conditional Use Permit to regulate employee density. Perhaps we ought to do that, because it's directly related to demand on City services. It's directly related to traffic. I don't need to expand on those. We have done our analyses on 4 per 1,000, and we know in a great number of cases it's not 4 per 1,000. We're kidding ourselves if we think it is. Other Council Members have mentioned too great a reliance—members of the public did as well—on a TMA that is not only unfunded for the most part to this point in time, it's not even proven itself to be—we're hopeful. To this point in time, I don't think we can rely on it like here's our solution. I don't think we can do that. TDM, if we're going to rely on TDM, obviously they have to be enforceable TDMs. Whether it's TMA or TDM, whatever we add in terms of a workforce, if it's a 30 percent reduction in trips, there's still the 70 percent that's traveling by other means that aren't public transit or carpool or however you want to address that. **SUPP-PH1-58**

The physical character, some of the scenarios also talk about considerable changes that could occur to the physical character of the town. It's another reason why I want the ADU recently adopted Ordinance to change. There's a lot of that that, I think, could have a quite significant effect on the physical character. A member of the public mentioned something about—one or two members of the public talked about housing units and for whom. That is a really good point. That could affect both the economics and the environmental impacts. Let me see if I've covered most of my comments. I do appreciate—you are still here. Gil Friend sent an email. I apologize. It seems like I'm just running from one thing to the next these last weeks. I apologize I have not responded to it. Thank you for your email regarding embodied energy. I appreciate that very much. While it isn't a requirement, I do still wish that the City would be responsible and proactive in looking at the embodied energy in existing buildings and what it takes to construct new buildings. It goes a little bit beyond—it's more in the LEED category. It's not just the embodied energy, but it's also the energy it takes to recycle materials and the energy it takes to produce the new construction materials and transport them to the site. The last time I read it, it's before a construction product gets from the manufacturing site to the construction site it's transported seven times. These are not insignificant. I don't want to make you regret what you put in your email, Mr. Friend. If the City even looks at its purchasing practices, its greenhouse gas impacts go up quite a **SUPP-PH1-59** **SUPP-PH1-60**

bit too. Those are things we all need to consider. We cannot afford to bury our heads in the sand anymore about those kinds of things. When looking at jobs, we need to be realistic. Like I say, the number of jobs—I don't think we need to be encouraging more office workers. When it comes to housing, what we want and what we can do realistically are not necessarily the same thing. Thank you. SUPP-PH1-60 cont. SUPP-PH1-61

Mayor Scharff: Thank you. Council Member Fine.

Council Member Fine: Thank you, Mr. Mayor. I'll be quick. I'm taken by the fact that we are talking about future growth scenarios for Palo Alto, and the main thing we're focused on is impacts. I wonder if we can step back for a moment and flip that on its head. In some ways, growth is also a benefit. When we were at this conference at the National League of Cities last week, a few of us were joking that the sessions on economic development were packed. I mean filled up with people from Mississippi and Maine and Pennsylvania and parts of Central California and Washington state. Us Palo Altans and our friends in Menlo Park and Mountain View just laughed them off. That's a privileged place to be. We shouldn't cook our golden goose. I completely agree with Council Member Holman that there is concern about office growth in the City, and we need to do it smartly in a way that supports our community. We shouldn't be cutting off future job growth and development because we rely on it. As a 30-year-old in this community, I hope there are jobs for me here in the future. I would hate to see us restrict those opportunities because I do think it's important to our community and to our residents. Second, on the issue of housing, housing has impacts. So do current residents. There's also enormous benefits of housing. The benefits of housing include opportunities to access jobs and schools, accessibility for people of different abilities or disabilities. New housing in the right places, smart growth, is the sustainable option going forward. Finally, it contributes to a vibrant, inclusive, and multigenerational community, a diversity of students to fill our schools, and ways to support longtime residents, renters, and seniors who might otherwise be displaced. In a funny way, the primary benefit of housing is the housing itself and the families which will live in it. Let's keep that in mind too. I wish our EIR could measure those things. I know we can't, but maybe next round. SUPP-PH1-62

Mayor Scharff: Thank you. Council Member Wolbach.

Council Member Wolbach: There have been a couple of concerns raised. Let me first say that I agree with almost everything that Council Member Fine just said. There have been a couple of concerns raised. I do want to provide my take on them. When it comes to water use, new infill development tends to have much more efficient water use than most current SUPP-PH1-63

SUPP-PH1-63 cont.

structures and development. The same thing with energy use. On the question of schools, I really appreciate the responses from Staff and also from the consultants to the letter, which I found quite puzzling, from School Board Member Collins. Certainly on the City/School Liaison Committee, which I was on with Council Member DuBois last year, the issue of this Comp Plan, the growth scenarios, the EIR, potential for impact for schools came up quite clearly, and it was clearly discussed. If the School Board has not yet agendized a discussion about that, that is not our responsibility, but something they need to do. I'm glad to hear that Staff will continue the collaboration they've already done and are looking forward in the next fortnight to working with the School District staff again. I'm glad to hear that the numbers that we're using for our projections of how many students will be associated with new housing are the numbers—in fact, the higher numbers that we got from the School District themselves. For those who are concerned that future development will be like previous development in that it was not all small units, that's the reason we need to emphasize having more small units. I agree with that. That should be our priority. I think we've all been really clear and the public's been clear that future development of housing in Palo Alto ought to focus on smaller places which, according to the School District, is less likely to create a large impact on the schools. For those who are concerned that we do not have enough school sites, it is certainly unfortunate that the schools sold off or leased off many of its sites many years ago. That doesn't mean that we can't work together, put our heads together, and find future new school sites if that does become a necessity. One of the ways to do that is through coordinated area plans, where you could incorporate a school site along with new housing, places like Fry's or even potentially the Stanford Research Park. In the future, those are options that we ought to explore. The phrasing in the policies and the programs in this Comprehensive Plan point us in that direction and enable us to have those conversations, so that future housing development along with schools and park space can all go together. Back in the fall, there was an email I saw from—somebody had forwarded to me—School Board Member Collins where he said you can potentially turn it around. Instead of more housing being a threat to the schools, you can make demographic hollowing out, which is what they call it in the rust belt cities, a threat. The kindergarten enrollment decline is a good stat for that. Even School Board Member Collins has indicated that there's a real danger from—as he said, people may say lower enrollment is okay, but if you play it out, we end up losing our identify as a family-oriented school-centric community. Though there is a preference to have more folks being able to live in Palo Alto, those who are already part of our community being able to sleep here at night, the impact to the schools expressed in School Board Member Collins' letter, I would call hyperbolic and inaccurate.

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Mayor Scharff: Council Member Filseth.

Council Member Filseth: Most of my concerns or comments have already been hit by multiple people. I'm really glad that the EIR is going the direction it is. I'm really glad that it's broader than—when we first said we were going to do this many months ago, I was like, "An EIR is really—but yeah." I think it's broadened beyond air quality and water quality to a lot of things that people in town really care about even though they don't fit the classical profile of an Environmental Impact Report. That's good because at the end of the day we've all got to be asking the question—the things we do, particularly the Comp Plan where it's so long term—why is this good for Palo Alto residents. The EIR, we're covering a lot of that. That's a good thing. SUPP-PH1-65

Let's see. You know the school thing. I'm really glad that the School Board and the School District communication lines are open. That's really important. We haven't been as close with those guys on this kind of stuff for whatever reason in the past. I'm really glad to see this happening. They're weighing in on the Stanford GUP expansion. Some of the scenarios in our expansion are much, much bigger than the Stanford GUP expansion, so they should weigh in on that too. In this town, the City Council elections are the under-card to School Board elections. That's a really good thing. Glad to see the loop closed and active dialog. The one thing I would say about the EIR is that—Todd Collins, who is a member of the enrollment committee, points out in his letter that the EIR uses K-6 and 7-8 and 9-12, and the School District uses K-5, 6-8. If that could get rationalized, that'd be great. I'm glad the time period is still open. Maybe I'll comment on it later. SUPP-PH1-66

Mayor Scharff: Council Member Tanaka.

Council Member Tanaka: I've been looking at the different scenarios and thinking about it. Looking at Packet Page 418, the different scenarios, the financial estimation. One way to think about which is the right scenario for us is to look at it through the financial lens. I've heard that the City is forecast to have a deficit around $6 million. One thing that a lot of residents like about the City is the services that it delivers. As Vice Chair mentioned, Palo Alto probably spends more per resident than just about any other city. That's one of the things that make the City really nice, we take care of our residents. To do that, it takes money. I was looking at Figure 2 on Packet Page 418 and trying to figure out which one of these scenarios brings in the most net money. I just want to make sure I understand this. If I look at this in terms of net income to the City, Scenario 4 is number one, followed by Scenario Number 6, then Scenario Number 3. Am I looking at this right? Is this the way to think about it or am I missing something here?

Ms. Gitelman: I'm sorry. You're on page …

Council Member Tanaka: Packet Page 418. I'm just looking at Figure 2, total net effect which, I assume, is basically net income to the City, so to speak, for the different scenarios. If you look at purely from a fiscal lens with the idea in mind that one way to benefit the residents is to make sure that services we have can be paid for and, thus, having net revenue, it looks like 4 is first, followed by 6, then by 3. Is that the right way of interpreting this or am I missing something?

Ms. Gitelman: I think you're looking at this right. Although, I would step back from drawing conclusions about these really tiny differences between the scenarios. We interpret this study as showing that there would not be negative consequences from the growth that's projected.

Council Member Tanaka: These aren't tiny differences. You're looking at …

Ms. Gitelman: They're projecting a slight increase.

Council Member Tanaka: No. You're looking at differences. For Scenario 1, it's 5,000 to 7,400. That's a pretty big spread. That's a spread of 40 percent right there. That's not a small difference. That's not a few percentage difference. That's a massive difference. That's why I'm asking is this right.

Ms. Gitelman: Maybe Mr. Sigman can speak to that again.

Mr. Sigman: Thank you. I want to echo the Director's comment. While there's a significant percentage difference between the net findings, in that figure—I have the one from our full report. I'm not sure if the report you're looking at is exactly the same. These are relatively small percentages of your Operating Budget. While the differential is notable, and it's good that we can see some difference between the scenarios, I would definitely urge some caution. What we do when we do these studies is create as close to an experiment around a Comp Plan like this that we can. We hold everything constant and look at just essentially your operations today through the lens of a new land use program that would occur in the City over the next 15 or so years. It's stylized; it's stylized for analysis; it's stylized to pull out the differences between scenarios. That's what you're showing. What we find is that the local government here in Palo Alto has achieved critical mass. It's stabilized. You can continue to grow without a lot of additional draw from a cost perspective. We do see benefit from adding residential uses. We do see net fiscal benefit from adding commercial uses. Yes, at the end of the day we do find Scenario 4, the most significant growth scenario, to have the most significant net fiscal effect.

Council Member Tanaka: The only thing that bothered me is I remember during the recession here in Palo Alto—we did have a recession, and rents did drop, and housing prices did drop. I remember a report from the City Manager—I think it was at one of the City Council Retreats—where you looked at different uses of land and which one made money for the City and which one lost money for the City. You had a chart—I was looking for it on my computer; I cannot find it right now. I might be getting this wrong. It was like hotels was number one use, like net revenue to the City, followed by retail, followed by office and then housing. I remember office and housing being slightly negative. I was wondering if the City Manager happens to remember that slide or can speak more about it. That's the question the Vice Mayor was asking a little bit earlier.

Mr. Keene: I don't know that I remember exactly that slide. In this case, for the most part, we're just talking about the financial impact of these different uses. Generally, those sorts of uses are accurate.

Mayor Scharff: Go on.

Mr. Keene: No, I'm sorry. Was there more to your question?

Council Member Tanaka: No. I'm just trying to think of that slide. I kept it somewhere, but I can't find it right now. My question is more about is this really right or not. In that analysis I remember seeing earlier, it showed housing actually being negative. That's why I'm questioning is this right or not.

Mr. Keene: There are different factors. The analysis that we've done isn't necessarily the full cost to the community of different uses right at times. There's different ways this has been sliced. I'm guessing that. The housing numbers that we have are based upon the impact on the City's operations and costs. It doesn't deal with other costs that can accrue in the community, or benefits. Correct? This can get to be a multidimensional conversation.

Mr. Gitelman: Council Member Tanaka, it was precisely because of past studies and thoughts such as those you've been referring to that we asked EPS to undertake a study with regard to this Comp Plan. They looked specifically at this issue of the impacts of growth on the General Fund. Maybe Ben can comment further.

Mr. Sigman: I'd love to add one comment. A lot of these studies depend on how you assign revenues and costs. There have certainly been past studies—I'm not sure if it was the City Manager slide or not—in Palo Alto that attributed, for instance, all retail sales to commercial uses or attributed

all hotel TOT to commercial use. What we were asked to do when we put the methodology for this study together was to actually trace back those revenues to their driver. In some instances, it's households from the City that are making retail purchases, and we assume that that retail sales revenue is attributable to households, the residential land use. The same goes for hotel. There's some element of the TOT revenue that we attribute to households because when friends and relatives come to visit residents of town, that TOT revenue is attributed to having households here. It's a methodology that we crafted around the issues in Palo Alto and the questions the Council was asking at the time. It's not as simple as some studies, which just look at the revenues' first point of entry.

Council Member Tanaka: I just want to make sure that this is comprehensive, this is including all the costs and all the revenue, that we're not missing something. If it is, that's great. This is good, all the more positive. It's different from what I remember before. That's why I'm questioning it.

Mayor Scharff: Are you done? Thank you. I had a couple of things. First of all, I also wanted to say I thought the EIR and the Draft EIR, the supplemental part, were really done well. They dealt with all of the issues for the most part. In fact, I couldn't think of any you didn't deal with. I thought you did an excellent job on that. The EIR is well done and well crafted. I would associate my comments in some ways with Council Member Filseth, who talked about how it was great we went through all of these different things. In fact, I thought we were far more in-depth and thoughtful than a lot of EIRs I've read. I want to tell Staff I thought it was great. On the fiscal analysis, I also have a huge cognitive dissonance over the fiscal analysis and what I believe to be true. When I look through the fiscal analysis itself, for instance—basically you take Public Safety, which is probably our most expensive department, and 70 percent of that is allocated towards employment because most of the stuff that we have goes on Downtown. That's not the office buildings. That's basically because we have bars and restaurants Downtown, and people get drunk on a Friday and Saturday night, and those kinds of things. By just allocating stuff like that, it seems that we skew the whole—the way this works. What I took out of this is really more high level. When we do this on any of the scenarios, it's not going to break the City one way or the other or it's not going to make us a lot of money either way. I actually think if it was really that important, we spend the time on it. I actually would have lots of questions for the consultant, like Public Safety 70 percent Downtown because it's retail. Other things that come to mind are the amount of sales tax we generate in the Research Park is equal to the amount of sales tax we generate Downtown. Given that's true, it doesn't really make a lot of sense to me to say new jobs

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create less than new residences. The other thing I saw in here—I'd love to look at the numbers they used—is they were valuing a new office building worth less per square foot than a new residence. That's just simply not true. I know it's not true. I don't know where that data came from, but I think it's wrong. That skews the whole thing on the property taxes, which is what drives these numbers. What that does is drives it to look the way it does and give people the view that this is not really accurate. At the end of the day, I would say it actually probably doesn't matter that much, and it's not worth the effort to go through it. With that said, I just wanted to say that the EIR was well done. I think we're onto a good start. I appreciate all the Staff effort on this.

Council Member DuBois: I had a quick question.

Mayor Scharff: Quick, really quick.

Council Member DuBois: Are all those comments going to be considered part of the EIR? We don't need a Motion, right?

Mayor Scharff: No, we don't need any Motions.

Ms. Gitelman: The comments related to the EIR will be in the Final EIR and responded to there. The comments on the Fiscal Study, we'll respond to separately.

Mayor Scharff: We may actually get out of here before 1:00 tonight. We're doing a fairly decent job.

Mr. Keene: You've dealt with Number 4, Number 1, and Number 2. Correct, Mr. Mayor?

Mayor Scharff: That's correct. Now, we're going to basically come back to Item Number 3, which is identify the preferred scenario for the Final EIR based on the City Council's January 30, 2017 direction regarding the Land Use and Community Design Element as it appears. I'm just going to basically start this out with a Motion so that we can have something to talk about. I did send it to Staff. I'm going to basically move that we accept the Staff's description of a preferred scenario for the Final EIR with the following elements and adjustments: that estimated housing growth would be between Scenario 5, which is 3,545 dwelling units, and Scenario 4, 4,420 dwelling units; (b) that we have an estimated nonresidential square footage similar to Scenario 2, 3 million square feet of which 1.3 million has already been approved at SUMC; the estimated employment growth (c) would be between Scenario 2, 9,850 jobs and 11,500 jobs; (d) the transportation investments would be those listed in the Staff Report subject to additional

review and refinement when the Transportation Element returns to the Council on May 1st; (e) additional Zoning Code amendments and policies advancing sustainability measures would be those listed in the Staff Report subject to additional review and refinement when the Land Use Element returns to the Council on May 1st.

Council Member Filseth: Second.

MOTION: Mayor Scharff moved, seconded by Council Member Filseth to accept the description of a preferred scenario for the Comprehensive Plan Update Final Environmental Impact Report described in the Staff Report with the following elements and adjustments:

A. Estimated housing growth would be between Scenario 5 (3,545 dwelling units) and Scenario 4 (4,420 dwelling units); and

B. Estimated non-residential square footage would be similar to Scenario 2 (3 million square feet, of which 1.3 million square feet has already been approved at the Stanford University Medical Center); and

C. Estimated employment growth would be between Scenario 2 (9,850 jobs) and 11,500 jobs; and

D. Transportation investments would be those listed in the Staff Report, subject to additional review and refinement when the Transportation Element returns to Council on May 1; and

E. Additional Zoning Code amendments and policies advancing sustainability measures would be those listed in the Staff Report, subject to additional review and refinement when the Land Use Element returns to Council on May 1.

Mr. Keene: Mr. Mayor?

Mayor Scharff: Council Member Filseth.

Mr. Keene: Mr. Mayor? Did you modify the recommendation under (a) from the Staff?

Mayor Scharff: I did. I did (inaudible) it. I'm going to briefly speak to it. It's important that we take a moderate and balanced approach to this. When looking at the housing numbers and looking at historical growth rates and looking at our schools and looking at a lot of that, what we are doing by going from 3,545 to 4,420 on this is saying to the community we want more housing, we want to make room for more people in our community. Our traditional growth rate would be—I don't have it in front of me. (Inaudible)

it was the 2,927, the business as usual number, which was that. That's significantly smaller than the 3,545 and the 4,420 number. It has to be a range. I think it depends on where we go. It depends on what we get. I think that's more appropriate than choosing an arbitrary number on that. In reality, I don't think these things are as precise that we should choose one number. I'd also point out that this is basically the EIR. These numbers do not go into the Comp Plan. This is basically an EIR that justifies the Comp Plan according to State law. I also think it's really important to have numbers that are accurate and that make some sense. That's how I got there on the job numbers. I've heard from Staff over and over again that anything less than 9,850 jobs probably doesn't make much sense. What we want to do is have not a huge job growth, so 11,500 jobs on the outer limit makes some sense in terms of showing that we're not pushing job growth. We're pushing housing growth on this, but we are not going crazy on either housing or jobs, and we're taking a balanced approach to it. On "D" and "E," this is really so that we get out of here tonight. What I was really saying to my Council colleagues on this is these elements are returning under both "D" and "E" on May 1st. We'll have an entire Council meeting and possibly more Council meetings, frankly, on those issues. To talk about the items set forth in "D" and "E, " so you don't need to spend a lot of time tonight saying we want to change this or change that, because we're going to have a separate Council meeting to go through those items. That was the purpose of putting in "D" and "E" like that. That covers all what Staff needs. I just wanted to confirm with Staff that we've covered, if the Motion passes, what you need tonight.

Mr. Keene: I would just add, Mr. Mayor, under "D" and "E," what we have put in here was material that was presented to the Council on January 30th or comments as we heard from the Council. Your suggestion of being able to take it up on May 1st would be to correct, if there were some nuances or issues we didn't get right.

Mayor Scharff: That's what I was thinking. I didn't want Council colleagues to think by voting for this that they're locking in stone anything in "D" and "E" if for reasons they have issues with it. We will have a full discussion of it, and everyone will have an opportunity to weigh in. We may in fact have more than one meeting on it on May 1st depending on how those elements go. With that, Council Member Filseth, would you like to talk to your second?

Council Member Filseth: Yeah, maybe I'll talk for a minute here. I wanted to see—I passed out this chart, which Hillary was very patient with me last night on this. I wanted to see the scenario growth rates relative to historical growth rates because we are talking about long-term stuff. This is the long

term. Palo Alto has generally done a very good job over the years balancing between a purely residential suburb like Saratoga or Woodside versus a crowded urban city like downtown San Francisco, for example, or some of the other cities in the Bay area. We've got both family neighborhoods and the trees and the good suburban schools and the parks and open spaces, but we've also got this dynamic tech innovation economy of the Research Park and the Downtown core—Council Member Fine called it the golden goose—which is as dynamic as anywhere in the country, but still without a lot of the urban ills. The City Manager mentioned some of that earlier, the actions we saw this week that you see from a lot of other areas. Like the rest of the Bay area, we are straining a little now under some of the challenges like traffic and parking and obviously housing cost. Overall, we've done as well at that balance as any city in the area, maybe even the country. As somebody mentioned earlier, a lot of other cities would like to be where we are. Would everybody in Palo Alto like to have this and also have no traffic, easy parking everywhere, all the dog parks and playing fields you can possibly imagine and housing that everybody can afford who wants to live here? Of course, but it's not going to happen. What I think most people want is for us to keep this balance. Most people don't want to be Atherton; they don't want to be the Mission District either. I think they want to stay on this trend. This is kind of what the Motion we have on the table does consistent with history. I know there are people in town who value new housing so much that a lot of the other things are of secondary importance. This is what most people want. I think most people want us to grow housing moderately, to throttle back on massive job growth, and yet continue to be good stewards of the balance we've developed. I think this Motion does that. Thanks.

Mayor Scharff: Council Member Wolbach.

Council Member Wolbach: I appreciate the desire by the maker and the seconder of the Motion to pursue a reasonable balance and to try and decipher what most Palo Altans want. We know what most Palo Altans want. We've seen it in our polling that was commissioned by the City last year. We saw it in the results in November. Palo Altans want more housing. I don't think rapid housing growth indefinitely into the future would be sustainable necessarily. I do think we have a critical need in the next few years to really address our jobs/housing imbalance to make up for historical deficits. This Comprehensive Plan is the opportunity to do that, to right our wrongs, to clean up our mess, to be a good steward to our region, and enjoy the benefits to our community of having that kind of balance. Scenario 6 is the only one that gets us under 2.9 jobs to housing imbalance. Some people talked about going to 10,000 new housing units for this Comprehensive Plan last year. I suggested at the time 8,000 and did not get support. We

settled on—this is in talking about what we could at least study, which is really what we're talking about tonight as well, what's the preferred scenario for the EIR, not the Comp Plan itself. We ended up settling on something that I thought was a disappointing compromise of a maximum study of 6,000 housing units for the duration of this Comp Plan in the EIR. That was what we decided last year. I was very disappointed by that. A lot of people in the community were disappointed by that, but I've made my peace with that and a lot of us did as well. The proposal here does not capture that. This then throttles back on what was already a very severe compromise, especially when you compare us to some of our neighboring comparable cities. A lot of people who spoke tonight talked about Mountain View having a plan for 10,000 new housing units in the North Bayshore area. That would be the equivalent of us considering 10,000 housing units in the Stanford Research Park. That does not include the other housing that Mountain View is looking at in a variety of other neighborhoods, which are probably about double that in total or nearly double in total. Mountain View is growing by what—like 50 percent. I'm not saying we need to copy Mountain View, but again a 6,000 housing unit growth to be studied in the EIR was the compromise. I don't think this does service to that. I am surprised to hear reference to things having bene going pretty well in Palo Alto. I don't think things have been going pretty well in Palo Alto. Wherever you point the fingers, I don't think most people in Palo Alto think things have been going pretty well. We've differed about what the solutions are, but a lot of us came to this Council because we thought things needed to change. To decide now that we want to stay the course with something pretty close to how things are going is not the kind of turning around the Titanic that we've talking about for a few years. I'd like to offer an Amendment. I don't think it'll be friendly, but I'd like to offer it. For Part A, change that to between Scenario 4, which is the 4,420 dwelling units, and Scenario 6, which is 6,000 housing units. I hope that will be friendly, but I'll wait to see the response.

Mayor Scharff: No, it's not friendly.

Council Member Wolbach: I'll make it as an Amendment then and hope I'll have a second for it.

Council Member Fine: I'll second that.

AMENDMENT: Council Member Wolbach moved, seconded by Council Member Fine to replace Part A of the Motion with, “estimated housing growth would be between Scenario 4 (4,420 dwelling units) and Scenario 6 (6,000 dwelling units).”

Council Member Wolbach: I think I've spoken to it enough. I'll leave it at that.

Mayor Scharff: Council Member Fine, would you like to speak to the Amendment?

Council Member Fine: Sure. Just to reiterate Council Member Wolbach, housing is the number one concern of this community. Palo Alto for decades has not pulled its weight here. Here's an opportunity for us to show some leadership, make moderate changes in our community, support our environmental goals through the S/CAP in terms of smart growth near transit and jobs. I also want to mention, as the Motion stands, 3,500-4,400 and 9,800-11,000 is still a jobs/housing ratio of 3:1. We're not really making a dent in the problem which our residents are worried about. Yes, we can moderate job growth. We can also build more housing. That begins to address that gap. I don't think the limit of 4,400 really begins to do that. We've heard from hundreds of residents that housing is their number one concern. Housing types are of concern to them. Housing prices are of concern to them. I just don't think moderation is the way to go on this. I don't actually believe that 6,000 is illegitimate or going too far. Mountain View is doing 10,000. Menlo Park is looking at similarly big numbers, and they're half our size. I'd like to see Palo Alto be a leader on this, on housing particularly.

Mayor Scharff: I'm just going to correct you. Mountain View is actually doing 15,000. Sunnyvale is doing 10.

Council Member Fine: Sunnyvale's doing 10, Mountain View is doing 15, and Menlo Park is doing—I think it's slightly below 10.

Mayor Scharff: Council Member DuBois, do you want to speak to this? You don't have to. I just wasn't sure.

Council Member DuBois: I had my light on for the original Motion.

Mayor Scharff: I'm going to clear the board. Just put your lights on if you want to speak to the Amendment. Vice Mayor Kniss. Sorry, Vice Mayor Kniss.

Vice Mayor Kniss: The reason this is so important is that, for those of us who ran last fall, the only issue was housing. There was nothing else. It was housing, housing, and more housing. Sometimes it was affordable housing. Sometimes it was micro units. There was absolutely no question it was about housing. I'm not sure we've got to go tit for tat with other cities. I don't think that's really the point. We're making a long-term plan tonight

that I know is going to be for 15 years. No matter what we may say, this is supposed to be 'til 2030. No matter that it's going to run probably 'til 2035. This is about the future. This is about those who are going to move here in the future. Somebody said it earlier tonight; I don't remember who. They talked about diverse housing for a diverse group and a diverse community. I heard that many times during the election, that diversity issue. You need housing for, as somebody came earlier tonight, the developmentally disabled. You need housing for those who are aging and would like to age in place but still want to have their kids involved. What this does is give us a flexible number that we can aim for. I'm not sure there will be support for it. This is a laudable number that we could aim for tonight.

Mayor Scharff: Council Member Kou.

Council Member Kou: I just want to state that I agree with you and Council Member Filseth that we want to do a balanced approach moving forward in terms of growth here in Palo Alto. I would like to ask that you consider Stanford's number in terms of their population growth. That will have an effect on Palo Alto itself. If I may make a friendly Amendment …

Mayor Scharff: We're actually talking about the Amendment. Are you going to amend the Amendment?

Council Member Kou: I'm so sorry. I'm not amending his Amendment. No.

Mayor Scharff: Fair enough. Council Member Holman.

Council Member Holman: I said earlier there's a difference between what we want and what we can do. Actually when it comes to this number, the original Motion cut it closer to right, not that there is a perfect. There's not a perfect. We had a lot of comments—yes, we've heard from a lot of people who said go big on housing. We also have a lot of people who have commented and responded to the Citizen Survey to talk about the physical effect to the built environment. We haven't seen to this point in time any drawings, any scope that show what this kind of development would look like, unless I've overlooked them. I'm used to seeing those kinds of drawings to see what this would look like, how might this impact our community. I can't support this for a variety reasons, if I wanted to.

Mayor Scharff: Council Member Tanaka.

Council Member Tanaka: I want to ask Staff a practical question. What's the ramification of picking a slightly different range versus another? What in fact does it have in terms of what we do as a City?

Ms. Gitelman: I think what we're trying to do in the Final EIR is give the public a good description of where the Council thinks the policy decisions they've made are going to end up at the end of the day. If we continue on the path that we started on January 30th with the Council direction on housing policies and policies related to moderating the pace of growth, this is where we think about we're going to end up at the end of the day. It helps us in the Final EIR demonstrate that the Comp Plan we've adopted falls within the range that we've analyzed.

Council Member Tanaka: Is there going to be a change in our Zoning Code as a result or is there going to be—is it changing our cap?

Ms. Gitelman: This is only for the EIR purposes. There's no precision here. We really are trying to give the public and ourselves a good description of where we think the policies will lead us.

Council Member Tanaka: That's what I thought. It's more of a rough (inaudible). There's no real—as I understand it, any real—there's no teeth to it, so to speak. Is that true or is there really teeth to this?

Mr. Keene: The EIR isn't being done in isolation. It is designed to allow the Council to have the flexibility to ultimately adopt the Plan that will establish the numbers. Those numbers are still in many ways a target to the extent that there are zoning changes that would be necessary to go ahead and implement them. Those are going to depend even on subsequent actions that the Council is going to take after you've adopted the Comp Plan. Let's be honest. We even have projects that come to us that have existing zoning that can take a long time to get through our process.

Council Member Tanaka: The Mayor's approach, which was to have a range, actually makes sense. My question here is since this is an EIR study, there's no real teeth to it. Should we not just have an expanded range so that we have more things covered? What's the downside of having a more expanded range? Right now, this Amendment is moving it kind of up-range a bit. What if we were to just have an expanded range? Let's say, go from—when it went from Scenario 5, 3,545 to 6,000, what impact does that have if we do that? An expanded range versus a narrower range slightly lower or narrower range slightly higher, what impact does that have in terms of what we're doing?

Ms. Gitelman: You could certainly do that. These scenarios taken as a whole represent quite a range. We're trying to give in the Final EIR the community some improvement on the range that's represented by the six scenarios and trying to get a little finer. There's no question that you—this is again art more than science. You could modify the Motion in any number

of ways and still end up with a Final EIR that we hope would be descriptive of where the Council's going to end up on the policy matters.

Council Member Tanaka: I do wonder if we would get more buy-in here on the Council if were to have a more expanded range versus the proposed range of the Amendment. I first want to look at the maker and the seconder of the Motion—no. The Amendment now is with Cory, yeah. It's with you, Cory.

Council Member Wolbach: Are you looking to make an Amendment to the Amendment?

Council Member Tanaka: Yeah, basically trying to expand the range.

Council Member Wolbach: I'd be okay with that. That would change it from—the low end would be Scenario 5, 3,545. It'd be somewhere between Scenario 5 and Scenario 6. I'd be comfortable with that. Adrian?

Council Member Tanaka: Maybe you get more buy-in that way.

Council Member Fine: I think that's a good strategy.

INCORPORATED INTO THE AMENDMENT WITH THE CONSENT OF THE MAKER AND SECONDER to replace in the Amendment, "Scenario 4 (4,420 dwelling units)" with "Scenario 5 (3,545 dwelling units)."

Council Member Wolbach: I also wanted to mention Mountain View is actually looking at somewhere between 18,000 and 22,000 housing units in a comparable time range.

Mayor Scharff: Council Member DuBois.

Council Member DuBois: I guess I will weigh in on the Amendment. First of all, I just want to say quickly the Comp Plan is really important. I hope tonight we can get away from 5-4 votes and find a way to get 7 or 9 even. What Former Mayor Pat Burt said was pretty good, that the Comp Plan has deliberate tensions. Both of these Motions and the Amendment are compromises. Am I thrilled with them? No. I'd like to see a lot less job growth, but I'm willing to consider it to maintain balance. I appreciate the Motions. I would consider this Amendment if we included the job restrictions that were in Scenario 6. When we talk about Scenario 6, we only seem to be talking about the housing side. The original was an interesting compromise on both jobs and housing. This Amendment is housing-centric. I don't think an expanded range helps. That's why we have six scenarios, which is pretty unusual. We've been working with a pretty wide range, and

we're trying to get to a preferred scenario. We've been kind of delaying this decision for quite a while, and it's time we do try to get more specific. It lets the public understand what the Plan is and gives them an ability to react. I don't think we should leave tonight with the full range of the six scenarios.

Mayor Scharff: You want to speak again?

Council Member Wolbach: Yeah, since I didn't speak after making the Motion. A couple of things. It's important to point out that based on the specific recommendations that we made in January about policies, between four and six was what Staff said would fit. That would fit with the policies we were identifying. If we don't at least study up to Scenario 6 or 6,000 units, then it raises questions about which policies, which of the pro-housing policies we supported in January are we going to want to cut. As for Council Member DuBois' indication, I would be very open to an Amendment relating to the job numbers and any amendments related to narrowing the range. I'm open to friendly amendments.

AMENDMENT AS AMENDED RESTATED: Council Member Wolbach moved, seconded by Council Member Fine to replace Part A of the Motion with, "estimated housing growth would be between Scenario 5 (3,545 dwelling units) and Scenario 6 (6,000 dwelling units)."

Mayor Scharff: Can we vote on the board? That fails on a 5-4 vote with Council Members DuBois, Kou, Scharff, Filseth, and Holman voting no. I think that's the first time I've been able to read it.

AMENDMENT AS AMENDED FAILED: 4-5 Fine, Kniss, Tanaka, Wolbach yes

Mayor Scharff: Now, we come back to the main Motion. Council Member Holman.

Council Member Holman: I have an Amendment in "E."

Mayor Scharff: Amendment where?

Council Member Holman: I'm sorry?

Mayor Scharff: You said, "I have an Amendment."

Council Member Holman: An Amendment in "E," within "E." "E" on the board talks about the direction that was given on the 30th. We didn't have much discussion, and there's one of those that merits discussion.

Mayor Scharff: Council Member Holman, I started this. You're welcome if you want to—but what I said is we're going to have a full discussion of all of those on May 1st , every one of those on "E." That's an easier time to do it.

Council Member Holman: That's a clarification. We're going to have full discussion of each one of these items? How are we going to do …

Mayor Scharff: You could talk about any of those items on May 1st, and we can make Motions and all of that. We're going to have a Council meeting, which we'll talk about stuff. We may have two, depending on how much time we have.

Council Member Holman: That's good. Just to give everybody a head's up, the one I want to talk about is the hotel increased FAR, again what the impacts of that are from a variety of different angles. The other Amendment I would like to offer is that the jobs go—this is "C"—at a range between 8,868 from Scenarios 5 and 6 to Scenario 2, the 9,850. I'd like to offer that as an Amendment.

Mayor Scharff: Seeing no …

Council Member Wolbach: Second.

AMENDMENT: Council Member Holman moved, seconded by Council Member Wolbach to replace Part C of the Motion with, "estimated employment growth would be between Scenarios 5 and 6 (8,868 jobs) and Scenario 2 (9,850 jobs)."

Mayor Scharff: Seconded by Council Member Wolbach.

Council Member Holman: Surprising. Cory, I'm sorry. I thought no one had seconded it; that's why I said surprising. Thank you for that.

Mayor Scharff: Would you like to speak to your Motion?

Council Member Holman: Yeah. Council Member Fine said it too. If we increase the jobs, we're increasing the demand for housing. We're dipping our toe in one place and sticking our thumb in the dike the other place. I don't think it makes too much sense to be increasing jobs to a great extent when we're still trying to address the jobs/housing imbalance. That's why I offered it as an Amendment. Those are reasonable ranges. It's still a lot, 2.4 million to 3 million square of office development, nonresidential development. That's a lot. If you take into consideration and in concert with the Stanford GUP development that's being proposed and the Stanford GUP development that hasn't yet been built from the 2000 GUP, it is a huge

amount of development. That's why I offered it as an Amendment and appreciate the second.

Mayor Scharff: Council Member Wolbach.

Council Member Wolbach: If we're not willing to go higher on at least studying housing, it's imperative that we at least study going lower on the jobs. The jobs/housing imbalance is the central crisis in Palo Alto. It's not just about housing. As much as I do talk about housing, it is housing in a context, and that context is supply and demand. If we're not willing to explore a higher supply, we have to be willing to at least explore lower demand. The lower jobs number was actually part of Scenario 6, which was what I was behind a year ago. I appreciate Council Member Holman offering this Amendment. As I indicated when we were talking about my earlier Amendment, I'd be very happy to explore amendments relating to the jobs. This is important. As a couple of members of the public, Hamilton Hitchings for instance, pointed out, when you add jobs to the community, you create more demand for housing. Unless we are willing to be honest and talk about what drives the housing demand, we're never going to get ahead of the problem.

Mayor Scharff: I'm going to speak against this Amendment. First of all, we've heard from Staff on several occasions and from their consultant that anything less than 9,850 jobs is completely unrealistic and puts the EIR at risk and makes no sense. We lowered the number of jobs to 11,500 to be balanced and reasonable. We've also heard from our consultant that we have already 2,500 of those jobs already approved at the hospital. We also had some job growth between—this is 15 years. We were already 2 or 3 years into this. We already have some job growth on that. We've also talked about how employment densities and that kind of stuff are really difficult, and it's cyclical. It's like the parking discussion. We want people out of their cars; we want more parking; we can't just wish it into existence. What we want to do is be balanced. We want to be balanced on the housing. We want to be balanced on the jobs. This is not realistic. If you start thinking about the jobs/housing imbalance, as many people including Council Member Wolbach have said, we're not an island. What you're really looking at is huge housing numbers on either side of us in Sunnyvale, Mountain View and Menlo Park. You're looking at Redwood City putting in a large number of housing units. What really matters is the transportation, and a lot of these are along the Caltrain corridor, which is good, which will serve Palo Alto. Those housing units will be excellent in helping us that way. A lot of them in North Bayshore will help with the commute patterns in the North Bayshore Park with Google, LinkedIn and some of the other big employers that are down there. We need to be very realistic. There's two

things I'd like to achieve tonight. One, I'd like to signal to the community where we are. The other part is a defensible EIR that withstands legal scrutiny. These low job numbers don't do that. It's really important that we have the right job numbers, realistic job numbers. If you look at the job numbers for business as usual, they approach 16,000. By going down to 11,500, we're being realistic and honest with the community about where the range is, which is 9,850-11,500, which is how I chose those numbers. I would ask that you do not support this Amendment. Who still needs to speak? Council Member Filseth.

Council Member Filseth: I wanted to ask Staff if they can color a little bit on what would be involved in us actually getting to 9,000 jobs. This is an EIR. It's not a target that we're setting. I am sensitive to the idea that there's no point in us spending a lot of time on studying circumstances that aren't achievable. I guess I'd like to hear from Staff about that one. What would it take for us to get to 8,868 jobs? Is it even possible?

Ms. Gitelman: That's a good question. We've been giving a lot of thought to what are the policy levers that the Council would have to try and diminish the rate of job growth. The office annual limit is one of those. We've talked about perpetuating that in the future; although, the Council was not interested in making that Citywide. That was one of the conversations we had on January 30th. We've also talked about this issue of starting to require a use permit for new office/R&D uses to regulate employment densities. There hasn't been a lot of interest. You heard from the Stanford Research Park representative today that there's some concerns about that and its impact on the business community. There aren't a lot of levers there. As I indicated earlier, job growth happens in existing space. The way we've thought about this 8,868, if 2,500 happens at the Research Park—I'm sorry—at the Medical Center, that means there are 5,300 jobs for the rest of the community in 15 years, which is about 350 jobs a year. It just doesn't seem that realistic. Nine thousand doesn't seem particularly realistic, but 8,800 just seems low. I'm not saying it's impossible for you to move forward with that number, but in in our opinion it just seems that someone looking at our conclusion would say, "How in the heck did you ever get that number?"

Council Member Filseth: If I understand the corollary to what you just said, it's pretty likely that no matter what we do we're going to end up at least 10,000, maybe 11,000.

Ms. Gitelman: I think that's our feeling based on just the amount of building space we have in Palo Alto.

Council Member Filseth: The EIR should cover the range of possibility. I wouldn't be averse to—if we say … I think 9,000-10,000 for the EIR is—we might not get our money's worth out of the EIR.

Mayor Scharff: Council Member DuBois.

Council Member DuBois: I have to say, Cory, this is a tempting Amendment, and I'm really listening hard to the arguments being made tonight. I'm not sure we all fully understand the ramifications of what we passed on January 30th. What we passed on January 30th would actually degrade the housing situation. It's that combination of removing all the caps and increasing the jobs with some housing growth but not enough to keep up with that job growth. The people that benefit from that situation, I don't think the residents benefit. I don't think people looking for new housing benefit. I think the demand for that housing is going to be extremely high. On the other hand, this question of what's a reasonable number, we need to think about that. The biggest thing for me, though, is there's talk in here about policies to encourage housing Downtown, to allow commercial space to be turned into residential space. I would offer a friendly Amendment that rather than change the job numbers, we reconsider the introduction of the Downtown cap. We would be left with these more middle-ground job numbers, but we would create an environment where we might actually get more housing. I'll just throw that out there to see if there's interest in that.

Mayor Scharff: Karen's what?

Council Member Wolbach: She's the maker herself.

Mayor Scharff: Karen's the maker of the Motion.

Council Member DuBois: I'm not replacing Part C. I'm keeping Part C of the original Amendment but to reintroduce some form of the Downtown cap to be defined by Staff.

Council Member Holman: I'll second, but it's for discussion because I need some clarification.

SUBSTITUTE AMENDMENT: Council Member DuBois moved, seconded by Council Member Holman to add to Part C of the Motion, "to reintroduce some form of cap on development Downtown."

Mayor Scharff: I don't think this is agendized. Is this the time to do this?

Mr. Keene: Molly probably can weigh in there best.

Mayor Scharff: To discuss …

Ms. Gitelman: Certainly at our May 1st discussion, we were planning to bring back the Land Use Element reflecting the Council's input on January 30th. That would be a good opportunity to reconsider anything that you feel like went too far in one direction or the other.

Council Member DuBois: "C" is driven by which policies are in place, the job number.

Mayor Scharff: Sure, go ahead. You want to ask a question?

Council Member Holman: Yeah. The question about the Substitute Amendment is—the Staff Report reminds us that Scenario 2, which the prior job numbers were based on, include a Citywide annual limit. I presume that would be included in what the original maker of the Motion was intending for "C." That's one question, and then I have another question that's pertinent to both of these.

Ms. Gitelman: Thank you for that question. The reason that we in our Staff recommendation suggested that we land between the job numbers in Scenario 2 and 3 is that Scenario 2 had a Citywide annual limit and Scenario 3 had an annual limit like the one we have now on an interim basis. We took that as one of the few policy levers that has managed to affect the production of office space and new employment in new building space. That was our suggestion. It is really just a projection or a prediction of what will happen based on a whole set of policies. Council Member DuBois has pointed out there are other policies that the Council has already directed us to include, like the conversion of some development potential that's commercial to residential potential. If you as policymakers think that is going to have a much greater impact than we have, it would justify the smaller numbers in your range. I hope that's clear.

Council Member Holman: Yes, it is true. That's one of the places (inaudible) going to go to. We did talk about—have not moved on it yet—converting some of the commercial floor area ratio to residential. That's another way we can curb office growth so we can make some advances on our jobs/housing imbalance. That's isn't exactly what the Amendment says.

Council Member DuBois: I just want to be clear. I don't know if my Amendment was understood. I am supporting the original Motion and suggesting we stay with those numbers, but we maybe allow for actual housing development through the cap. Is that clear?

Council Member Wolbach: Were you supporting the original Motion or the Amendment?

Council Member DuBois: My Amendment to the Amendment was to replace the numbers with the idea of encouraging housing.

Council Member Wolbach: It was an Amendment to the Amendment.

Mr. Keene: Can I just ask a …

Council Member Holman: You said you were replacing the numbers, but you …

Mr. Keene: I don't think we can replace the numbers. We do need a range of numbers for the EIR.

Council Member DuBois: I'm saying keep the numbers from the original Motion.

Mr. Keene: That's the clarification there. Can I just make—I certainly understand the intention separate from any concern Molly might have about is this relevant now. Going back to the idea that the EIR is to establish a range for you to study. You're going to have to, on May 1st or after that, make a number of other policy decisions to start to develop—put more substance to your strategy. My own guess is we're not going to effectively be able to meet the housing numbers that are in this range without looking at zoning changes that could include exactly what you're talking about, saying how do we incentivize conversion of office to … Why not study the larger office number anyway than making this decision right now? I know you're going to make ten other decisions between now and when you adopt the Comp Plan, that are going to get more specific and give the public a clearer picture about how you're going to implement over the next 13-15 years what it is you want to achieve. This one is a little bit one-off. I understand what you're trying to do. I'm just wondering if this is the time to do it rather than later.

Mayor Scharff: I didn't think the Amendment was within order. I thought it was outside of order, and that's why I asked the City Attorney. I got the sense that it's not. I'm not sure why we're continuing to discuss it.

Molly Stump, City Attorney: The item is really framed as setting the parameters for the EIR. The programmatic changes that would go along with that in terms of what the Comp Plan elements might look like, the public has not been informed that those are an item for the Council to focus

on this evening. Those are really better for the next time that the item comes back; although, the two are obviously related. There's an interplay.

Council Member DuBois: I'll withdraw the Motion. On Packet Pages 389 and 390, it lists a whole bunch of policies that drive all these numbers.

SUBSTITUTE AMENDMENT WITHDRAWN BY THE MAKER

Mayor Scharff: You'll withdraw the Motion. I guess we can vote on the—wait. Let me clear the lights. If anyone wants to talk who hasn't spoken on the Amendment, put your light on. Council Member Fine.

Council Member Fine: Thank you, Mr. Mayor. I'm opposed to this Amendment for a few reasons. One, I agree with the Mayor that we need to be realistic about our jobs numbers as informed by Staff and make this legally defensible. I do disagree with the Mayor that we can rely on other cities for our housing needs. That's another comment. Second, I'm a little worried after seeing this Amendment that we're aiming for zero in a funny way. We can solve our jobs/housing imbalance by saying zero jobs, and why don't we? That's not on the table right now. If we ratchet all these things back, I feel that's really diminishing Palo Alto. We do need to lead on some of these things. Somewhat on jobs and how we do it in the right way; somewhat on how we regulate them; somewhat on how we measure employees per square foot; things like that. I'd like to see us lead on housing. It doesn't seem like the original Motion does that, but this Amendment is a ratcheting back in terms of our ambition and what we believe we're capable of. I won't support the Amendment.

Mayor Scharff: Let's vote on the board. The Amendment fails on a 6-3 vote with Council Members Kou, Wolbach, and Holman voting yes.

AMENDMENT FAILED: 3-6 Holman, Kou, Wolbach yes

Mayor Scharff: Are we now ready to vote on the main Motion?

Mr. Keene: Give me a nice welcome back present.

Mayor Scharff: If you want to talk more, we can talk more. I do actually see three lights now on the main Motion. Council Member Fine.

Council Member Fine: I'm going to test something out here. I'd like to make an Amendment that the estimated employment growth be between Scenario 2 of 9,800 and Scenario 4, which is 15,480. I'm testing you all. I want to see.

Mayor Scharff: If you went to the 12,000 number, you might get some support. Obviously not by me. The 15,000. Do we have a second for that?

Council Member Tanaka: I'll second.

AMENDMENT: Council Member Fine moved, seconded by Council Member Tanaka to replace Part C of the Motion with, "estimated employment growth would be between Scenario 2 (9,850 jobs) and Scenario 4 (15,870 jobs)."

Mayor Scharff: Council Member Tanaka.

Council Member Fine: I want to speak to this for a moment. I know this is a little ridiculous and out there but, as we've all said, jobs drive our housing. If this is one way to get housing, I'm actually willing to accept it. I'm not joking, guys. I think we're being really, really poor on the housing front here.

Mayor Scharff: Council Member Tanaka.

Council Member Tanaka: I support this for a different reason. Back to what our City Manager was saying just a few minutes ago, business as usual we had 15,000. This EIR is not a mandate of what we're going to do. It's an analysis of what could happen and what the impacts are. Even to what Council Member Filseth said, if you have such a tight range, does this really let us know what's going to happen. The EIR is not a mandate saying it's going to be this or that. It's analysis. Why would we not want a more broad analysis to let us know what's possible?

Mayor Scharff: Seeing no other lights—you want to speak to this Amendment? Is it really necessary? We could just vote and turn it down. You're not going to vote for it; I know that. That fails on a 7-2 Motion with Tanaka and Fine voting yes.

AMENDMENT FAILED: 2-7 Fine, Tanaka yes

Mr. Keene: See how many 2-7 votes you can get in a row.

Mayor Scharff: Put your lights back on for the main Motion. Vice Mayor Kniss.

Vice Mayor Kniss: I think it's always important to explain that since earlier we voted for a 6,000 number, we're now back to a smaller number than we were, but one that I still think is rational. I know there are people in our community—I must say the lack of audience tonight is really interesting. We had more people here for our RPP and ADU. Isn't that interesting that the Comp Plan doesn't have quite the lightning effect that some of the others

do. It must be that this is much more amorphous than something that's much more tangible like where are you going to park or put a dwelling in your backyard. That's very interesting to me. There was huge support for going with the 6,000 number that didn't work. Politics always is the art of compromise. Tonight, we're talking about a compromise, but what we need to do is move on with this. We're going to have two more long meetings that deal with both "D" and "E." I certainly look forward to those when I'm not quite as jet-lagged as I am tonight. The Motion that is in front of us is a reasonable, as I said, compromise. It begins to take us where we want to go with this Comp Plan, which has now been in process for 10 years, since before you came and most of us were sitting here. With that, I'm voting for the Motion.

Mayor Scharff: Council Member Kou.

Council Member Kou: Since we're talking about the EIR and looking at the numbers, may I make an Amendment or a friendly one for Number A? Instead of Scenario 5, to go to Scenario 2 using those numbers.

Mayor Scharff: I was really informed that it makes absolutely no difference if I say Scenario 5 or Scenario 2. I chose Scenario 5 because that's … Scenario 2 is the 2,720. Sorry. Got it. You can make the Motion. Maybe we can get a 6-3 vote.

Council Member Kou: Estimated housing to be …

Mayor Scharff: You wanted the 27 …

Council Member Kou: I want Scenario 2's 2,720 dwelling units.

Mayor Scharff: Do we have a second for that? Seeing no second.

AMENDMENT: Council Member Kou moved, seconded by Council Member XX to replace in Part A of the Motion, "Scenario 5 (3,545 dwelling units)" with "Scenario 2 (2,720 dwelling units)."

AMENDMENT FAILED DUE TO THE LACK OF A SECOND

Mayor Scharff: Did you have something further you wanted to say? I don't want to cut you off.

Council Member Kou: No, thank you.

Mayor Scharff: Council Member DuBois.

Council Member DuBois: A quick question. On "B," did you just intend for that to be what Staff recommended?

Mayor Scharff: Yes.

Council Member DuBois: There's no change there.

Mayor Scharff: That's correct.

Council Member DuBois: First of all, I'll say it again. I want to thank the makers of the Motion. This was a compromise. It's a balance. I do appreciate it. If we're going to work well the rest of the year, I hope we can do this more often. I do want to come back to the school thing real quick. There were some comments made. We did get three letters today, and we got a lot of emails today. There was one from Todd Collins. There were actually two from the School District. Liz, just so you know.

Vice Mayor Kniss: I did finally get Todd's, but I still don't have the other one.

Council Member DuBois: There was one from the School District to Stanford saying that they needed land for one more school for the Stanford GUP. There was a letter from the Superintendent asking for more time to weigh in on the EIR itself. We had talked in City/School. For some reason, there is a disconnect there. I do hope before the end of the month that we can connect with the right people at the School District. I just want to make sure that's clear. I'm going to ask for a friendly Amendment. If it's not friendly, we can take it up in May. There were scenarios that included the County Expressway Plan. The reason I bring that up is this compromise scenario is a fair amount of growth. I'm concerned that the Transportation Element—I would like Staff to be able to analyze that when they come back in May.

Mayor Scharff: I completely support that. I sit on the Expressway 2040 Committee. Do we need to put that in the Motion or are you analyzing it anyway?

Ms. Gitelman: It's in some of the scenarios. Just to clarify, in Part D about transportation investment, we just listed things that we were going to fund in our jurisdiction. We are assuming the transportation expressway elements that are funded in Measure B would go forward, including the new lane on Page Mill Road with High Occupancy Vehicle (HOV) provisions.

Mayor Scharff: You should do it with HOV or non-HOV provisions, because that's not decided.

Ms. Gitelman: That's right. We analyzed it both ways, so we can have that discussion.

Council Member DuBois: That was listed specifically in other scenarios. It wasn't in this report.

Ms. Gitelman: Understood, and I apologize for that. We were really focusing on these investments that the City would make in bringing this forward. There are investments by other agencies that would affect us. We can outline those.

Mr. Keene: Really you don't need to amend it. We assume that "D" covers that, and we're just clarifying that we would bring that back.

Council Member DuBois: May 1st, you'll be prepared to talk about it. Thank you.

Mayor Scharff: Council Member Holman.

Council Member Holman: I almost forgot what I was going to bring up.

Mayor Scharff: Don't feel obligated.

Council Member Holman: I've brought this up before, but I'm not the only that's still a little confused and concerned about the picking and choosing from one scenario to another. When this comes back—I'm not offering an Amendment—could Staff please offer a really clear explanation of how you can pick and choose from one scenario and plunk it into another scenario and it all make good pudding? There was a second one, but I have—I know what it was. The other one was if Staff, also when this comes back, could respond to, assuming the comment was correct, the comment that Jeff Levinsky made, which was in a letter to MTC or ABAG by the City that 286 units were unachievable due to impacts on neighborhoods. If the City could respond to that question also when we come back. If 286 are unachievable, how is it we're looking at …

Ms. Gitelman: Council Member Holman, if it's okay, I think we'd like to respond to that in the Final EIR. I think it was offered as a comment on the Draft EIR. It would be appropriate to put that response in the Final EIR. Just briefly, I know the City over the years has done a lot of advocacy at ABAG about its RHNA numbers. I'm confident that was the context in which that letter was drafted. We can confirm that. This is a different exercise. We're not looking at a 7 or 8-year RHNA period; we're looking at a 15-year or longer Comprehensive Plan. The Council's policy direction has been to

encourage housing. I think it's kind of a new approach going beyond what that letter must have been about.

Council Member Holman: I appreciate that it was intended as a comment on the DEIR. At the same time, I'm not quite sure if it's going to have—presuming this comment was correct, if 2,086 units is going to have a significant impact on neighborhoods, what does it matter if it's over a period of 7 years or 30 years? If we can't add that number of housing units into the City without having a significant impact, I guess that's …

Ms. Gitelman: Again, Council Member Holman …

Council Member Holman: … what I would like to have a better understanding of when this comes back.

Ms. Gitelman: We've analyzed scenarios with a higher number of housing units in it. We have not found, as you say, impacts on the neighborhood. We have identified some traffic and air quality impacts that can't be mitigated. We've identified a host of impacts that require mitigation. Our intention is to apply that mitigation through this process. There is a response. I'd like to take the opportunity to prepare a thoughtful, written response in the Final EIR to that sentiment.

Mayor Scharff: I wanted to ask a clarifying question. When I chose Scenario 5 or Scenario 4 or Scenario 2—this is my understanding of it—that's not saying—what you have in the Packet back here, little X's next to the boxes. That's not choosing those boxes over other boxes. I just wanted to clarify for everyone that we're not making those decisions. When I say Scenario 2, we're talking about the number. It's really just to point out that it's the number. We're not saying it's the Scenario 2 box over, say, if I chose Scenario 4's boxes. I wanted everyone to recognize that so they know what we're doing.

Ms. Gitelman: That's correct.

Mayor Scharff: Council Member Fine. Nope, okay.

MOTION AS AMENDED RESTATED: Mayor Scharff moved, seconded by Council Member Filseth to accept the description of a preferred scenario for the Comprehensive Plan Update Final Environmental Impact Report described in the Staff Report with the following elements and adjustments:

A. Estimated housing growth would be between Scenario 5 (3,545 dwelling units) and Scenario 4 (4,420 dwelling units); and

B. Estimated non-residential square footage would be similar to Scenario 2 (3 million square feet, of which 1.3 million square feet has already been approved at the Stanford University Medical Center); and

C. Estimated employment growth would be between Scenario 2 (9,850 jobs) and 11,500 jobs; and

D. Transportation investments would be those listed in the Staff Report, subject to additional review and refinement when the Transportation Element returns to Council on May 1; and

E. Additional Zoning Code amendments and policies advancing sustainability measures would be those listed in the Staff Report, subject to additional review and refinement when the Land Use Element returns to Council on May 1.

Mayor Scharff: Are we ready to vote? That passes on an 8-1 vote with Council Member Wolbach voting no.

MOTION AS AMENDED PASSED: 8-1 Wolbach no

Ms. Gitelman: Thank you all.

Mayor Scharff: Thank you.

Inter-Governmental Legislative Affairs

None.

Council Member Questions, Comments and Announcements

Mayor Scharff: Now, I believe we're at Council Member Comments and Questions and Announcements. We also do have Intergovernmental Legislative Affairs. We don't have anything under it, but I'm going to speak to it in my Council Member comments. I'm on the legislative—reviews all the legislation for ABAG. There's a number of housing bills in the Legislature right now, and a number of other bills that I would say threaten local control. We as a Council should agendize some of these soon and be able to weigh in. I just wanted to say that. That was something that's important because we often defend local control. We should definitely look at those issues. I think some …

James Keene, City Manager: Can you work with me at Agenda Planning?

Mayor Scharff: I will. Some of you would be shocked at some of the bills that are out there, frankly. In fact, I believe that ABAG at the end of the

day will also take a stand against some of the more extreme loss of local control bills that are out there right now. There's something like 20 different housing bills out there.

Council Member DuBois: I wanted to thank Rob de Geus and Peter Jensen as well as Police Officer James Reifschneider. Is that how you say his name? They came out for the Barron Park annual meeting. They talked a lot about Community Services and policing activity. There was a lot of Q&A. It was really appreciated.

Mayor Scharff: Vice Mayor Kniss.

Vice Mayor Kniss: I want to just briefly report on being in Washington last week. I would encourage any of you to go. We were fortunate and had a very long meeting with the FAA, which we have passed that information onto Staff. There's still a great deal of interest in whether or not there will be another Select Committee that's made. We discovered that almost every office was willing to see us. Sadly, it snowed on Tuesday, and so the usual representatives that we could have met with on Wednesday we couldn't get in on Tuesday. It's a great opportunity to interact with people from all over the country. We spent some more time with the people from Boulder, not surprising because Boulder is not dissimilar from Palo Alto. Once again, I found what was so discouraging was there's such a negative feeling toward California. I don't have any answers to it, but it also became very clear that the split in California between the parties is very significant when it comes to funding. There was a lot of talk about that. We ended up accidentally at an MTC meeting and heard a great deal about—it's amazing what happens. There wasn't a moment that we weren't busy with something or learning something or attempting to get more information from those who are back there. I'm delighted I went. I hope others will think of going to some of the other meetings. This was the National League of Cities, and it's their spring legislative meeting where they are discussing what is going to be coming in the next year. There was clearly a lot of talk about the President, not surprisingly, and where is this Administration going and what else is going to change. That was interesting. Delighted I went. As I said, would encourage others to go. We missed you going, by the way.

Mayor Scharff: Council Member Wolbach.

Council Member Wolbach: A couple of things. Also, I was part of that trip to Washington, D.C. I thought it was an interesting lesson. One of the reasons I would join Vice Mayor Kniss in encouraging everybody to go next time—in our meeting with the FAA, it wasn't until about an hour into what I was expecting to be a half hour meeting that through our pressuring and asking

questions we were able to pull more information out of them, which made us cautiously optimistic. Emphasis on the cautiously when it comes to airport noise. Having us in the room with those people, asking the right questions got us more information than we would have otherwise had. It was just an interesting lesson. Hopefully we get some Caltrain electrification. Hopefully we get some relief on airplane noise. Hopefully we get the approvals we need to move forward with the creek flood protections upstream from Highway 101. Emphasis on "hopefully". Also, today I was appointed as Chair of the Legislative Action Committee for the League of California Cities Peninsula Division, which is a new committee.

Mayor Scharff: Congratulations. Council Member Fine. I thought you had your light on. I'll just also briefly report on Washington, D. C. I thought it was extremely useful. I found what was the most useful, frankly, was talking to the Republic Senators that we talked to. They too were very concerned with the cut in transportation—the ones that we spoke to—that this is a change in the process. There was lots of concern about where that budget was going. It hadn't come out yet, but there had been rumors. I thought that was very interesting. I'm still hopeful that the Feds will step up and do the right thing and fund the Caltrain electrification. If not, I'm sure there will be some sort of Plan B that electrification actually gets done at some point.

Vice Mayor Kniss: Could I just add to that? While we were back there, there's so much interest in electrification. I don't know if any of you noticed that just a week ago there was an editorial in the *New York Times* on the electrification and the importance of it in the country. It was heartening to read that. If any of you have any influence with someone, please use it.

Mayor Scharff: With that, the meeting's adjourned.

Adjournment: The meeting was adjourned at 10:50 P.M.

Planning & Transportation Commission
Action Agenda: March 29, 2017

Council Chambers
250 Hamilton Avenue
6:00 PM

Call to Order / Roll Call 6:00pm

Chair Alcheck: [Recording starts in progress] meeting now. Would you, Secretary would you please do roll call?

Yolanda Cervantes, Administrative Assistant: Chair Alcheck, Commissioner Gardias, Commissioner Lauing, Commissioner Monk, Commissioner Rosenblum, Commissioner Summa, and Vice-Chair Waldfogel. Everyone is present.

Chair Alcheck: Great. Before we begin with Oral Communications I want to acknowledge our newest member Commissioner Sue Monk. This is actually very exciting meeting because I think this is the first time in nearly two years that we've had seven people on this seven person commission. So welcome and best of luck. The other thing I want to quickly acknowledge is that their at least when I began this my membership on this Commission there is this long standing tradition of our newest Commissioners being closest to the middle and our veterans on the wings. And so in keeping with that tradition that I learned from my first Chair, Chair

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Martinez, that's how we have you set up. But hopefully in no time you will all be veterans and we'll be banging out agendized items quickly.

Oral Communications

The public may speak to any item not on the agenda. Three (3) minutes per speaker.[1,2]

Chair Alcheck: So with that do we have any Oral Communication cards? No, all right.

Agenda Changes, Additions, and Deletions

The Chair or Commission majority may modify the agenda order to improve meeting management.

City Official Reports

1. Assistant Directors Report, Meeting Schedule and Assignments

Chair Alcheck: I turn to the Assistant Director for a report.

Jonathan Lait, Assistant Director: Great, thank you Chair. Two items to report; one is that the City Council on Monday considered a considered the site and design application for 670 Los Trancos. This was an application that the Planning and Transportation Commission (PTC) had reviewed and the Council after a thoughtful discussion decided to move the project forward. I believe it was unanimous at the end of the day with a couple of conditions including a condition that Commissioner Gardias had requested about planting some plants in the beginning to help screen the construction related activities associated with the development.

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And then my only other announcement is to on behalf of the City Clerk's Office is to share with the public that the City of Palo Alto is currently recruiting for the following commission positions: the Human Relations Commission (HRC) has two terms ending on May 31, 2020, the Public Art Commission (PAT) has four terms ending on May 31, 2020, that the Library Advisory Commission (LAC) has three terms ending on that same date, and the Utilities Advisory Commission (UAC) also has two terms that are ending on that same date. So if there is members of the public that are interested in participating on these commissions the deadline to file is April 4th at 4:30 p.m. And there's some information on the City's website too. So thank you.

Chair Alcheck: Ok, thank you.

Action Items

Public Comment is Permitted. Applicants/Appellant Teams: Fifteen (15) minutes, plus three (3) minutes rebuttal. All others: Five (5) minutes per speaker.[1,3]

2. Public Hearing: Review and Comment on the Supplemental Draft Environmental Impact Report & Discussion of the Commission's Process for Reviewing the Revised Draft Plan Following Review by the Citizens Advisory Committee and the City Council

Chair Alcheck: Why don't we get started with our public hearing, Item Number 2.

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Hillary Gitelman, Planning Director: Good evening, Commissioners. I'm Hillary Gitelman the Planning Director and I'm joined by Elaine Costello to my right who's been helping us with the Comp Plan update and Joanna Jansen our consultant from Placeworks who's been working on the Environmental Impact Report (EIR) with us. Elena Lee is also in the audience for tonight's hearing and will help if we get lost in some of the documents.

I brought them to display for you some of the critical documents that we'll be mentioning this evening. Of course we have the existing Comp Plan which was adopted in 1998 and was originally intended to sunset in 2010. We have the Planning and Transportation Commission (PTC) recommended revisions that were forwarded to the Council in early 2014. Then we have the Housing Element that was adopted an updated Housing Element was adopted by the City in the end of 2015 then we… was it 2015 or 2014? Sorry, one of those. Then we have the Draft Environmental Impact Report (DEIR) that was published on the Comp Plan update in February of 2016 and tonight we're discussing the supplement to the DEIR which was published in February of 2017. So all of those are there, they're all available on our website in electronic form, and we're happy to answer questions about any of those pieces along the way this evening.

So let me get this PowerPoint up and running. There you are… So the purpose of tonight's hearing is to conduct a public hearing to receive comments from the Commissioners and the

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community on the supplement to the DEIR that's been prepared for the Comp Plan update. We also are hoping to discuss the Commission's role and sort of what the Commission's process will be for reviewing the Comp Plan update following its review by the Citizens Advisory Committee (CAC) and its referral to the Commission by the City Council. We'll talk more about that in a minute, but it's been a long process.

As I mentioned the PTC really started this process off although I know all of you weren't on the Commission at that time. Chair Alcheck was on the Commission at that time so you can add some information to this story, but it was really in 2008 that Placeworks the consultant was retained, started work with the Commission, there was a bunch of community workshops, and then the Commission spent a great deal of time working as a commission and in subcommittees drafting a set of recommendations that was forwarded to the Council in early 2014. At that time the Council said they wanted to go out to the community and get some more community input. We had the Comp Plan Summit in 2015 and the CAC was formed and since then the process has really been an exchange of ideas between the CAC and the City Council going back and forth on the different chapters or elements of the Comp Plan.

We expect that the City Council will review all the pieces by the end of June or that's our hope and at that time they will refer the revised document to the PTC for a review and recommendation. All this while we've been conducting really since 2014 we've been

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conducting California Environmental Quality Act (CEQA) in a parallel process and you all understand that the CEQA requires that we assess the potential physical environmental impacts of a possible action by the City, in this case adoption of the Comp Plan update. So we have a short number of slides that summarizes the EIR and kind of where we are in the process. Maybe I'll ask Joanna to jump in and take care of those and I'll come back and we'll talk more about the Planning Commission's process.

Joanna Jansen, Placeworks: Thank you Hillary. As Hillary said I'm Joanna Jansen. I'm an Associate Principal with Placeworks. We're the consultant assisting the City with the Comp Plan process including the required EIR documents. So as Hilary mentioned the EIR is a requirement under the California Environmental Quality Act or CEQA. And we have to disclose, analyze and disclose the potential impacts of the Comp Plan and the way that we look at this at a Comp Plan type of document is looking at the potential growth that the Comp Plan would be that would allow as a well as the policies and programs that the Comp Plan would include to affect how that growth happens.

In the case of this Palo Alto Comp Plan EIR we looked at multiple planning scenarios. We ended up by the time we did the supplement we had a total of six different scenarios analyzing a range of both residential and nonresidential growth really with the intention of helping decision makers and the community understand the different possible choices and policy options that

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are presented through the Comp Plan process and make a decision. So we've heard recently from the Council at their meeting last week about their thoughts on a preferred scenario. We're going to be taking that preferred scenario forward into the final EIR as well as responding to all the comments received on both the original draft EIR from February 2016 and a supplement to the DEIR in February 2017.

So just going on to the six planning scenarios we looked at four, the first four, one through four in the February 2016 DEIR and that EIR was circulated between February and June in 2016. Right around the time that EIR came out the Council I think based in part on some feedback that it heard from the PTC decided that the range of four scenarios really wasn't quite broad enough and they wanted to add some additional scenarios. So we added five and six and that's what's analyzed in the supplement. The supplement was also an opportunity to make a few tweaks mostly to the information provided in the EIR based on some of the comments that we had received on the DEIR that was published in 2016.

So the next slide has all six scenarios presented side by side. And I don't want to read you every cell on this table, but again the important thing here is a range of both housing and jobs as well as nonresidential square footage expressed through these four scenarios ranging from kind of a business as usual scenario all the way up to scenario six, the housing tested scenario, which combined a combination of a higher number of residential units with a really pretty tightly

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suppressed number of jobs and corresponding lower number of nonresidential square footage. So playing with both levers of jobs and housing in different ways across six different scenarios to try to find out the potential impacts of different ways of growth and a really important metric I think for both the PTC in your past discussions as well as for the Council has been this jobs to employee/residents ratio and a desire really to see that I think on the part of a lot of people at least not get worse and possibly improve a little bit as one of the key factors that is driving issues of traffic congestion and other issues related to quality of life in Palo Alto. So that was one of the things that the scenarios touched on as well as the analysis in the EIR.

So again after looking at the first four in some detail and holding a hearing with the PTC and with the Council last… in the first half of last year we then went on based on Council direction to look in more detail at scenarios five and six. As I mentioned we updated existing conditions and regulatory setting information to respond to some of the conditions that had changed in between the publication of the two documents. This supplement was published on February 10th. The comment period, the 45 day, this one's going to be a little bit more than 45 days comment period is going to last through March 31st. So two days from now. We did have our Council hearing as I mentioned last week on the 20th and we're having this hearing tonight. So we welcome and encourage comments on either the supplement or the February 2016 DEIR at this time. And again we will be responding to those comments in the next step of the process which is preparing the final EIR.

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So what did these two documents achieve? I think what we found out when we looked at five and six is that the impacts were really not substantially different for those two additional alternative or excuse me, scenarios beyond what we had already identified for scenarios one through four. For all of the scenarios and for most of these types of programmatic environmental reviews we really feel that the policies and programs that are in the Comp Plan are the main source for mitigating or avoiding alternatives. So those, the mitigation measures in the supplement to the EIR reflect an approach to the language that would ensure that we can craft those policies in when we get to the as we nail down the Comp Plan here that we can craft those policies to make sure that they maximize the effectiveness of the mitigation.

And then finally we did change some conclusions about the impacts in two sections. In the Population and Housing section we had previously in the 2016 draft EIR identified a potential mitigation measure for a Population and Housing impact that was actually less than significant. So we weren't really required by CEQA to provide a mitigation measure since there was not a significant impact. The draft EIR included one. By the time we got to doing the same kind of analysis for the 2017 supplement we decided that's probably not a necessary approach and the policies and the Comp Plan are really shaping up in a way that we think it's very defensible to find that less than significant impact without needing to add a mitigation measure on top of that. And then the greenhouse gas impact section that Council in the interim between these

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two documents had approved the framework for the S Cap and really made a very strong and public commitment to aggressive greenhouse gas reduction target. So taking that into account we again decided that it's valid to conclude that there would be a not be a significant and unavoidable greenhouse gas emissions target that's attributable to the Comp Plan. So that was another change in between the draft and the supplement.

And I think the next slide is just briefly about the draft fiscal so you want me to just speak to that? So alongside the CEQA environmental study the City also commissioned a fiscal study of the scenarios and like the EIR that was expanded from the original four scenarios to cover scenarios five and six as well as we took the opportunity to respond to some of the comments that we heard from the Council Finance Committee when we presented that study to them last year. The conclusion of that study was that all six scenarios would have slightly, but positive fiscal impacts on the City. This it's important to understand that this study is very specific, the fiscal study is very specifically focused on the revenues and cost attributable to new development. So the fiscal study was not intended to be kind of a picture of Palo Alto's overall budget situation in 2030, but looking specifically at the component of costs and of revenues that would be attributable to new workers and new residents. Under each one of these six scenarios the fiscal impact would be positive rather than negative although it does not have an extremely positive and it certainly doesn't have an extremely negative impact.

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So that study is published at the same time as the DEIR. And one outcome of this study and the specific methodology that was used to really try to get at the questions about cost and revenues attributed to the residents versus workers in response to specific Council concerns when they provided direction on the study concluded that the expected fiscal benefit of a new resident is greater than the expected fiscal benefit of a worker. And that's including when you take into account things like not only sales taxes, but also other types of revenue that the City collects and whether or not that revenue is really attributable to a resident versus a worker. And when you look at that with some really pretty innovative methodology that was developed specifically to respond to these questions in Palo Alto this was the conclusion of the fiscal study.

Ms. Gitelman: Thank you, Joanna. So just to wrap up on the supplemental the DEIR we think that we got good direction from the Council on where they think the preferred scenario will land and our hope is that will confirm some of that direction at our meeting, next meeting with the Council on this subject on May 1st. Our intention is to describe the preferred scenario in the final EIR and to do the test that's required just to make sure the final preferred scenario falls within the range of impacts that we've identified with the six scenarios. Just to complete our responsibilities under CEQA we have to be able to say and explain how the preferred scenario falls within that range

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So tonight is a public hearing, obviously we're looking for your comments and from any interested member of the public who's here. Comments that would be appropriate would be about the methodology or conclusions of the analysis. Anything about the mitigation measures we proposed or other mitigation measures that you think might be appropriate. Anything about the impacts both the impacts that are significant and mitigatable, but also the impacts that are significant and unavoidable and those relate to air quality and traffic. And then any other comments or questions you have. We don't really intend this to be an exchange. If you have factual questions we can try and answer them, but on the whole our intention is to receive your comments and questions tonight and then respond to them formally in the final EIR when we respond to all of the public comments we receive.

So then just of few minutes on the PTC review process. As I indicated earlier the Commission's work product in 2014 was really the basis that started the current planning effort with the CAC and the Council. We expect the Council to conclude their review or at least get to a good stopping point before their summer break so by the end of June and at that time make a referral to the Planning Commission for your re-review and then we expect the Council to request you to make a recommendation back to them. I think they'll probably give you some direction, I don't know exactly what that will be. And they may give you a deadline, but I'm hoping that this happens by June 30th so you will be faced this summer with the chore of really

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diving in deep to the plan as it's evolved since the PTC delivered it to the Council in 2014 and crafting a recommendation back to the Council.

So in the staff report we talk about three possible ways that the Commission could go about their job and I don't think you have to decide tonight. You could actually wait and get the referral from the Council to make this decision, but we thought we'd offer you an opportunity to talk about the some of the pros and cons of these different approaches. One idea was that the Commission could form a subcommittee. I should mention that the prior Commission did a lot of their work with subcommittees and there was a great deal of criticism in the end of that process because subcommittees don't have to conduct their business at noticed public meetings. So it was seen as some somehow not transparent. So while you could certainly consider that I think there are some pluses and minuses and on that particular option there are some minuses there to be aware of. Another option would be for each of the Commissioners to take the lead on a certain piece of the document you receive and sort of take the lead role in bringing back to the Commission some recommendations or issues for discussion. And then of course the full body, the Commission as a whole could schedule a series of study sessions and hearings to conduct your review in a public forum. We were talking earlier today about one way that other jurisdictions have done this to have a series of two or three study sessions so just freewheeling discussions of the different pieces of the plan and then once you go through a

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round of kind of just discussion sessions schedule the two or three public hearings to actually do the work of crafting the recommendation and forwarding that on to the Council.

In all cases I think we're going to urge the Commission to focus on kind of a high level and we're going to try to help you by outlining some key questions and issues for you to think of during your review. I think we've all been at this for long enough and sort of the time for wordsmithing is over. We're kind of at the issue, at the key issue phase. So we're confident what we bring to you will need improvement. There will be opportunities for you to really affect and make it a better work product, but we're hoping it is at that issue and policy level.

So in terms of next steps we are going back to the Council as I mentioned on May 1st. They have one more session scheduled on the Land Use and Transportation Elements then they'll see other elements of the plan in mid-May and in mid-June and that's at the point at which we think they'll make their referral to the Commission or we're hoping that happens. And then you would conduct your review over the summer months and the Council would hope to receive your recommendation and conclude the process in the fall. All the while this is going on we're going to continue the CEQA process and our hope is that we can get you the final EIR in time for you to use it in the course of making your recommendation to the Council. It's we're going to work to see if we can line that up, but that's our hope.

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So this evening our recommendation is to conduct a public hearing, receive comments from the community and from the Commission, and then if you'd like to engage in a discussion and identify a process for you to use once this document gets referred to you by Council. Happy to answer any questions.

Chair Alcheck: Ok. We have a speaker. Before I open it up I just want to say a few things. This is a very exciting part of a very big process. A lot of times this is referred to as the bible of the work that we do. And so it's a very… this is our sort of the beginning of the last part of this marathon and while we're talking tonight I want to suggest that in addition to our discussion about the DEIR and the fiscal study this process discussion is a unique one. How we determine how to do that is sort of an open ended question and Director Gitelman suggested that we might get some direction from Council, but it would be I think wise to have if there are any ideas among Commission Members about different ways we could go about this I certainly would love to have them because I think there may be an opportunity to share some of that insight with Council before they give direction. So keep that in mind when we're having this discussion after you've made your comments about the EIR and the fiscal study if you have some ideas. If you don't it's ok. Ok, so with that why don't we open it up and invite our speaker.

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Vice-Chair Waldfogel: Thank you. We just have one speaker card so far for Todd Collins. Five minutes.

Todd Collins: Thank you. Hi, I'm Todd Collins. Thank you for hearing me. I'm a citizen of Palo Alto. I'm also a member of the Palo Alto Unified School Board (PAUSD) though I'm not speaking on behalf of the School Board tonight.

I had a chance to review the supplement to the DEIR and I really only want to talk to one part the part about the schools. You all know Council Member Kniss; I campaigned with Council Member Kniss last fall and heard her many times say no one moves to Palo Alto for the view, but many people move here for the schools. And that has certainly been my experience so I thought it was very important to attend to the impact of the schools of the proposed Comp Plan.

I wanted to make a few observations, one is that the PAUSD Board and District had not had a chance to weigh in to the extent that I think they would like, would have liked to by the time the DEIR was submitted the supplement was submitted. I think that's now being addressed and Ms. Gitelman and her staff are being very obliging at both meeting with Dr. McGee the Superintendent, City Manager Keene and others this Friday to discuss it and then also graciously extending the comment period to the District who I think will submit comments by

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mid-April. But I think their comments will raise some issues that have not been addressed in the supplement today so I think it's important to attend to them.

There are three important variables that impact how housing impacts school capacity. One is the student generation rate from new housing, the second is students from existing housing, and the third is the actual capacity of the schools. So let's talk about each one in turn. The student generation rate for new housing in the DEIR was plugged at a very precise 0.5 students per unit generated. So in each one of those scenarios where there were certain number of housing units generated it was assumed that 0.5 student distributed pro rata across grades K through 12 would eventually be in the system. I probably spent more time with the enrollment forecasting data in Palo Alto Unified than anyone else and I wasn't sure where that 0.5 came from so I went and looked. It comes from this document which is called the Residential Research Summary by a group called Decision Insight who are our demographer forecasters over at the District. And if you look up and it's mentioned multifamily 0.5 it refers you to Appendix B for the source of that. SUPP-PH2-01

This is Appendix B in its entirety. It's a list of six I'll be happy to give this to you guys. It's a list of six housing developments since 2011 two of which are multifamily. One is Tree House, student generation rate 0.03 per unit and Alma Housing which is 801 Alma, student generation rate 0.7. I think it's a weighted average by which they get to the 0.5, but this is a good example

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of where the a mean is not a great representative of the population especially when the population consists of two data points.

So I think it would be wise to think more broadly about student generation rates. This is something certainly we did in our enrollment planning where we looked at we developed and this is by the way the list from 2009 from our former demographers, I'll give you this too, that shows there really aren't the truth is there really are not many multifamily developments in Palo Alto to look at to figure out what the student generation rates are. So there's definitely guesswork here and I think what the District will recommend is that we that the City use scenarios and or try to use a range of student generation rates to get a better sense of what could happen here. The biggest fear I think it should be that if we guess low and more students show up, significantly more students show up then forecast we will not know what to do. The second piece is the student gen… and I guess just to put a number on it by my calculations if you used the higher end of the actual data points that we saw the student generation rates in the report are 30 to 40 percent lower than what we might actually see. 0.5 versus 0.7 is forty percent; forty percent higher.

SUPP-PH2-01 cont.

Second is students from existing housing. This is incredibly hard to forecast because students from existing housing we do 10 year forecasts from the same group called Decision Insight. We don't look at it past five years because our experience is they have no idea, we have no idea,

SUPP-PH2-02

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and they are frequently wrong even within five years. So their ability to forecast out 10 years is very speculative. So I would urge starting at where we are today rather than trying to guess where we're going to be 10 years from now.

SUPP-PH2-02 cont.

Finally the actual capacity of the schools, the capacity of schools is the capacity of the buildings we already have which is pretty easily known. We've got a certain number of rooms and we know how many kids are in each class, but there's also the amount of land that we have. Because the gating factor in our ability to have schools is to have land to put them on. At our existing schools it takes 5 acres to build an elementary school site, 25 acres to build a middle school site, and 50 acres to build a high school site of the types that we have today. Now it's funny because when I, we sat down with Ms. Gitelman I was pleased and mildly hopeful that when we told her those numbers she was like wow that's a lot of land. And it is! It is very hard when we think about where we can go get sites like that to build more schools if we had to do it we do not know where to get it. We don't know where it will come from.

SUPP-PH2-03

The School District does have an inventory of sites available to it that we've hoarded over the years. As you guys probably all know a whole bunch was sold off, but we've also hoarded a bunch. We have about five sites. One is good for an elementary school actually two are good for elementary schools, one is good for a middle school, one is good for maybe a combination of a middle school and elementary school, none of them are big enough for a high school that's

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comparable to the high schools that we have today. So there's a finite capacity of both classrooms and land where we can build the kind of schools that are of the size and type that we have today.

We can always build different kinds of schools. I think this is worth considering, but I think it shows how impactful these kind of things can become. As someone pointed out in San Francisco you don't have to look very far to find a four-story, you can find many four-story buildings all enclosed with playgrounds on the rooftops built on one or one and a half acre sites. We could do that too. In Los Altos they were looking at doing that. They were going to pay $50 million for a piece of land on El Camino to build a four-story school. They decided not to do it because their next smallest site would be is nine acres, but if we wanted to go to a different type of school site: multi-story, enclosed limited play area, limited open grounds we could do that and we could accommodate virtually any number of kids as we build up and up. So the question is, I mean this is the question for you guys, not for us, the schools will do whatever they have to do. But I think the question for the planners and for the ultimately the City Council is: is that within the vision of what you have for Palo Alto and how do you think that affects the quality of life and the future of Palo Alto if we went to schools that look like that?

SUPP-PH2-03 cont.

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So I think that there's some work to be done on the student generation rates. There's work to be done in the existing housing, and there's work to be done to think about the capacity. There are a couple other of considerations that I'll just mention quickly. One is what we call the bubble effect and we are very sensitive to this because we've been living it. When students show up from large developments they don't show up neatly spread out K through 12. They show up in highly concentrated doses in the early grades and we're living this right now from the from the growth of housing that was that came on line between 2008 and 2011 which we officially now call the bubble years. Those students are right now in 7th through 10th grade and they stretched the existing PAUSD capacity to the absolute limit beyond a 100 percent actually for the grades that they're in. And what we've had to do is significantly expand our capacity with portables and teachers moving around to accommodate those grades and then when they leave we have lots of extra space afterwards. So it doesn't show up evenly distributed, it shows up highly concentrated and that creates a real operational challenge for the District.

SUPP-PH2-03 cont.

SUPP-PH2-04

The last thing is and I think I know the planners will incorporate this in their next draft is the impact of Stanford expansion on the General Use Permit (GUP). We believe based on our preliminary read of the GUP that the housing built at Stanford 550 single, 550 family housing and over 900 graduate student housing will generate somewhere between 500 and 1,000 students for PAUSD. Just to put it in context 500 students is larger than the size of a single

SUPP-PH2-05

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elementary school. 1,000 students it's the size of an entire middle school. So that's a very large population for us to swallow and that's above and beyond and separate from every number that comes out of the EIR. So I think that's very important to take into consideration as you go forward.

SUPP-PH2-05 cont.

I've got lots more stuff. I can share information with you if you like. I've got the letter; I don't know if you have the letter that I sent to Council last week, I'd be happy to send it to you. But I just wanted to share those concerns and make sure you register them as you discuss this issue. Thank you very much.

Chair Alcheck: Ok, thank you Mr. Collins. It may be appropriate for you to hang out in case some Commissioners may have some specific questions and maybe we can keep the forum open in case somebody wanted to address you. Ok, with that I'd like to start at this end and make our way down. Commissioners feel free to talk, ask questions to staff or make comments or do both and I think it's fair to assume we'll do more than one round so…

Vice-Chair Waldfogel: Did you want comments on both of these?

Chair Alcheck: Yeah. To the extent that you have an opinion about how we should do the process.

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Vice-Chair Waldfogel: I didn't know if you wanted to go through once on the first one and [unintelligible].

Chair Alcheck: Yeah. I'm going to leave it open so.

Commissioner Gardias: Thank you. So thank you very much Joanna and Elaine for preparing all this and I was just wondering and I don't want to depart from the main topic, but there may be a place in the City museum and I think that it would be interesting material for some others to observe. But, but now seriously Mr. Collins thank you very much for coming. I hope that you could I'd like to have all the materials that you're going to make available to the staff being somehow forwarded [unintelligible] electronic form and also I was wondering on which page of the EIR we may find that 0.5 student ratio if you have a second if you could just?

Mr. Collins: [Unintelligible] it is 414.12-3 I think?

Ms. Jansen: There's a couple of tables where the number appears. On Page 4.12-4, -5, -6, and -7 and I would just comment that that's I think what Mr. Collins is referring to is an aggregate of the number for all grade levels which is 0.23 for elementary, 0.12 for middle, and 0.13 for high school. So if you add that all together you have 0.5.

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Mr. Collins: Yeah, it adds up to 0.5. So it's these tables that have the and as she was saying, I'm sorry, I don't know your name? Joanne, thank you. If you add up those three numbers it adds up to 0.5 and as it says in the little note down here this analysis assumes all new housing will be multifamily housing and that's the multifamily housing student generation [unintelligible].

Commissioner Gardias: Very good. Thank you very much for answering my question. Thank you, I appreciate. So it's just going back to this point that we have to answer I'd like to my first question is about civic participation. So we have Mr. Collins who represents the School Board so that's very important voice in our community, but I was wondering (interrupted)

Commissioner Rosenblum: Sorry, I think it it's important to be on the record. He's not representing the School Board, he's representing himself.

Commissioner Gardias: Ok, thank you very much for catching this out. So I was wondering do we plan actively reach out to some other groups within Palo Alto and proactively request their input to the EIR? And then if yes what's the calendar and if you could just provide us with maybe not today, but maybe as a follow up item if you could just provide us with the list of those either institutions or some lobby groups or some other interest groups and I think that we should as opposed to wait for them we should proactively request their input, provide them

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with the materials, and then just give them the deadline, give them either opportunity to come to our follow up session or submit this in writing.

Ms. Gitelman: Well thank you for that question. We did publish a formal notice and send it to a wide list of interested parties that we've collected during this process. So that was in February we sent out a notice that and told people how to get this document, how to provide their comments, and we're happy to receive any comments that come in before the end of the comment period on the 31st. As Mr. Collins indicated we've allowed the School District an extra couple weeks just because we've been having this exchange with them about the school generation rates and some of the issues that Mr. Collins raised. I should say with regard to that that we feel like we used the generation rate that the School District gave us when we were preparing these documents, but that doesn't mean that we're not open to refining our projections and looking carefully at the issues that Mr. Collins and others have raised. And in fact we made a commitment to the City Council the other night at their hearing that we were going to look particularly at this issue about the interaction between the school projections for this set of scenarios we've come up with and for the GUP that Stanford is working on. So we're going to explore all these issues much more in-depth in the final EIR.

Commissioner Gardias: Thank you. In terms of the of getting interest, getting response or input from those groups I was also wondering are we going to just get and going back to the

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proposed or preferred scenarios that Council decided to pursue last Monday are we going to get the updated and slimmed down version of this report that will focus on the on those two scenarios? Just as a practical manner I mean this is truly thick volume and some folks that are not familiar with EIR process they might be lost with trying to analyze what's pertinent for their use. So I thought that maybe it would be more practical to give them this Commission a truly focused book that would address recent decision of the Council this way we would probably have better chance of getting practical input.

Ms. Gitelman: Well thank you. As Joanna mentioned our next step is preparing a final EIR and the final EIR will contain all of the comments we received on the draft and the supplement of the draft as well as responses to those comments. So a written comment response and in addition we are going to include a discussion of the preferred scenario and an analysis of how that falls within the other planning scenarios. So in that sense we will be providing a kind of a focus summary of the preferred scenario and where this process is ending up. And I hope it will be an accessible document that people will be able to see really how their input throughout this process has affected the ultimate plan that the Council adopts.

Commissioner Gardias: And also in terms of steering public interest I know it may add more work, but would it be possible to when you're reaching out to different interest groups to reach out to them again with the new slimmed down document and suggest that they may be

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interested specifically in some selected area. Say that if you are sending out a letter to the bikers which is one of the influential groups of this town there may some of the they may be interested in some of the chapters not others. And maybe in that letter just to make this more practical you may refer to just one of the chapters as this that would be within their interest.

Ms. Gitelman: Well again that's a little bit about the beauty of this process of comments and response so if we get a comment letter that comments on a particular issue we will include a response in the document to that issue. And so someone is going to be able to look in the document for the comment they made and the response to that comment. So I think people will find it accessible in that in terms of being able to focus on the specific questions and issues that they felt were important enough to comment on. We've all been working on these environmental documents for a long time and it's it is a kind of prescribed planning process, but it tends to work out. It tends to flesh out the issues that are of real interest and people who are engaged stay engaged and ultimately see how their issues track through the whole process.

Commissioner Gardias: Yes I agree with this, but then just to knowing how valuable the public's input may be it may add value to identify those chapters or those paragraphs that truly impact their activity or area of interest and just put it in front of their faces because otherwise as I mentioned, right, this is really thick volume and even if with the narrowed down interest for some it may be hard to swallow.

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Ms. Gitelman: I'm agreeing with you. I'm saying that people will get responses to their individual comments so they will get directed to a specific response to the issues that are of concern to them.

Commissioner Gardias: Ok and the last item that I would like to mention is you were asking us about the preference how we would like to approach this document. So I believe that from my perspective I think that we need time and I'm sure that my colleagues will chime in to this subject. We'll need time; however, it will be decided here I'm fine with this, but I think that we need a couple of weeks with the final document or with the preferred document. So once the preferred document is issued I would recommend that you give us a couple of weeks to digest it and then provide you with either written comments that would be reconciled here within this Commission or with a follow up session. Thank you.

Chair Alcheck: Ok just I forgot to mention that what I would like to do for our first round is I'm keeping a timer so if Commissioners could attempt to speak I'm sort of loosely assigning 10 minutes for this first round. You don't need to use all 10 minutes, but let's I'll give you a little nudge if we if you're coming close to it, ok? Ok. Go ahead.

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Commissioner Lauing: Ok, thanks. The actually the core issue that I wanted to drill down on is what we've just been drilling down on was the educational aspect of things. For one thing I noticed there were a lot of changes already and so that must mean that you had some new data and I was going to ask how comfortable you are that that's the real data. The coupled question has also just been brought up which is how comfortable are you that the Stanford data is in there? It seems like that's a little bit still in question. So that's…

Ms. Gitelman: Well let me start the answer and maybe Joanna can chime in if I wander off in the wrong direction, but between the draft and the supplement of the DEIR we contacted the District for updated student generation rates and received them and that's why we adjusted the analysis. And you see the strike out, the red lining in there. And we'll continue that process of consultation and if they need to change again we'll show the changes again. I'm sorry the rest of your question was?

Commissioner Lauing: Stanford.

Ms. Gitelman: Oh, Stanford. We did not specifically analyze Stanford in this EIR. There's a practice or a convention in the CEQA process that when you're doing a long EIR like this it takes a long time you basically use as your baseline the world as it existed when you started, when you issued the notice of preparation. That's the legal standard and so that's really what we've

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done here although we've tried to acknowledge that a lot is going to happen in the world between now and 2030 that we don't necessarily know about so we've tried to include a cumulative impacts analysis that's pretty broad, but we didn't know about the Stanford GUP when we wrote this. Now we do and we made a commitment to the Council when we met with them last week that we will address that in the final EIR. We're not going to go back and rerun all the numbers, but we're going to include a discussion of what it means, what the Stanford GUP application could mean in terms of the future in 2030 that's analyzed in this book, and try and provide sufficient information the Council feels comfortable that they've been informed about the potential interaction of the two projects.

Commissioner Lauing: Ok. And then the preferred scenario certainly I think needs to shape our review because a preferred scenario is now Council policy. So I don't know if that has any impact on the rest of the EIR or not.

Ms. Gitelman: Oh well that's a good point. We're as I mentioned we're going to try, we're going to be working on the final EIR in parallel while you're reviewing the Comp Plan sections that the Council refer to you and we're going to get you the final EIR with that discussion about the preferred scenario before you finish your work.

Commissioner Lauing: Right.

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Ms. Gitelman: So you will be able to be informed by that discussion, that analysis. Absolutely.

Commissioner Lauing: Yeah that makes sense. I don't know if it has any impact on what work you do on six scenarios in the final EIR because they've now stated what the policy is which I think will be helpful and get us through the process quicker.

Ms. Gitelman: Just one clarification on that too. The Council has given us direction so that we can prepare the final EIR. They really haven't made any irrevocable decision. They've simply provided direction.

Commissioner Lauing: And you made that clear in your written instructions even to Council I noticed so I was going to mention that. I'm glad you did. I just want to make a quick comment on the fiscal study. I think it was worthwhile because you ruled out wide swings. You found out that one or the other wasn't horrifically bad or horrifically good. So you've ruled that out and you've ruled out problems. The fact that all six are about the same kind of takes that whole analysis out of it, but I thought that was very pertinent comment at the last Council meeting that we can't be doing this thing about making Palo Alto livable for affordable housing and a great place to live like we always have based on dollars per employee or dollars per resident. So I thought that was quite pertinent and I also thought the City Manager's comments were

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quite pertinent that we don't have walls around our city so people come in here all the time and we still have to cover the costs for that. So it's a bit of an artificial construct, but I still think it was worthwhile because you ruled out potential wild swings. That's all my comments on that.

With respect to the process for reviewing I think that the best thing to do is to do subcommittees. We call on the Parks Commission we just call those ad hocs. In this case I don't think it would be helpful that one person study each thing because I don't think you get a dialogue going. I don't think you get enough debate before it comes back to the PTC. I also don't think that each ad hoc has, that an ad hoc has to take care of all of the elements so we could have a few ad hocs that would take of two people or more that would take on one or two. From our experience on Parks it worked fantastically well and we have just… I mean we've got years of case studies now that for example the master plan would either not be done now or it would be vanilla literally if it hadn't been for a lot of intensive work in the committees. And the important thing is for everyone to know that nothing gets done in the ad hoc. Everything has to come back to the body to make decisions on. The public needs to know that, every Commissioner needs to know that, there's not a single decision. So as long as we're completely transparent about that my experience is that that's worked quite well. That's all. Thank you.

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Vice-Chair Waldfogel: I'll hold my comments to the second round.

Chair Alcheck: Ok, alright. So I have a few questions that I'd like to ask about the evaluating EIR with respect to a Comp Plan. So when we approach an EIR analysis for a specific project there's a lot more knowns in the review. This is the project, this is the size of the project, these are the likely traffic implicate… all of the elements of a typical study. And I appreciate that there is a preferred scenario and then there is a sort of a variety of scenarios and really the preferred scenario is a hybrid of the numerous scenarios. I guess my question is: is how do we really evaluate a, how does an EIR serve us for example in a scenario where we say ok, we want to grow... Well we don't have the slide. Hold on. Ok, so we want to increase our housing let's say in Scenario 5 by 3,546. That's an additional 3,500 units in the thirty… in the time frame which is roughly 13 years from now. Is there a likelihood of that possibility without sort of also an analysis of what potential changes would have to take place in our code to make that possible?

I ask that question because I'm just curious we have a member of the public addressing, sort of questioning an analysis of the anticipated growth of student population based on the number of individuals who may move into the District based on estimates of housing growth. But unlike a EIR for a specific project this is anticipatory of projects that may or may not get developed. And the likelihood of us the same difficulty that we have in finding a location for a high school is the same difficulty anybody will have trying to find a location for 4,000 housing units. And so

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I'm just curious how we should approach when we get the EIR how do we approach that review without really any specific projects? There are sort of it's a preferred scenario, but it's not with it doesn't come with a project. So how does that… how do we grapple with that?

Ms. Jansen: Ok, thank you. Thank you, Chair, for that question. So just to back up a little bit and talk a little bit more about how CEQA treats these planning documents they are the adoption of a comprehensive plan or some other type of planning level regulation by a jurisdiction is considered a project under CEQA, but of course it's not a specific development proposal. So CEQA accommodates that through what's called a programmatic or a program EIR and that's what your Comp Plan EIR is. And the statute understands that you're not going to be able to have that same level of specificity. So it really either for a project level or for a programmatic level EIR what we're asked to do is think about the reasonably foreseeable outcomes of the project in this case the adoption of the Comp Plan. And it is difficult to know and we have to make our best guess and we also have to kind of focus on what the City is responsible for so we're not trying to predict everything about what everyone else around us will do by 2030. But if the City takes the responsibility of adopting this Comp Plan or takes the responsibility of adopting a Comp Plan that would reflect one of the six scenarios or the hybrid preferred scenario what are their likely outcomes?

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And I just want to make a comment about two different ways that we try to answer that question. One is through quantifying the development and we do look at the existing code and what it would allow and we also looked at various types of projections of both housing and nonresidential development both that the City has come up with and also what other agencies like Association of Bay Area Governments (ABAG) have come up with. And each one of those different projections kind of played into a different scenario so that we were sure to be considering a different, the full range of perspectives that are out there on what might happen. So we think, I think Hillary will speak a little bit more to what the specifics components of the scenarios are. We do think that all of them represented a realistic a possible future for Palo Alto so I think there are some of them would require policy changes. Scenario 1 was kind of if we don't change policies so you could see the numbers that we might expect to occur there. Others would clearly require some policy changes and the EIR project description talked about some of the different policy options, some of the different transportation investments, some of the different sustainability measures, etcetera that would be kind of both necessary and desirable to make a scenario with a given configuration functional. So we do look at those numbers based on what we think is in CEQA terminology reasonably foreseeable that's what the law requires us to look at.

And then I just also want to make a comment that because some people get tripped up on it, the numbers drive our quantitative analyses. So we need to think about these numbers of units

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or the numbers of jobs for things like the traffic analysis and the resulting air quality analysis and the Greenhouse Gas (GHG) emissions, etcetera. But there are other types of analyses that we do in the document that are really more qualitative or more spacial. So the analysis of whether or not a new development would be exposed to wild fire hazards or flood zones or the types of aesthetic impacts for example that might happen, those types of analyses really are not as much tied to the numbers. Of course they are somewhat tied to the magnitude of development, but they're really more about the location or the widespreadness kind of, of development rather than specific numbers. So we do take a quantitative look in many of these chapters, but I just want to point out that there are also kind of more qualitative questions that the EIR answers that are not necessarily tied to specific numbers in the specific scenarios. Do you want to say more about the scenarios?

Chair Alcheck: Ok, thank you for that answer. So correct me if I'm wrong, it's my impression that all of the scenarios satisfy our sort of Housing Element or Housing Element compliance or our allotment of "housing"?

Ms. Gitelman: That's kind of a complicated question. It's complicated because the Housing Element law is prescribes a shorter time period than this document covers. So we have a Housing Element that runs to 2023 and this Comp Plan is envisioned as going to 2030. So I think that the short answer to your question is yes, we think any of these scenarios would be in

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compliance with state housing law. I think many of us feel however that the next time we update our Housing Element we're probably going to get higher numbers.

Chair Alcheck: Right.

Ms. Gitelman: And so it'll be a little bit of a scramble to identify sites unless we've selected one of the higher housing scenarios here.

Chair Alcheck: Can you remind me our number was the 17 (interrupted)

Ms. Gitelman: About 2,000.

Chair Alcheck: 2000?

Ms. Gitelman: A little less.

Chair Alcheck: Ok, so that sort of raises my, that raises a similar question for me as well. Just this notion that we consistently have this projection or I should say allotment that we incorporate in our Housing Element, but we rarely if ever come close to satisfying the actual development of that "number" or I don't want to call it an obligation, but the units we're

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supposed to zone for and that's one of the parts of this that I always think is difficult to approach because we rarely meet that number. The all of these numbers represent an excess of that number significantly, right? I mean maybe it's unlikely to think that 2,720 is the number for the next thirteen years if our Housing Element's going to be updated in 2023, but that wouldn't be ter… it wouldn't… it's not impossible for the next number to be slightly larger in which case the other four scenarios are likely to be in line with our ABAG requirement. But we never achieve that and so I don't know I guess what I'm trying to say is that I struggle with the analysis of the growth because all of the numbers seem large. They seem aspirational, but they all seem much larger than likely. And so it's not so much about what's the preferred scenario from my perspective because we're going to review the EIR which is going to review a hybrid of all of them. I think the bigger point for me is which red flags in the EIR or which highly sensitive or significant impacts that are sort of identified in the EIR which of those should we really react to because of the likely or unlikelihood of the actual result of these projections? That's sort of what my question before was about.

Ms. Gitelman: Yeah if I understand where you're heading I think I would urge the Commission to focus on the policy document. So when the Council refers the Comp Plan update to you it's their feeling that they've included policies and programs that will result in a slightly higher generation of housing than we have had historically. That's why their suggestion that the preferred alternative scenario is somewhere between Scenarios 2 and… no, 3 and 4 when it

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comes to housing. So they feel that they and the CAC have been crafting a document that's a little kind of up on housing more than and will stimulate more than we've seen historically and more than in the business as usual scenario. So when you get the policy document I think it would be a good issue for the Commission to focus on whether you agree with that. Do you see policies in the Comp Plan update that address the need for housing, all different types of housing? The CAC has been very eloquent on the need for different types of housing focusing on small units, the need for additional housing for underserved and disadvantaged populations. And so I think you'll see a lot of that in the Comp Plan update and then you'll get to tell us if you think there should be more or if it should be handled slightly differently.

Chair Alcheck: So you couldn't have set up my third and short final question better which is do you believe that we our role is to judge the likelihood of achieving some of these preferred scenarios with the policies and is there any staff prepared work product that will help us ascertain the likelihood that the policies and programs will achieve these scenarios?

Ms. Gitelman: That's a very good question. Now that we know that's a specific question and interest of yours we can try and frame the conversation accordingly. I think the work products that are coming out of the CAC and the Council do address this issue. This is kind of one of the I think if you look at the work products it's one of the inherent priorities that have been

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identified there and the so we will be talking about that with the Commission. You'll have an opportunity to weigh in on that.

Chair Alcheck: Ok, great. Alright, I'll make a quick point about process for the rest of you to reflect on. I was a part of the subcommittee process. I was a part of the blowback of the subcommittee process. I'm not opposed to some element of subcommittee analysis. My hope is that we all get to delve into these documents significantly. I imagine us scheduling meetings over those three months where we essentially space the meetings on the Comp Plan a month apart from each other and we do two or three elements at a time giving Commissioners an opportunity to really read through the elements and then come to have an in-depth discussion. There's a little bit of a question of whether or not we'll have to have repeat or follow up meetings and so I do think that some individual potentially subcommittee analysis might be helpful, but I envision a process where we approach this review in a very sort of thorough way.

But for the most part I think it's really safe to assume that the public has spoken. I think the CACs work represents a significant contribution from the public. And so I am looking forward to as Director Gitelman suggested a fifty a 50,000 foot high review where we really we take, we respect the process that's already taken place and we attempt to be efficient at the same time as thoughtful. So that's sort of where I am, but again I think it would be really interesting to see what other people think about how we should approach this.

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Commissioner Monk: So on Mr. Collins you had mentioned your concerns about the density of housing that would result in an impact to the schools and I was just curious as to whether you have knowledge as to what's going on in regards to general birth rates in the area, women of childbearing age moving here, and what can substantiate those concerns about the impacts to the schools.

Mr. Collins: I do know little about it, but I think it would be out of turn to present myself as an expert on it. One of the things I can say authoritatively about birth rates is that no one can predict them. As we looked historically at birth rates in… to try to as part of our enrollment forecasting effort a couple of years ago we noticed that birth rates had dramatically gone down during the recession which is actually typical and not unexpected. And what was amazing is after the recovery to everyone's surprise they continued to go down. And when I say everyone I mean like every demographer in the United States was like holy crap what's going on, the birth rates keep going down. And I actually talked to the State Demographer in California at some point two years ago maybe and asked him what his understanding of it or thoughts about it were. And as he said demography is permanent employment because there are never any authoritative answers to what will happen. So at this point birth rates are lower than they have been historically whether they get… the forecast from the State Demographer is actually flat at the current level which I interpret as meaning he has no idea, but the official forecast from the

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State Demographer of California is that birth rates in California will be flat at this point going forward. That's what I know.

Commissioner Monk: I think that's interesting to know so appreciate that additional information. Thank you. And the reason why I was curious about that was because of what you reflected on in regards to the bubble years and a concern about having dense housing and a lot of school age children going into the schools in the same period of time. To that I would say is there a way to stagger the building of these units and make some sort of accommodations if we're truly concerned about the impact of students coming in [in the closed] and the age range.

In regards to the first item on the EIR or it's the same issue I wanted to look at Slide 6 where you're talking about the ratios. Did you have an opportunity to look at what the jobs employment ratio would be or the employment/residence ratio would be under these scenarios? Under the preferred scenario that was presented on Monday.

Ms. Gitelman: You know I (interrupted)

Commissioner Monk: And I know there's a range.

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Ms. Gitelman: Yeah it is a range of actually four numbers and I did the math while we were sitting there at the Council meeting, but it was like late and I don't remember where I put the calculations and I wouldn't trust them really. So we'll have to do that as we prepare the final EIR. We'll have to actually look further to find all of the characteristics of the preferred scenario so that'll be top of the list.

Commissioner Monk: Ok, great. And then I guess jumping to [unintelligible] other notes. Ok, so jumping to the process for review I agree that subcommittees make sense based on what Commissioner Lauing had mentioned and Commissioner [Note-Chair] Alcheck. I would support that approach. I wanted to ask a question on the California Government Code, Page 26 where it's talking about the procedure for the adoption of the master plan. So is that something that would be our guiding document in how we approach this and does that have any impact on how we should be looking at implementing our plan? 65500. Is everything incorporated or are there any other outstanding…

Ms. Gitelman: Yeah, you know what I think we'll have to review this whole section. I'm not sure I would single out that one paragraph in here.

Commissioner Monk: Ok. I just wasn't sure if that was instructive for us in particular.

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Ms. Gitelman: Certainly this need to hold at least two public hearings.

Commissioner Monk: There's a lot of requirements here.

Ms. Gitelman: It's really interesting. Actually this is a fascinating story that I don't know all of the background to, but this old section from the Government Code from 1959 was adopted into the municipal code by voter initiative at some point so it's what we have and we're trying to follow this. So we will ask you to hold at least two hearings and make a kind of adopt something and refer it to the Council. And then once the Council takes their action on the Comp Plan update we're expecting that they will refer it back to you for a report on any changes that have occurred. That's kind of the bottom line that we're getting from this, this old provision. So we'll provide you more information on that whole process when we come back and start your review.

Commissioner Monk: And do you think that something that could be accomplished by the end of this calendar year or?

Ms. Gitelman: I think our hope is that you will make your recommendation to Council before the fall. In the fall they'll finish their work and adopt something and then they'll make it their adoption subject to your final report.

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Commissioner Monk: Ok. And then just one last question referring to Page 23 it says that we shall annually review the general plan. Is that happening? Is that something that we need to…

Ms. Gitelman: You know that's a good question too. On an annual basis the as staff we send a report into the housing, to the Department of Housing and Community Development (HCD) on our Housing Element and to Office of Planning and Research (OPR) and it touches on the Comp Plan, but it's mostly focused on the Housing Element. I think it is incumbent on this Commission to do an annual review. You review the Capital Improvement Plan (CIP) on an annual basis and in recent years I think the Commission has been using the occasion of their joint meeting with the City Council as an opportunity to give the Council a report and have a discussion with the Council about priorities, but it would be wise if we could maybe structure your work this year to include this annual report which I think is fallen a lot (interrupted)

Commissioner Monk: This year I think we're probably covered so I wasn't sure if it was baked into everything going forward.

Ms. Gitelman: Yeah, I think it would be good to put some attention on this in the next few months.

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Commissioner Monk: Ok, thank you. That's all I have.

Commissioner Summa: So thank you for the presentation and also for our member of the public who spoke. A couple quick questions and I might know the answer to one of them. But at the beginning of the land use section you talk about the [Cortese knock sack] and [Laugh Co] which I'm not an expert on, but was there a significant update of that more recently and does that change any of the information that you gave us about that?

Ms. Gitelman: Oh gosh, there haven't been significant updates to the [Cortese knocks] you know the [Laugh Co] rules in the last couple years that would change our analysis. It's been more than (interrupted)

Commissioner Summa: Ok, because (interrupted)

Ms. Gitelman: Three or four years since they did a major redo of that (interrupted)

Commissioner Summa: But you mentioned the date 1986, but I'm assuming that you mention that they not because… because you're using the latest version you just mention that date to give the historical context?

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Ms. Gitelman: That's right.

Commissioner Summa: Ok.

Ms. Gitelman: That's right. It has been certainly updated since '86. There was a big update sometime in the ninety's I don't remember exactly when.

Commissioner Summa: Ok, I just wanted to make sure I knew that. And then I think I know the answer to this because I think it probably falls in the same category of the Stanford GUP consideration and that is the state Accessory Dwelling Unit (ADU) law and how that might affect anything. So we can't have any… We can't look at that in the EIR because it wasn't there at the beginning. Timing wise?

Ms. Gitelman: I actually think that's a different, that's a different answer. If you look at the description of the scenarios in the project description of the EIR you'll find that some of them assumed that we would liberalize policies and encourage ADUs. So while we didn't go into depth on that particular component of any one of the scenarios that policy idea was included in the package that was analyzed here.

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Commissioner Summa: Ok, and so this DEIR you feel will cover because of all the things it's looking at in all the scenarios you feel it will also cover and you can make an applicable determination on the hybrid scenario that the Council preferred?

Ms. Gitelman: Well that's exactly why we asked the Council to kind of narrow down so we could do that analysis and answer that question with certainty.

Commissioner Summa: Ok.

Ms. Gitelman: And that will be done in the final EIR.

Commissioner Summa: Ok. And then just a few quick comments, I did find there were three letters there was the one from School Board Member Collins, also one from Superintendent McGee, and one from Penny Elson who's very involved, a citizen advocate with the school for years. And they were all basically the same that they were concerned that the wrong generation rates were being used, etcetera and that might be really lowballing. And that was a concern for me. I'm glad that the staff is has entered in more a more of a conversation about that. I just think we have to… I mean I think the school system is one of the jewels in Palo Alto's crown for sure and I don't think the public would be… I don't think to be palatable to the public

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to have a scenario that really diminished the quality of our schools. So I think that would really get the room full. So that was one thing.

SUPP-PH2-06 cont.

The other area where I had questions was in the transportation section and Table 4 point, I mean Page 4.1346 and basically these are the assumptions that rely on Caltrain electrification and Bus Rapid Transit (BRT). I have a concern in general that too many cities up and down and institutions up and down the whole Caltrain corridor are relying on a capacity that will never be there even with electrification. In other words so many people are claiming, so many cities are claiming we'll get people out, we'll give free passes, we'll get people off and I'm just on the train and out of their cars and I'm just really concerned that that capacity has been wildly overestimated. So there's electrification who knows what the status is of that now because of what's going on in Washington. My understanding is that electrification will only increase capacity by about 20 percent and that lately the annual rate of ridership has been increasing annually 10 percent so we're already kind of behind the eight ball even if electrification happens.

SUPP-PH2-07

And I'm also concerned about the uncertainties with regards to the blended system with high speed rail and I know that Caltrain has already a Memorandum of Understanding (MOU) to have that blended system work. And so is that actually going to then diminish the capacity for Caltrain use? So the idea I think was to have in peak hours, rush hours was to have six, but who

SUPP-PH2-08

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knows if this is ever going to happen and this is why I think relying on Caltrain is pretty overly optimistic. So I think the peak hours it was understood in the blended system there'd be six trains for Caltrain and four for high speed rail which might even be a reduction if high speed rail ever comes up the Peninsula which might even be a reduction of our increase. I'm just very concerned that there are too many unknowns and an oversubscribed, overly optimistic, unrealistic dependence on a capacity that really doesn't exist in Caltrain.

SUPP-PH2-08 cont.

The other thing on the same in the same page is about BRT. So I'm concerned about that too because BRT to me so the City Council and maybe they'll be a change in the City Council's opinion on this, but they said no to BRT in Palo Alto not too long ago. And I'm also concerned that bus we don't I didn't see in here and I could have missed it because it's a pretty big document. I didn't see ridership, Santa Clara Valley Transportation Authority (VTA) ridership numbers in here and the VTA is currently cutting bus service to the north county because of a lack of ridership. So I'm worried we'll never get BRT and I'm also worried that the BRT does what the 522 bus already does. It's an express system that goes in the same, on same exact, in the same place. So I don't think that any additional capacity of transit has been added here and I think what we're relying on to as improvements are very unreliable so that concerns me.

SUPP-PH2-09

So it's a schools and transportation oh, and in the hazardous materials area recently because of a lot of the replacement of the original buildings in the Stanford Research Park (SRP) I think

SUPP-PH2-10

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there's been a more complete understanding of the nature of the toxic plume under the Research Park. Higher intensities have been found and it's even been found to be drifting off into adjacent neighborhoods. All of that is very up in the air, but I would think it would be appropriate for this EIR to recommend a real comprehensive study of the plume and where it's going. I mean I know that you guys know this has come up in where I live in College Terrace and some it's still under California Department of Toxic Substances Control (DTSC). They're still they haven't made a final determination, but it just seems like it would be good especially since those old buildings are being torn down and repurposed in the Research Park to have a understanding of where that toxic plume is really going and if and then follow up with mitigations if necessary.

SUPP-PH2-10 cont.

So I think that's it. Yeah, that's it for now. Oh, wait a second, the process. I think it would be great if this body could go through the whole each element line by line, but I don't think we're going to have the time for that. And I can't imagine that there was a problem with the subcommittee process that happened with PTC earlier; however, it's the way the CAC developed. CAC used subcommittees because we just needed to for time's sake so I don't know why the public would object to subcommittees on the PTC as long as every as Commissioner Lauing said everything… nothing is decided at subcommittee level. It's only that people get to delve in deeper at the subcommittee level and then we bring it to the whole board for determination and decision making. I think since it's been so much part of the

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process already with the CAC work that it would not be I don't know why the public would object to the PTC following a similar sort of process.

Ms. Gitelman: Thank you, Commissioner. Those were all terrific comments that we will of course respond to in the final EIR. I just wanted to clarify a couple things. One with regard to a BRT it's actually included in a couple of the scenarios as an option that we so we could assess the impacts or benefits of it and it wasn't included in the configuration that the Council objected to and voted not to support. Instead it's assumed to be running along the curb with designated platforms and queue jumping technology. So it's kind of how some of the crosstown buses in Manhattan have been modified, very different than what was proposed originally by VTA along El Camino.

Then on the toxics issue in the Research Park this is a subject where there is a whole regulatory regime that applies. And for that reason we're not likely to end up to need a lot of mitigation in the EIR, but this is an issue that when you look at the safety element of the Comp Plan you might want to make sure that it's addressing as a policy matter the issue that you raised which I think is a valid one and other members of the community have expressed it to us so far.

Commissioner Rosenblum: Great, so given that I'm going second to last I think a lot of people have already made great comments and I think Commissioner Lauing expressed most of my

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views pretty well. So first I think the fiscal analysis was a useful exercise, but the range of budget impacts are 3 to 4 percent so sorry it's like 2.7 versus 4 percent. It basically shows that no scenario has much impact on the budget. They're all positive, but positive within a narrow range. But I would extend the comment a little bit which is I think that's true of almost everything in the EIRs. So we're now evaluating a range of scenarios that are quite narrow both in terms of the additional population and in terms of the additional number of workers. And therefore I think that the way the PTC could best interact at this point is around two areas. It's really about mitigations because the numbers of people both workers and residents that you're bringing in will be similar. And so one thing that's core to what the PTC does, but may not necessary be core to what the CAC worked on it's certainly core to at least one section is things like Transportation Demand Management (TDM) and Transportation Management Association (TMA) and how that might impact each scenario and what to prioritize.

And so the second area which is suggested by that is prioritization. So now the programs are all back in sort of a sense for the PTC members of what we think should get prioritized and put as high priorities for the Council once the plan is adopted. So where they really want to spend their attention and make sure that staff resources are properly devoted and prioritized.

So in terms of the way I think we could interact well with this there have been several suggestions for subcommittees. To be more specific I like that idea. There are seven of us. I

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would love to see three groups of two. There are seven sections to the plan so each group of two would take on two sections and that leaves one section out. I would say governance which is a 12 page section as opposed to say 50 pages for land use and we're part of the governance section. So PTC is a big part of the governance of the implementation [unintelligible] so we're all interested in that would be the floater meaning we would all weigh in and all study the governance section and see what the PTC's role is. So obviously we're not going to make a just for the record my suggestion would be I think it's always dangerous to have one person be a body in his or herself, but at the same time I think there's just not that many of us. I think having groups of two will get through everything with and I actually liked working with Commissioner [Note-Vice-Chair] Waldfogel when we did a little exercise. I thought having two people it's very flexible, we have different sets we have different opinions and we could challenge each other. It worked quite well.

Finally, there's been a lot of discussion around the school impacts and I wanted to understand a little bit about our previous process with the schools. And I just as a side note I find this process very odd. And so we have Mr. Collins come in and I do appreciate you coming in, but it is an odd thing. He is a Board Member who is here acting as a as an individual, but it's quite difficult to separate those roles because as he says he's the board member that spent a lot of time on with a demographer working on committees around school population. So it's kind of an expert opinion and so it's very difficult to separate his role as an individual and his opinion from that of

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the Board. So I'm curious if you could talk a bit about the planning process. What was the interaction with the previous demographers? How does staff feel about the level of attention that was given to this thus far? And I appreciate their giving the school more time to formally respond and work with you more closely, but just I'd like to understand a little bit about how this went the first round. And in particular whether or not things have substantively changed since I don't even know when those interactions took place exactly. I see it in the in the footnote to the table that was being referenced about where the interactions took place, but I'm not sure that represents the whole of the interaction. So could you just take a couple minutes maybe and fill us in on how the scenarios were plugged into the school playing process and vice versa where you got the generation rates and how that process worked.

Ms. Gitelman: Well I'm not sure there's a long story to tell. When we began preparing the supplement to the DEIR we understood it as an opportunity to check back in with the School District to see if our student generation rates were on target. We contacted them and ultimately their consultant that prepares their projections and used the numbers provided by that consultant. Now that doesn't mean those numbers are right, we just we got what they gave us and we used it. So we think what we've provided is a fair analysis, but we're open to refining it further and looking forward to a more in-depth conversation with representatives of the School District at this meeting that Mr. Collins mentioned which is happening on Friday.

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It's a we had a discussion with the Council about this as well too. This is really a disclosure issue in the EIR and the CEQA process identifies only identifies a significant impact when there is a need for new school construction and that school construction itself causes significant environmental impacts. So there's sort of a multi-step process in doing this schools analysis and we'll have that conversation and delve deeper into that in our conversations with the School District. And while I think the student generation rates could be adjusted further in the final EIR as a result of these conversations I think Joanna and I feel similarly that it's unlikely that the conclusion will change that the impacts would be less than significant at the end of the day.

Commissioner Rosenblum: Yeah and as we were just told that they're random. So changing them isn't based on anything. That's it for me. As far as our involvement with the next step I do think we just got this very weighty document. We're really excited to get to it, but I would suggest that we divide and conquer just because of the amount of work recognizing that there were some community discomfort with having a subcommittee process that's not as transparent as a fully agendized open meeting, but I think just the volume of work and just the need to move swiftly would suggest to us breaking into smaller groups. Thank you.

Chair Alcheck: Would you like to participate in this discussion?

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Vice-Chair Waldfogel: Sure.

Chair Alcheck: Starting us off on the second round.

Vice-Chair Waldfogel: Sure, yeah, just very briefly. Great, I appreciate all the comments that my colleagues have made and the staff presentation, public input. I'd like to echo Commissioner Monk's point that we need more clarity about where we are in the statutory process for preparing the Comp Plan and what the PTC's role is in that statutory process. I'm not looking for feedback on that tonight, but it's an area where I have some concerns because review is not one of the statutory obligations under the code.

I generally agree with the point several of my colleagues have made that subcommittees are an efficient tool to work through sections of the Comp Plan. I think that it's an overwhelming task to try to work through it with seven people and fairly large documents. I expect we will do that as part of a public hearing, but I think that some preparatory work in subcommittees is a pretty efficient way to at least work out where some of the hair balls are.

Before we choose a review process I would like to make a suggestion that it's important to schedule a joint meeting with the City Council to clarify what kind of feedback that the City Council is looking for and what kind of work product that they're expecting. Because I think

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there's a potential for us to get slightly sidelined if we don't know what they're expecting to receive. I know this process has gone on for a very long time so I think in the interest of efficiency we should have some kind of meeting, some kind of fairly explicit direction on what needs to happen to be to be productive.

Chair Alcheck: Ok, I have a few more comments, but does anybody else have something that they would like to share? Ok, so I just first want to say thank you to everyone for sort of... I'll get, I'll call you [right up]… sharing your thoughts on the process. In hearing you each suggest that subcommittees was something you'd be interested in I had an opportunity to think a little bit about the prior subcommittee process and I think it's worth acknowledging that one of the issues with the prior subcommittee processes is that we actually authored the elements. And it's a very different subcommittee process and why is that ripe with problems is because there are sort of varying perspectives on these commissions naturally and when you author a document and you give the Commission as a group only a meeting or so to review it rewriting it is really unfeasible. And so what ends up happening is a tough discussion where change is hard to come by. And so in that regard I don't think we're going to suffer from that problem because my hope is that there isn't a significant if any amount of sort of re-authoring of the elements so I actually don't think we're in reviewing it now that we're going to suffer from any sort of criticism about the subcommittee approach.

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I also think it really makes sense to divide up into three groups and I don't know that City Council, I don't know that we need direction from City Council on whether or not we approach it through a subcommittee process or not. I think the big takeaway is will we be given either a month or two months or three months to be able to do it? And I don't know that we need three months, but I certainly think that one month would be a challenge. My hope would be that we would be able to if we're going to have three groups then I think that the ideal scenario where each group handles two elements would be to have one meeting for each of those sessions, for each of those groups. And I hope that we'll have enough calendar time to be able to accomplish that. And so at a minimum we'd need six weeks.

So my other comment I just want to sort of go back to what we said before and Commissioner Rosenblum made a great point about the notion that our scenarios are now reflective of a narrower range as demonstrated by the outcomes anticipated in the fiscal report. And it highlights a similar problem that I or no I shouldn't say a problem, but it's a similar issue I'm grappling with which is somebody some and I think it's upon I think it will fall upon us it has to evaluate the likelihood that the programs and policies that we will be reviewing will create this preferred scenario. I don't think we need to work through the whether or not these preferred scenarios are… whether the hybrid preferred scenario is appropriate. I think that determination has been made. And I think we're prepared to work from those decisions and I think the bigger question for me will be do the programs and policies will they likely affect that

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outcome? And to me it's relevant that the economic study for example take a look at let's say the last five years of housing development and say ok, well based on the last five years of housing development we've added 400 units and so if we use that as our… if that regardless of the preferred scenario if that were to occur what would the economic impact be? I think that would have been profound.

One of my biggest concerns is that because our scenarios are now relatively a narrow range of and the economic outcomes reflect that the variance isn't significant in some regard in terms of the anticipated outcome well what happens if we don't if that growth doesn't come because there isn't as much housing generated simply because it doesn't, not that isn't our goal, but that it that the constraints, the supply, the process, and then I guess you could say the code obstructed. And so I'm… I look forward to this understanding how we and how we evaluate the likelihood of the anticipated or predict preferred result happening.

And I also think and I also I don't know how we would communicate to Council our or how I'm not sure exactly how this process will work in terms of how much time we get, but how will we communicate to Council that we hope to be given sufficient time. I certainly hope we're not under the gun and it comes to us in late August and we only have a month to really perform. I don't know how we can sort of communicate that to Council with I don't know that it's appropriate to make a recommendation or anything at this meeting, but I hope that the

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Planning Department can do their best to sort of affect that result and give us as much time as possible. I'd be delighted if we had a lot of time, but we beat the amount of time we were given and…

Ms. Gitelman: We'd be happy to communicate to the Council your desire for sufficient time and your request for a joint session at some point.

Chair Alcheck: And I'm, I may be speaking for everyone. I also think it's important that they appreciate that we are at least I believe that the general position here is that we will be approaching it from a high level review. The time isn't sought for the purposes of some thorough rewrite. We are embracing the preferred scenario approach and our hope is to sort of do a fifty… at least I think we're generally in agreement that this high level analysis is appropriate. I don't want them to this assume anything otherwise.

Ok are there any other comments that we'd like to make on this agenda item? I saw Commissioner Gardias had a comment.

Commissioner Gardias: Just very quickly that the idea of sub-commissions or focus groups sounds practical. The only thing that I just wanted to add to it that giving the restrictions of the Brown Act we can just divide ourselves and have three groups and two in each plus one group

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would have three, but we can also consider making those groups larger somehow and maybe expanding them to three maybe to four just based on this argument that three generates larger brain power. We of course cannot bypass the Brown Act, but perhaps we could expand the focus group of two with inviting some additional member either from other commission or maybe from staff or maybe from an interest group that would participate in this small focus group. Thank you.

Chair Alcheck: That actually raises a quick question I had. Would subcommittee meetings involve a staff member? I should say they did the last time we did this.

Ms. Gitelman: Yeah, I think we would definitely want to have staff at the meetings and work with you to schedule them in a reasonable schedule and a reasonable number of them so we could be sure to support them with our existing staff and budget.

Chair Alcheck: So that raises another sort of time constraint depending on staff's availability. Ok with that I think please, Commissioner Rosenblum.

Commissioner Rosenblum: Just a super narrow suggestion and it takes Commissioner Gardias' feedback. One thing I was thinking and to just throw this out there to use you as the Chair as the floater so you're basically a member of all groups so everyone has a third member. You

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probably wouldn't be expected to dig as deep, but another set of eyes for every group. So two, two, two with a third floating member that's our Chair and you also have the advantage of having been part of the process from the beginning. So just again I'm not sure this is the place where we're going to smith this out, but just throwing that out that given the way the numbers work and it sometimes is good to have someone who has some view over the way each team is approaching things and has the longest tenure may work out to also take Commissioner Gardias' suggestion that three brains is often better than two anyway. But anyway I just want to throw out as an additional possible twist to this.

Chair Alcheck: Ok.

Male Staff Member: So I would just comment as we were discussing possible subcommittee arrangements that having one floater that works with multiple groups increases the risk of a Brown Act violation just through a kind of spoken hub serial meaning.

Chair Alcheck: I think what we'll do is we will explore this more maybe in some of our pre-Commission meetings. I'll delve into it. We'll figure out something efficient, but I think the real takeaway here is we're going to hear in May it sounds like a lot of we're going to get the documents in our well we're going to know what the documents are in May and then the question is when they'll sort of come to us. And I think we have time to sort of figure this the

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process part out. And I want before you sort of chime in I want to make one more comment which is really important and it applies to all EIR processes in the City. Writing in is a very effective way to comment on and to participate in an EIR process. And so if something comes to you later emailing staff is very effective and just as effective as speaking at this hearing. And so if there are other comments from not just the School Board, but from any group that's interested in this fiscal analysis or the preparation the EIR please, I encourage you to write it up. And then do you want to say something real quick?

Ms. Gitelman: No. Thank you all.

Chair Alcheck: Ok. Alright, thank you staff. Why don't we take a… oh, sorry, Commissioner Gardias why don't you make one more comment.

Commissioner Gardias: Yeah, just from another comment from practicality perspective. So I thought that we could just and that would not be violation of the Brown Act just open some virtual rooms where pretty much those two or three or four members of the subcommittees may just communicate pretty much daily or actively 27/7 and then just also creating record of their participation with maybe some additional member of the staff that would be another way of resolving this practically if possible.

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And I also thought that the way that we could structure ourselves and then we could observe how this works would be a prelude for the farther analysis of this what's truly in front of us the Comprehensive Plan itself. So it would to give us the training grounds the way that we will approach EIR would give us a training ground for the future analysis of the Comprehensive Plan itself.

Ms. Gitelman: If I can just offer a clarification? I think what we're talking about is how to approach the Comprehensive Plan itself. The EIR process is very prescribed. The public comment period included this public hearing tonight and ends on the 31st and then we'll be working behind the scenes to prepare responses, but there won't be an opportunity or a need for subcommittees to work further on the EIR. It's the Comp Plan itself and the elements of the Comp Plan where we'll be asking you to give us your energies in making a better and better product as we get toward the finish line.

Commissioner Gardias: I understand. Thank you very much for the clarification, but it's my understanding was that we would still be would still have a opportunity to provide comments on the EIR.

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Ms. Gitelman: We're in the comment period. If you have any comments we would appreciate getting them in writing by the end of the close of business on the 31st, so by the end of the week.

Chair Alcheck: Ok.

Ms. Gitelman: That would allow us time to prepare responses and a final EIR.

Chair Alcheck: Ok. Alright so I think that it's safe to conclude this hearing on these two topics. And why don't we take a quick five minute break and then begin with Agenda Item Number 3. Thank you.

Action was not taken

The Commission took a break

Study Session

Public Comment is Permitted. Five (5) minutes per speaker.[1,3]

3. Discussion and Comments for City Council Consideration Regarding Development of an Ordinance to Perpetuate an Annual Limit on Office/R&D Development Following

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Expiration of Interim Ordinance #5357 Restricting Such Land Uses in Certain Parts of the City to 50,000 Square Feet per Year. Environmental Analysis: This Discussion is not a Project Pursuant to the California Environmental Quality Act (CEQA). For More Information, Please Contact Clare Campbell at clare.campbell@cityofpaloalto.org.

Chair Alcheck: To bring to order this meeting again and begin with Agenda Item 3. Staff would you kick us off?

Commissioner Lauing: Chair can I just ask a procedural question?

Chair Alcheck: Yes (interrupted)

Commissioner Lauing: This is obviously characterized as a study session not an action item.

Chair Alcheck: That's correct.

Commissioner Lauing: Right, but I know that Council has already opined because they were asked at the January 30th Council meeting to give their opinions on precisely this issue along with a number of other large ones. So for us to come up with discussions that are just… our only action item tonight is to come up with comments that are going to just be sent over to Council. Wouldn't it be more productive if we had a session, a subsequent sessions that actually analyzed this issue in light of the Council direction apropos of Chair [Note-Vice-Chair]

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Waldfogel's comment in the last item so that we could maybe wrestle with this and come up with a recommendation if that's something the Council has an interest in or we do? Rather than just discuss it and ask questions and just send over 30 random comments that may be not be pertinent or that they're interested. So I'm not saying that there aren't questions that we could ask about what's in your staff report, but it doesn't seem productive if we aren't going to get into a situation where we're going to recommend something. I don't know if other colleagues have comments on that, but...

Chair Alcheck: That's an interesting question. My perspective here… what I would like to do is I would like to give staff the opportunity to present and

Commissioner Lauing: Certainly, certainly.

Chair Alcheck: I appreciate the sense that there's not really a defined objective here. And that there's a lot of unknowns, but I let's follow protocol and then we why don't you circle back to this concept in our first round of comments.

Commissioner Lauing: Sure, no I look forward to that (interrupted)

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Chair Alcheck: [Unintelligible] we can kind of determine to what extent that might be an appropriate. And we don't have to go through it for two hours. You'll have a chance I think to speak in the first half an hour and then we can kind of figure out (interrupted)

Commissioner Lauing: That was part of my point is I don't think we need to discuss this necessarily for two hours if we're going to come back with an action item at some later point and we don't need to go on for two hours because we don't know what Council concluded at the end of January because we didn't get a separate staff report on that.

Hillary Gitelman, Planning Director: Maybe I can offer just a little (interrupted)

Chair Alcheck: Why don't you? Yeah, would you?

Ms. Gitelman: Context on that. So the only question that the Council really weighed in on at that meeting in January was whether they wanted to perpetuate an annual limit on office Research and Development (R&D) and they said they did want to. They want a permanent ordinance to replace the temporary ordinance and that's really all they decided. Each of the Council Members offered their own thoughts, individual thoughts about what it would look like. Some of them said oh, we don't want the beauty contest anymore, we want first come first serve. Some said oh, we want the allocate, unused allocation to roll over, but there was no

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action or unanimity about those characteristics of what the program would look like. And so we thought before going back to Council we would seek the Commission's insights and input if you have any. Again, we're not asking you to take any action, but we're interested in your individual thoughts about how this program could be structured in the future and we will come back to you for a more organized and formal action item at some point in the future. So I mean I appreciate you might want to not want to spend a ton of time tonight, but I thought we thought your comments would be useful (interrupted)

Chair Alcheck: And allow me just to also sort of suggest that our obligation, our I think chief responsibility here is to review items and provide feedback on Council directed matters, but also a lot of times we can provide insight and shape the discussions the Council has without necessarily their direction and input in advance. And so I would encourage us to look at this particular opportunity as a many of you were not on this Commission when we first dealt with this cap. And it was a very interesting dialogue that we had last time we reviewed it. Here it's coming to us again and there is a real opportunity here to figure out whether there are ways to improve upon it. And I think we're all in a position to provide some insight and I think that that will help this moving forward. And I know it's going to come back to us, but at least this way we have an opportunity to see some of the questions that we might have get answered in that follow up session, so.

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Ms. Gitelman: Yeah and I apologize there's one thing I forgot about the Council's dialogue. So they talked about the their desire to adopt a permanent ordinance. They also talked about their preference that the annual limit area that's included be extended from what it is currently to the whole City minus the Research Park. So they actually I think they did include that in their Motion, but they didn't include anything else about the process or exemptions or any of the other details that will have to be figured out during the rewrite. And we'd love your thoughts on those things so that maybe we can get let staff go with the presentation and then hear from you on those elements.

Clare Campbell, Senior Planner: Ok great, thank you; Clare Campbell, Senior Planner. So tonight we're going to be talking about the Annual Office Limit Ordinance. The purpose of our discussion today is we're going to provide you with an update of the office development since the implementation of the interim ordinance and ask for feedback and comments for developing the permanent ordinance.

So the interim ordinance was adopted in September 2015 and the intent was to meter the pace of development in the City regarding office and R&D development. The City had been experiencing substantial development of office and R&D projects and concerns and had concerns about the rapid growth and how that may exacerbate traffic congestion and parking conditions existing already in the City as well as some negative impacts potentially on existing

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neighborhood character. So the ordinance established a 50,000 square foot limit for new office R&D development and it focused its focus on the Downtown California Ave area and the El Camino corridor. And the ordinance is due to expire in eight months on November 26, 2017. So here's a map showing where the area applies, the area that the ordinance applies to. So we have a section here in the Downtown including South of Forest Avenue (SOFA) I along the El Camino corridor and this whole section here is called the California Avenue area.

So give you a brief summary of our ordinance. So basically it applies to five different land uses. We have R&D, administrative office services, general business office, medical office, and professional office. We have included some exempt projects from the ordinance and they're basically small projects that are less than 2,000 square feet (sf), small medical office that's 5,000 sf or less, and self-mitigating projects. So those are projects where the housing component provides more housing than the number of workers that would be employed by the project. And also self-mitigating projects include projects that have a really strong robust Transportation Demand Management (TDM) program that helps to improve the parking and traffic conditions.

So the ordinance also established selection criteria for evaluating projects and we have five of them here. So basically the first one is impacts and does the project include appropriate development density, does it avoid or mitigate traffic and parking impacts. Design, does the

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quality and is the design quality compatible, is the design quality good, and is it compatible with the surrounding neighborhoods? The environmental quality, does the project have impacts as determined by our California Environmental Quality Act (CEQA) evaluation? And for public benefits does the project include meaningful public benefits that the City can utilize and appreciate? And the uses, so does the project include a mix of uses with substantial housing, ground floor retail, and cultural amenities?

So to facilitate the implementation of the ordinance some administrative guidelines were developed and this document basically reflects the ordinance requirements, but it includes some more detailed procedures to streamline the implementation of the ordinance. It includes the scoring process and the evaluation scorecard and that scorecard reflects the points which we use for the ranking. The guidelines also reiterate the review timelines for projects and that projects approved cannot roll over their square footage to another project. If you don't use it you're going to lose it basically.

All right so I'm going to walk you through the basic steps of the existing process. So the first thing is that it is based on a fiscal year and the projects as you know are submitted year round for us to take a look at. During the time from July 1st through March 31st no qualifying projects can be approved by the Planning Department. So the first step is we need to establish a project list. So on March 31st staff will determine which office and R&D projects are ready for final

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action. And ready means that they've been deemed complete, that we've done all the environmental review, and all the boards and commissions except for Council have to have done their review and all the required reviews have been completed and the project is ready for action. The second step once we have our project list is to determine whether or not the office square footage goes over the 50,000 sf. So on the bottom line here if the projects do not go over 50,000 sf then those projects would get approved following the standard review process. So for the other scenario if the projects do exceed the 50,000 sf those projects are forwarded to Council for their review and determination of the project. So that kind of that affects our first beauty contest review, but both scenarios must be completed by June 30th of the year. So then after June 30th passes we start the process over again for the following fiscal year.

Ok so in the two years that we've had our ordinance we have not yet had the opportunity to try out or test our process that we've put in place. So we actually don't have any real information to report back to you on the effectiveness of our process. So since the implementation of the ordinance though there appears to be some conscious efforts made by some of the applicants to avoid triggering this ordinance and what they've done is they've either just taken office out of their project or they've reduced the amount of office in the project so it becomes exempt and doesn't trigger any additional review.

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So here I'm going to go over our pending projects. So this is a list of all the projects that we have currently on file that are open that have some office component to it. So the first two 3045 Park and 411 Lytton these two projects count towards the 50,000 square foot limit. The next project 4115 El Camino I've included this even though it's a preliminary architectural review just to illustrate what I had just mentioned that some projects really keep the square footage down so they become exempt from the process. So this project is only proposing to have 2,000 sf so then it's not part of the projects that we would review as part of the annual office limit. The next one down is 3251 Hanover and this project is located in the Research Park so the office limit doesn't apply for this particular project for two reasons: it's outside the boundary that we've defined under the ordinance and it's also replacement square footage so it doesn't account it doesn't count towards the limit. So the next one is 380 Cambridge and again this one is exempt because it's less than 2,000 feet and 2600 El Camino is also exempt because the 62,000 sf is replacement square footage.

So here you'll kind of get a sense that the total the figure at the very bottom here the 17,260 that's the number the square footage of projects that would count towards the 50,000 sf for this ordinance. So even though you see several projects on our lists those would be the only two that would count towards this ordinance. So for next year if it were just these two projects that we're showing here to consider on March 31st then we would have left over square footage. In this case it's approximately 32,000 thousand sf so that 32,000 sf can be approved

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for other types of office projects long as it's done before June 30th. And again that's the hard cutoff date for the process to start over again for the next fiscal year.

Ok so tonight we're looking to get your comments and basically they can be on any aspect of this ordinance. It can be focused on the boundary, the square footage cap amount, the selection process, first come first serve versus the competition, and the review process, but any other part of this can be reviewed. We just know that we need to move forward with some type of annual office limit. So next steps staff will continue with our public outreach and we will forward your comments to Council for feedback and discussion and later of course this year we'll return with our draft ordinance for you to review. And the ordinance expires on November 26th though Council action is needed by early October. And that concludes staff's presentation. Thank you.

Chair Alcheck: Thank you, staff. Ok I'd like to begin this oh, wait, we have a speaker card. Just a minute, sorry.

Vice-Chair Waldfogel: [Unintelligible].

Simon Cintz: Ok, thank you. My name is Simon Cintz. I'm actually going to decline to speak now because I think what was pointed out before this is a study session and I would sort of also

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be interested in seeing how you folks look at things and whatever and will reserve my comments for later. So I've never been in here when I've been the only speaker in, but so but I do want to thank the person from the City handling this for reaching out to the business community. I did get an email. That was really important that we knew this was going on although I didn't really quite understand what the details of it and look forward to hearing what your comments are. Thank you.

Chair Alcheck: Ok. Yeah just so we're clear the next opportunity for public comment would be the next time we see this item, not later tonight. Just in case.

Vice-Chair Waldfogel: [Unintelligible-off mic].

Chair Alcheck: I suspect it is. Ok, so what I'd like to do right now is I hope we're comfortable with 10 minutes? I'll give everybody sort of hopefully it's less than 10 minutes and I'd like to start at the other end of the table for this item so Commissioner Rosenblum will you kick us off? Questions/comments.

Commissioner Rosenblum: Sure.

Chair Alcheck: However you'd like to start.

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Commissioner Rosenblum: First just want start with a question. So you made the statement that regardless of what the discussion or comment is tonight we have to move forward with some kind of office cap. And I want to just ask you why is that? My understanding was this ordinance expired either two years from adoption or upon adoption of the new Comprehensive Plan whichever is sooner. So we're coming against the two year mark which is the sooner. There's nothing in those says we have to have an office cap so I'm curious about that comment. You seem to want us to continue this policy maybe with modifications, but I wonder if you could respond to that.

Ms. Gitelman: Sure, I'd be happy to respond to that. When the Council had that meeting on January 30th where it was talking about the Comp Plan one of the questions we asked in the context of a discussion of land use policies was whether they wanted to include a policy about metering the pace of growth or a program related to the office cap. And the response was well we don't really need to put this in the Comp Plan, but we would like to update the ordinance about the annual limit. Maybe make some changes to it, but we would like to continue that. So as you point out the current ordinance expires either in two years or when the Comp Plan is adopted whichever is sooner. There is a potential that we could simply just extend it if we need more time until the Comp Plan is adopted, but we are thinking based on the Council's direction on January 30th that they will want a replacement ordinance and so we thought it was wise to

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start thinking about what that might look like and this was an obvious first stop to get some input.

Commissioner Rosenblum: Ok, great. In that case I have two parts to this. So the first is should this ordinance be continued with improvements or should we allow it to expire. And regardless of which way we think as a body I think that we do have to answer Council's question which are what are the parts of this ordinance that you'd want to adjust. But I think it's worth weighing in to them is it a good thing to have a cap and as you know from the Our Palo Alto Summit there were three different modes considered. There was metering, there was a hard cap, and there was mitigations. And our Council ultimately went with a cap. But I think it's worth our body as an independent advisory body first weighing in do we think that's the right mechanism, but second to answer their direct question which is let's if we assume they do want to continue with this current mode what are the changes that one would make.

So in terms of using my slot I would say first in terms of whether or not this is the right mechanism I would argue it's never been the right mechanism. Now we're two years into it and we know it literally didn't do anything. We've never hit the 50,000 number. So it took a lot of staff time, it took like four Council meetings, it took three Planning and Transportation Commission (PTC) meetings, it's taken all of our time quite a lot, but it hasn't actually done anything. And all that time I think could have been more valuable if we had worked on

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mitigation measures and had really focused on making a Transportation Management Association (TMA) more effective. Now part of the reason why I never thought this would, was the right approach was it's kind of the horse is already out the barn. A lot of the problems we're trying to address have to do with buildings that were constructed even before the Ninety's which were under parked. So working on new construction doesn't really address this problem of traffic and indeed again despite put this measure into place I don't think that there's been a corresponding reduction in traffic that we would have wanted from this measure.

So also finally when we did the Our Palo Alto Summit I think there were like 300 people in attendance seventy percent of people in attendance voted to work on mitigations and only five percent for hard caps. So even the people that were most involved always said this was the wrong approach. So I would argue pretty strongly that people that citizens involved the process said it was the wrong approach, the analysis would say it was the wrong approach, and hindsight suggested it didn't do anything. So it feels like a weird thing to continue.

Having said that if we are going to continue my observations based on the way we have it are the following. I think the first big problem with it that Stanford Research Park (SRP) is left out of it. I think SRP is the biggest source of traffic through our community. And the reason is they have most of the large employers and it's very difficult for them to have any kind of transit program. And so I think it's something like 73 percent of SRP employees still take Single

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Occupancy Vehicles (SOV) whereas the Downtown number I think was something like 57 percent and Stanford's number is something like 47 percent. And so whereas in other places they've been able to get people out of their cars SRP has not and they have the big employers. And so it's a bit of an odd thing that we have this program that exempts them from this. If there's any place we want people to build it's actually here where people don't drive their car as much it's not there, but this program as you saw in your pipeline the largest building I think was 110,000 sf is not part of this because it's built there. And I think it would be much more attractive now to build there because you're not counting the cap. You don't have to go through this beauty contest, etcetera.

Second, I do think there should be some mechanism for banking unused credit so if we build very little this year, if there's a downturn and we stop building that upon recovery there is cap relief. Now in terms of how many years the credit can be built based on the analysis that you gave us it takes anywhere between two years and five years after recession for us to start building again. But any rate Council can come up with their own mechanism, but I would be in favor of somehow banking these credits on a go forward basis.

And my final comment around the ordinance itself is that some of the exceptions seem counterintuitive. So there's a real kind of love small projects meaning they don't count against the cap. So offices below 2,000 sf, medical offices below 5,000 sf and again if part of our point

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is that we're trying to cap office space to mitigate traffic impact which was I think one the drivers of this having multiple small places just seems like it's counter to the goal of trying to get a more efficient use of space. Meaning given X number of employees you want to have fewer cars and if you're subdividing into multiple small places it doesn't seem like there's a public interest in that or at least it's counter to the goal of the whole ordinance. So that's on the general ordinance.

The last couple comments I'll make are on the beauty contest itself. I love the idea of beauty contest so if we're going to have this again I hate this whole, this whole ordinance, but if we're going to have it I do like the that if we do have it that the beauty contest idea is kind of cool. I like that then Mayor Burt had proposed it. I've always been in the context of this a fan. The heuristic is a bit odd. It's very skewed towards penalizing density. So there's 110 points I think that are allocated of which about 50 are related to density or impacts of density and 20 are related to use. So do you have housing or do you have mixed use, etcetera of which 10 of the points are those that feature housing and I would personally think that in terms of if we're using beauty as one of our criteria one of our great community needs is more housing. And so the beauty contest is heavily skewed towards weight sort of density verses use. And so my personal preference would be to skew towards those who are helping us to relieve our housing crisis.

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So that's the sum of my comments. So just to sum it up first I'd say I would love this body to say that this was the wrong mechanism we should go for a mitigations focus mechanism, A. But if we're to go with this mechanism then my three big points are put SRP in as part of it, consider banking credits, the exceptions we should not be skewed towards small. If anything if you're trying to traffic mitigation normally having some kind of scale is better so you shouldn't give incentives to go smaller. And then finally the beauty contest should be skewed towards things that we want and so I think housing is a big one. That's it for me.

Commissioner Summa: So I actually don't think this is a bad ordinance I guess. I also I just don't like the word beauty contest. I wish we could call it something else because it's kind of offensive. But anyway I was going to ask couple questions and then I'll make some comments. Have we had any self-mitigating projects? No and ok, and then so couple of things.

There was a lot of talk at the Citizens Advisory Committee (CAC). I think this should be citywide for sure and there was a lot of talk on the CAC about including the Research Park, but maybe allowing the Research Park to roll over square footages annually that they don't use and the idea was that because there's such bigger buildings there. So I would say I favor a citywide program and I would encourage the Council to look at a way to include the Research Park that lets the Research Park be the Research Park, but also we'd have more control. I have a concern about replacement square footage not being included and maybe this is a legal issue it can't be.

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And one of the reasons is because replacement square footage is often replaced with a much denser use which just has more people and more cars, more SOV trips, more greenhouse gas emissions. So I would look at a way of maybe if it's legal including replacement square footage with some, in some way.

And I was especially struck in the findings by Finding B about the huge, huge increase in Class B office space. And I know we have a lot of concern about displacing those kind of uses so and they've actually increased exponentially in price much more than Class A office rates. So that was interesting to me. So I oh, and then I would like to give… I think it's interesting that this ordinance not only… well, it did two things. It wanted to meter the pace of growth, office and R&D growth, but it also wanted to give the Council a chance to look at projects and prioritize them through the non-beauty contest, the merit contest, and it didn't do that. And I think that was because 50,000 is too high a threshold. I think if we lower the threshold and I'm not sure what the magic number would be we could get more projects into that prioritization and which would also have the benefit of including projects that were better for the public. It may be prioritized housing also so let's see… Yeah, so those are my comments for now.

Commissioner Monk: Ok so in looking at what the rationale was for creating the ordinance and looking at the outcome of the ordinance I'm wondering why we would need to continue it based on what the findings were on Page 33 and also in your presentation you were [sitting]

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that in the end of the very first paragraph of the top of Page 33 that the projects really haven't come forward and you believe that a lot of it was to avoid the potential of additional rigors required by the interim [AOL] ordinance. I don't know if you wanted to provide any additional input on that or feedback as to why the ordinance has reduced the amount of applications for new office projects.

Ms. Campbell: I think basically applicants don't want to have to go through this additional review. And it's very unsure for them to kind of go through this process and it can be very I'm not finding the right word, but basically I think what's happening is that our review process is well known. And it takes a lot to get through even a normal application process, but when we have to add this additional contest for this evaluation I think it makes it much more unpredictable for applicants to project forward and to invest time and energy to do something here in Palo Alto. So I think that could definitely be something that adds to why we're not seeing anything happen.

Commissioner Monk: Ok, so instead of it actually pacing growth it sounds like it's halting growth. Does that sound correct under what we've seen in the last two years?

Ms. Campbell: I think honestly that the two year timeline might be a little bit short for us to kind of make a full determination on that.

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Commissioner Monk: Ok.

Ms. Campbell: Certainly just based on the numbers that are coming in for applications we definitely have seen a decline in applications.

Commissioner Monk: And has this ordinance had a benefit on traffic in any way? Have we seen any changes in traffic as a result of this ordinance?

Ms. Campbell: Not that I'm aware of.

Commissioner Monk: OK. What was the reason to not have a rollover? And if you don't want to answer that I would just say that I would support a rollover with some sort of oversight or timeline for it to expire.

Ms. Gitelman: I think originally the discussion was about a mechanism to meter the pace of growth and so in the original deliberations I think the Council felt like if the allocation could rollover then you're really not having that effect of metering growth because you'll continue to have the spikes. The leftover allocation will all be used in a future year. What they were trying

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to solve for was the spikes where some years you'd have a ton of growth and in the next year you wouldn't.

Commissioner Monk: Ok. Well I see that on Page 31 that you talk about the six years where there was in excess of the 50,000 sf, but you didn't really detail how far the growth was beyond the 50,000. So it's hard to know what those spikes were from just my reading of what was presented in the packet. Is that information that you have or?

Ms. Gitelman: Yeah. We have a different data set that's a little harder to use that goes back much further and it's we can represent it and really show the spikes. There are years in which we see a lot of growth and we were trying to solve for that problem.

Ms. Campbell: And just to add to that in the staff report from September 21, 2015, when the ordinance was adopted there was a hand out that was provided as an attachment that basically showed all of the development over the last 15 years and it illustrated what the square footage numbers were.

Commissioner Monk: That's on this?

Ms. Campbell: No, in the September 21, 2015, Council report.

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Commissioner Monk: Ok. And when it I just have one more question and then I have a few comments on to the ordinance itself. When it comes to mixed use does the square footage that could be occupied by a retail or residential use go towards that cap or is that kept outside?

Ms. Campbell: No. It's just office only.

Commissioner Monk: Ok. So I wanted to look at Page 36 where it's talking about any contradictions between our Comp Plan and the ordinance in the event that the ordinance does remain in effect I would advise to look at the last sentence and consider making a change that the policy most instead of the policy most restrictive of growth shall apply that that be further qualified to the policy most restrictive of R&D growth or office growth or whatever people agree with on the Council. Or it could say the policy least restrictive of housing shall apply. That would be a recommendation that I would make because it's broad the way it's written by just saying growth in general.

And then in regards to the self-mitigating projects I did send an email to Jonathan Lait on this one because I was curious about whether or not any of those had been accomplished and you confirmed now that it would had not. Has there are any examples ever of this ever being attainable any point in time? On that's on Subparagraph C on Page 37.

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Ms. Gitelman: Yeah, I'm not aware of any although we have had inquiries from developers who are interested in this concept. So I think people saw this in the ordinance and thought it was an intriguing idea. So I've had at least one local developer talk to me about how they might go about something like this.

Commissioner Monk: Ok so what I would love to see is some follow up from the developer and whomever to find out what we can do to make it more attainable and encourage development because I think that self-mitigating projects that would increase our housing stock are in compliance with the City's objectives of increasing housing. So I don't know if it's putting a percentage in there rather than saying that it has to be more than the number of workers or something like that. So I would like to see that looked at in a deeper level. And I think that's my last comment. Thank you.

Chair Alcheck: Ok before I dive in I there's this allegory I'm sure most of you are familiar with. This individual, two individuals come into work and one is always too hot, they open the window and the other individual is annoyed because they're freezing and so they close the window and it's the same thing every hour one opens it, one closes it, one opens it and finally someone's like hey why don't you put a sweater on? And then I and don't sit next to the

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window and I'll sit next to the you know. That's not really how it goes, but you understand, you appreciate my sentiment.

So I just want to acknowledge Commissioner Rosenblum's comments. There is I always find your analysis just to be incredibly valuable and it's not hard to understand how this ordinance came about. It is it seems to just reek of a response that is politically driven. The overwhelming growth that we experienced in Downtown the just the… we got the residential parking permit program, we have so many, we have the difficulty these neighborhoods have in absorbing the amount of office growth it's such a foreseeable sort of result, right? But we're capping office growth that's it. Whether or not that actually achieves the goal of reducing so many of the issues that the Downtown is suffering from is the sort of question that I think Commissioner Rosenblum is highlighting tonight which is that at our at the Our Palo Alto event individuals spent a great deal of time sort of evaluating options and the community felt that there were some options that were more valuable than a cap. We currently have a cap in an area where we the impacts are more mitigated than in areas that we don't have a cap which suggests a just incredible iron, not I don't know if irony is the right, inconsistency with what are we actually trying to do and what are we doing.

The best I should say the best or the only part of this ordinance that I like is that we get to re-review it because it's an interim. And I want to just commend staff and Council for operating in

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that framework. There's a real there's a wonderful reason for using interim ordinances like this one. It gives us a chance to look at it a couple years later. I felt the same way about the ordinance we reviewed a couple weeks ago. I feel the same way about this one. I would never encourage as a Planning Commissioner this City Council to adopt this ordinance in any other way but in an interim fashion. So even if they proceeded to adopt this ordinance I would encourage them to do it for either another two years or if they were uncomfortable with that limit for four years, but to not necessarily adopt it permanently because I personally share the view that this is not the correct solution for the subset of problems that we are attempting to address.

I have heard really what I would describe as strong arguments for why a beauty contest despite potentially the challenge of that name being divisive, but I've heard positive arguments for it, arguments that I can relate to. Why not have a process in this City where we have architects compete for projects that really demonstrate just tremendous architecture. The problem is is in who's eyes, right? Who makes that determination, right? And then we created a framework and my main concern is that the application of the point system or the decision… I don't I would suggest that I'm uncomfortable with the decision of or the judges of the beauty contest to be in a political body. I'd be much more comfortable if the Architectural Review Board (ARB) for example evaluated the judged the beauty contest then the City Council because it depends how you feel your Council member reflects whether you think they're pro-growth or you think

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they’re a residentialist or however you feel they situate if you believe that they can be bought or influenced in a political way then there's so there's it’s such a the system is sort of fraught with potential problems.

So despite this beautiful, this I shouldn’t say beautiful. Despite this aspirational goal of having a contest a system that pushes the best to the top I think the biggest problem with that is we’re familiar with the saying you get what you pay for? I believe that applies in architecture and in development. So if you're going to spend a significant amount of money developing a concept for development and applying only to be slotted in with maybe 10 other projects that may or may not that may exceed the thing and then to have absolutely no certainty as to whether or not your project it we are discouraging individuals in my opinion from investing the sort of money that would produce the best result because that's too much risk. Now if the goal of the ordinance is to do just that we actually want to discourage developers from developing in this town commercial office space not just literally with a cap, but also by creating a process that involves so much ambiguity and uncertainty that developers won't even want to participate then this is a great tool for that. And so from that perspective if that's the goal City Council's within its right to make that determination and whether or not that's the right goal is a… but if the goal is to discourage development because of ambiguity then I believe that this is the right tool. So if that's the goal this is the right tool. I think that the lack the reason why we have not hit the cap is not simply because there's been a slowdown in office. I believe it's already having

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an impact of discouraging applications in office space because of this I don't want to say unintended outcome because it could be the intended consequence.

I we just had a discussion about the Environmental Impact Report (EIR) and I wondered during that discussion whether the office cap affects the economic analysis that was inherent to the scenarios. And I guess there was a part of me that believed that our when we adopted this interim ordinance that the Comp Plan would actually come before it expired and somehow it would incorporate policies and programs that furthered the stated goals of this interim ordinance. So I guess one of my suggestions to Council would be to evaluate whether or not they really would like to accomplish their objectives whatever they may be in an ordinance like this one or whether there is a way for us to incorporate them within the Comp Plan that prioritize… I'm not sure. If they if the Council decides to expand this ordinance citywide I think that there should be a consideration for rollover.

And finally if the Council determines that they want to continue this ordinance permanently I would suggest my recommendation to Council would be to eliminate the beauty contest entirely. Right now we choose March 31st as just an arbitrary date. So any project that got let's say the office cap had been hit and just at the right amount that didn't trigger a beauty contest because it was only 50,000 projects, but it got hit in May of 2017 then any applicant who is ready to go after May 2017 would in essence have to wait till March 31st. They could be

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they could have spent two years getting through the process on May 1st, but they have to wait till March 31st to participate in this process. And I would suggest that a much more investor friendly or I should say maybe the right term is developer friendly way to do this would be to treat it as a first come first serve process. Which is to say that no that you can't start you can't we can't green light your project on May 1st because you're in a calendar year where we've exceeded the number of you exceed the cap, but come January one you're permitted to begin your project.

And you may find that between May 1st of 2017 and November 1st of 2017 we already hit our 50,000. And so the projects that are slated for 2018 are all determined in those months between May and November of the previous year, but at least there would be some ladder. And if you were a if you were out in the community and you were and attempting to gauge whether a development project was worth your time you could very easily say ok wow, there are 11 projects before me. The earliest I could possibly go would be 2019. That is the sort of certainty that would encourage developers to go ok if I can get in line for 2019 then I'm going to hire the best architect I have. I'm going to get the best design I can. I'm going to throw everything at this because I get one shot possibly every four years and I want it to be brilliant. And I think that will encourage that sort of dollars that will create the sort of results that we want.

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So again I would be in favor of eliminating the beauty contest and I'm not suggesting that we don't create a framework that encourages the goals of the beauty contest, but we do in a way that doesn't discourage investment. And I don't know what that is yet, but I know that this doesn't accomplish that goal for me. Ok, that's those are my comments.

Vice-Chair Waldfogel: My turn? Thank you. I've heard some speculation both among my colleagues and from staff that the cap produced office growth within the boundaries, but do you have any interpretation on why we haven't seen significant net new office group growth outside of the cap boundaries?

Ms. Gitelman: We don't really and I'm not sure as Clare indicated that we've had a long enough test of this idea to really draw conclusions and I think we need to study not just our local conditions, but regionally what's happening in the office market. I don't know whether we adopted this ordinance just at the time that something was changing here. I think we should hesitate to draw (interrupted)

Vice-Chair Waldfogel: Ok, so yes so it's pretty speculative about cause and effect and I get that. Also there's some discussion about traffic and was there ever any intent that the office cap would remediate existing traffic?

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Ms. Gitelman: No. I think the Council was very clear when this was adopted that they were attempting to address the pace of change in neighborhoods that people felt were changing most rapidly.

Vice-Chair Waldfogel: Ok, so we wouldn't expect to see traffic reductions over the last couple years as an effect of this interim ordinance?

Ms. Gitelman: That's right.

Vice-Chair Waldfogel: Yeah, ok. Great. Yeah and I mean I've seen some speculation that it's really higher office density that's above the code assumptions of four or five employees per thousand that's really a causal factor. I'm going to… we all had anecdotes about this, but this probably isn't the right place to share them.

So I support extending the cap at 50,000 feet. I feel like a bit of an odd man out here, but I don't support extending it outside the current boundaries. I think that using mitigations in the Research Park versus metering in the boundary districts gives us a really interesting local A/B test on what works. And I think that both these approaches are valid and having a local running a local experiment maybe making a decision in the future that one of the other is preferable may be an interesting exercise. I don't support rollover although I could be persuaded that

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rollover I mean well, if we only keep it within the current districts I don't support rollover. And rollover isn't an issue outside of the current districts or in the office park.

I do support continuing I'll call the bake off process because I like the idea of the City having a seat at the table to get good projects. I appreciate my colleague Commissioner [Note-Chair] Alcheck's comments about great architecture. I haven't seen great architecture regularly committed in areas outside of the development cap boundaries. And I'm not too worried that a bake off process will deter good design. I mean I think that we need to be cognizant that we have to design processes as if our objective is to improve the quality of design we have to design processes that will achieve that, but I'm not I'm not concerned that a the City having a seat at the table will deter good design and will deter good projects.

Commissioner Lauing: I want to go back to that top of Page 33 again. Again if we're going to make decisions we like to have data and I think you're saying that we haven't had much time to get much data in fact none so it's not indicative of anything really. So I just think we should all kind of understand that. Were there any even anecdotal developers saying I don't like this ordinance so I'm not going to submit or is this just sort of a presumption or speculation?

Ms. Campbell: I think so the project list that I gave you some examples we definitely saw some projects where the applicant has reduced the amount of square footage and we had some

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projects that were already like under review when we first adopted the ordinance where they've actually they had planned for office and they've switched it to retail or yeah and housing, yeah. So we've… but again we haven't really seen this enough to really make any real determinations on a trend.

Commissioner Lauing: That latter example might turn out to be a plus.

Ms. Campbell: Yeah.

Commissioner Lauing: If they're putting in more housing and retail than office.

Ms. Gitelman: That's right. I mean there's only a few examples, but we have had projects that were in our shop for review as office projects the cap was adopted and they have since changed to be residential projects.

Commissioner Lauing: Ok. So I also appreciate Commissioner [Note-Vice-Chair] Waldfogel's point that there's not been sizable building anywhere, but there certainly hasn't been in the restricted area so to that extent it's been "successful" given very little data. I also wanted to get clarification on what is the real assignment here? The words you put in the front here is that they made a Motion, Council made a Motion that directed staff to bring forward a

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permanent annual limit ordinance and it's separate from the Comprehensive Plan update. Is that separate in terms of timing? Because they want to get it done quickly by this date even if the Comprehensive Plan is not available? I mean it certainly isn't going to be in contradiction to the Comprehensive Plan so I'm still looking kind of for clarity of what the assignment is.

Ms. Gitelman: Yeah I think they're there they meant separate to mean separate. That we were asking them at that time whether they wanted to include a policy framework in the Comp Plan for an annual process like this and they said no. We I mean obviously we don't want to contradiction, but what we'd prefer is to refine this through an ordinance process.

Commissioner Lauing: Instead of a policy in the Comp Plan?

Ms. Gitelman: That's right.

Commissioner Lauing: Ok, that's helpful. Yeah I think we could use some more debate on if we expanded to certain areas would they be just the office park or would they be other areas and I don't know that tonight's the night for that. So that's all.

Commissioner Gardias: Thank you. So I believe definitely that the room proper place for this policy it's not a separate regulation, but the Comp Plan. And I'm not sure what's the

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mechanism here is this is it either a representative of this Commission should speak at the meeting of the City Council or maybe we could ask the staff or the Director to recommend if that would be agreement maybe among ourselves to put a recommend the Council to reconsider their suggestion and include this regulation in the Comprehensive Plan. And there is a the reason is that a Comprehensive Plan should address housing and office balance. And then specifically here there is no greater topic then that. This policy addresses this balance in a significant way. So excluding that from the Comprehensive Plan somehow negates the purpose of the Comprehensive Plan. So it's not very logical for me for this reason I would like somebody there to from this Commission to recommend the Council to reconsider or maybe staff would.

In terms of how this should work so 50,000 annual limit cap it is the number that doesn't explain itself. It's like with any other numbers that we reviewed here at this Commission and the impact fees was recent topic. We are given the numbers and we need to somehow which are artificial they mean nothing. They are prescriptive as opposed to performance based and in this way they just don't work with variety of other regulations. They are just pretty much artificially created. We know why because at the time when this regulation was created there was a pressure to limit the office cap and then for the time being it worked so there was nothing wrong with this interim regulation that Council passed at this time, but now we are approaching discussions on the Comprehensive Plan so maybe we can just approach it differently.

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I think that the way to approach it is to define and to commit to a ratio which you already presented to us when we were talking about EIR. Where we have jobs, employed, and resident ratio of 3.3 and then this cap may be expressed with this ratio. We can maybe in the Comprehensive Plan we can have a statement that this City that the vision of the City is to drive towards a narrower or is to minimize the today's differentiator or the ratio that is pretty much high, it's very high maybe the objective of the City is to drive toward lowering this ratio. And inclusion of the statement in the Comprehensive Plan would address this issue totally. We can also assume that there is a variance that from the ratio, let's say 3.0. There can be variance annual or quarterly variance of 0.05 which it would be a standard deviation from the mean and then as long as the City marches with the development between those two parameters we're fine. So then we would not need to have any other review, any beauty contests or any other first come [for self] as long as there is a metric and this metric should be naturally maintained.

This discussion would resolve itself, but of course we would have to have understanding and agreement and then maybe the agreement that City Council is trying to express with the recent discussion maybe it's the target ratio that we should have. And then if we have it as I said, right, we would not need to have this capital. As I said [$50,000] doesn't say anything to me, right? I was trying just to do some numbers and then excluding I think we have 3.2 million sf which are in the Comprehensive Plan out of this 1.3 million were already taken by the Stanford

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Medical Center which leaves us with 1.7 so give or take. Now there is a question how much of this 1.7 will go to the toward the outside areas, how much will be left for the City and that remainder should be pretty much allocated towards the 2030 horizon of the Comprehensive Plan. So if you do if you discount the growth of the area outside of the… if you discount the growth of the areas like SRP you are left with some office area that may be allocated toward the City if you drive from 3.2 million sf number. Other ways to approach it as I said is to just pretty much look around this ratio. One method or the other method it just give us the greater direction and we don't need this regulation.

But however my colleagues talk about this that we need to answer this question what if we're left out with this specific regulation so for this reason my propensity would be like this: I don't believe that there should be any beauty contests because I don't really think that it serves anything. I'm sure that it would not self-serve better architecture just knowing that higher is the that higher burden of the regulation equates to a mediocre architecture. So architects are busy with resolving the issues around the zoning and regulations and they don't design and we know that. So I would be against the beauty contest.

I think that it should be on the first come and first serve basis and it should be within the rolling timelines. So as long as there is a [12 ma or else there isn't] a certain cap with the 12 months and then if it just pretty much if that amount of the area, office area is developed within this 12

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months it should keep, kept going. Of course there is a question that you may ask what's going to happen if we going to if there's going to be a large project on the horizon that will automatically go above this, right? So then of course we would have to just kick in some other review, but then as long as this is below that cap that pretty much the applications should be rolling in. That's how I think about this. I agree with colleagues of mine that suggested to include all the office area regardless so I think that the medical offices all should be included and then all the areas below 2,000 should be included in this cap as well. So those are my comments. Thank you.

Chair Alcheck: Ok Commissioners our the light system does not really work right now because it doesn't reflect the news, the addition of our newest member so just signal me if you have some additional comments. Any order.

Commissioner Lauing: I was just going to circle back to what I said before we had this conversation and I think the conversation illustrates there are a lot of different opinions. There's a lot of different levels of knowledge about this because of when it came up. And if Council wants us to do something besides just tweak this ordinance which we certainly can do then I think it needs more study. Perhaps even a two or three person ad hoc committee in advance of the next meeting with people that we know have maybe a different opinions so we

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get something done so we could reestablish the Waldfogel/Rosenblum couple there and see what comes out of that one because there's various opinions that I heard up here so.

Chair Alcheck: It's an interesting idea. I think to what extent can we affect... So your tasked with the process of bringing an ordinance to City, to the to us and then from us it will go to City Council. So this is in essence like a study session before the development of an ordinance which we'll review and then either recommend or revise or theoretically recommend revisions because it we may not see it twice on its way to Council, right?

Ms. Gitelman: Right. I think we'd like an opportunity to think a little further about the process after tonight's discussion. We did hear a wide variety of opinions if we had to develop an ordinance based on tonight's discussion I think we would be hard pressed to do that. So I think we want to regroup a little and maybe we'll sit down with the City Manager and talk about his impressions of how this fits into the Council work program this year. We do always have the option with this ordinance to just extended it or let it lapse for a little while we take a little bit longer. So I guess what I'm asking is let's if you have any further thoughts tonight that be terrific and why don't you let us assimilate the input we've received and come back to you with some suggestions and an updated process.

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Chair Alcheck: Ok, I'm going to make a comment and I hope that it serves as a quick example of I think some things that might work out for us. So I'm going to let all of you have an opportunity, but I want to just make a quick comment. I think this will help further the process.

I think when we come back or in the in your next step this self-mitigating projects exclusion I think it would be very helpful if you could demonstrate how this would be achieved in a 5,000 or 10,000 square foot office project. How many housing units would have to be built based on our assumptions for how 10,000 sf of office space is allocated or 5,000 sf or actually 2,100 sf because one of my concerns is that this paragraph about self-mitigating projects is completely unattainable. There is no 2,500 square foot office that within five stories could house enough people to mitigate the jobs/housing imbalance. And so one of the questions that I would like to explore down the road is ok well what how much, how what is reasonable? Like a half, could a project a accommodate half of the housing units versus jobs that it creates? Because otherwise this paragraph is essentially a impossible feat, right?

That's basically one of the questions that I have. So when, if we explore this further and if the next version of this or what however this works I'd love to sort of figure out whether there is such a thing as a self-mitigating project. Alright, so that's one example of potentially something that could inform this discussion later and I encourage all of you if you have questions since this is a very open ended return to go ahead. Ok. Commissioner Summa.

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Commissioner Summa: So I mean it may not be a perfect ordinance I agree with that, but it seems like it's been successful in doing something that was sort of a consensus moment on the Comp Plan group and that is incentivizing mixed-use that's retail and housing. To respond to people's concerns about housing and also address the jobs/housing imbalance or at least not making it work. So I see it as having been sort of successful understanding that there's only been a very short time to look at it. And yeah I think it'd be very interesting to have an example of the self-mitigating project. Thanks.

Chair Alcheck: Commissioner Rosenblum.

Commissioner Rosenblum: Thanks. So a couple reactions; first, I don't think this is that well suited for like an additional subcommittee and the reason is the history of it which is that Council had many sessions on this. We had many sessions on this. And part of the reason I think you sense passion at least on my part for this is that I never actually thought this would do very much. My opposition to it is that it keeps us from doing things I think will do quite a lot. And just to say well this at least accomplished something I don't think, I think the best thing you can say is we don't know. There just hasn't been enough time or who knows, but after hours and hours and hours of Council debate and hours and hours and hours of PTC debate and public input I think we could have done something much better.

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And specifically I think what the community has always been interested in is the impacts of office, the impacts of people. So where do people put their cars? How do they get into our community? And there are effective ways of dealing with that. And so when I suggest to let this ordinance lapse what I really mean is to choose one of the other options that were on the table. So one of the options on the table was to work extensively on mitigation, so cap is not a mitigation. To work on in our community that would be getting a funding source for our TMA, getting proper leadership in place, getting proper oversight. So when I think of those however many hours nine hours of Council meetings on this and all the hours that we had on this and could have been spent productively trying to find a funding source for example for TMA I find it kind of tragic.

But if we are going to do this again the thing that to me is one of the biggest examples of why this is strange is that the place that leads to a lot of our traffic which is SRP in terms of the total square footage of office and the fact that 73 percent of them drive alone. This is a known issue. This has been an issue for years. They've been working on trying to get people out of their cars. It's a difficult place for people not to drive to. That we've actually just flipped everything on its head. The places where people are reducing their reliance on cars we've put a cap in place. In a place where people can't get out of their cars we've put no cap in place. It's just the whole thing is very strange.

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And so when I suggest we let this lapse I'm not saying not replace it with anything I'm saying to work on something that we would feel good about which is a program to really reduce the reliance on cars in the Downtown area where that ability exists. And to me again it would be it's the Stanford plan. Stanford did an amazing job over the last decade plus of getting people out of their cars, but it's by focusing on this and not just putting a cap in place. I think if they had just put a cap in place and not focused on all the programming they did around the shuttle program, the go pass program, the education program, the marking program. That took work and they focused on that. If they had just said a cap will accomplish what we want I think they would have been short changed.

So anyway so my suggestion given this process would be I think additional like subcommittees in this case is probably not the best use, but I do hope that we at least come up with some consensus. I have my view. I may be outvoted on this one. I expect I would be, but at least I think we should give guidance to Council that we support this ordinance being extended or we don't we think it should be replaced with something different. And then hopefully some consolidation of our feedback if we decide that this ordinance is really well actually, either way; even if we say we should replace it with something they can just ignore us. And then I think we still owe them some pointers on things that we think should be changed.

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Commissioner Lauing: So a process wise would you say bring it back in a month and have another debate and then vote on something?

Commissioner Rosenblum: Yeah, something like that. I mean I may be strong of will on this one, but I'd be willing to do that right now. But I'm also happy to bring it back if people feel like they need more time to digest and again this is maybe something where this all came during my tenure and so maybe I feel like (interrupted)

Commissioner Lauing: You've got a lot of history.

Commissioner Rosenblum: Yeah. So it's possible that given the composition of this Commission if people want more time to absorb and talk to folks then I'm open to that. But yeah I think we should we owe Council some kind of direction and answer on this.

Commissioner Lauing: Yeah unless they've already told us otherwise. I'd like to see the exact Motion actually if we could get that sent to us.

Ms. Gitelman: Yeah we'd be happy to do that and one of the things that we are talking about is whether we should go to the Council and have this same kind of open ended discussion. We really just scratched the surface because there were so many other issues on the agenda on

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that June 30 that January 30th date. And so we're kind of figuring out can we fit a study session into the Council schedule, should we just draft an ordinance and bring it to you and bring it to them, we really have to strategize after hearing the wide variety of thoughts expressed this evening.

Chair Alcheck: Look, I'll say this: new, old, it doesn't really make a difference. I think everybody on this Commission is sensitive to the impacts that have occurred as a result of the growth that I think most of us have seen as residents. And I don't want to take away here to be Commission split on whether to continue to develop office or not. I think or I at least I speak for myself when I say this is not I'm not opposed to the office cap because I would like more office in our City. I and one of the I think most valuable comments you're making is how much more time are we going to spend on a potentially flawed approach? That is something that we need to address. We can have another two meetings and debate office caps and I think one question is are we continuing to waste time and I think there maybe even Commissioners that don't think we would be and there's a lot of uncertainty involved here. So I don't know that we're ready to even make a Motion to… I don't know. I shouldn't say make a, I don't know that what we... please. Why don't?

Vice-Chair Waldfogel: So Commissioner Rosenbaum raises an interesting point that mitigation is really at the bottom of this is the objective and maybe the way to split the difference is for the

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time being I really think we need to extend this office cap, but perhaps what we do is we sunset it around demonstrably effective mitigation. That when we show that we have TDM that works or other mitigations that work that we increase the cap or we relieve the restrictions, but I mean for the time being I think this is the best tool that we have in our or the best tool that we have in our tool kit. We don't have reliable funding sources for TMA yet and perhaps that would be an incentive for the private sector to adequately fund TMA. Who knows, you know that's pure speculation, but maybe we come up with some tool like that. I don't know is an interesting?

Chair Alcheck: I guess my I'm sort of curious to know how you would respond to this exclusion of the SRP. I mean that being potentially the largest generator of the impacts that the TDM measures that you're waiting for would address. So why wouldn't you use the best tool that you have to address an area that is creating the largest problem that you are hoping will be solved?

Vice-Chair Waldfogel: Well I partially because I think that the 73 percent and what is it, 54 percent numbers are slightly deceptive. Until we actually look at the occupancy per square foot basically how many trips are generated per square foot of building in those districts. I don't have those numbers, but at least historically the Research Park has had lower occupancy density. So I think that if we knew that we could say something smarter about this. I mean we

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know that for better for worse we know that Cal Ave. has more trips now than it had some time in the past because we're seeing demand for Residential Preferential Parking (RPP), we're seeing a serious discussion about a new parking ramp. So I mean we know that affects have happened, but I don't know enough to agree or disagree that the Research Park is a bigger causal issue than other districts.

Chair Alcheck: I just want to follow up, I'm curious. So let's assume for a minute the numbers are the same. Let's say it was 54 and 54. Still why wouldn't you include that area? What would be the rationale to not… what would how would we encourage TDM measures in that area if there was no cap? Or the development of [unintelligible]. I get (interrupted)

Vice-Chair Waldfogel: Well I'm not sure what you're, are you arguing that the cap should be extended to the Research Park?

Chair Alcheck: I'm trying to suggest that the exclusion in your mind, in your… you suggested that you want to continue the office cap, but you want to exclude the… its expansion citywide seems inconsistent and I was trying to I was trying to pick your brain as to how that made sense. I appreciate that there's information that you're that you would like to obtain so.

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Vice-Chair Waldfogel: Well and I'd like to see mitigations in the Research Park. I mean I'm not saying we shouldn't do anything in the Research Park. I'd like to see mitigations. I'd like to see that perhaps as a local experiment on mitigations versus metering, but that but I'm trying to suggest there may be a middle ground here which is this isn't a calendared interim item this is a this is interim until we show that we can actually achieve what we say we want to achieve. And we just haven't done that yet. So let's show that we can do it and let's create some incentives for them for the private sector to respond.

Chair Alcheck: Commissioner Rosenblum.

Commissioner Rosenblum: Yeah I guess it's I think it's all well and good for us to say well it's not ideal, but let's continue and then we also really care about mitigation so hopefully something good happens there. To me it's exactly the opposite which is what we really should care about is mitigation. This is a program that has been shown to work by our neighbor at Stanford. It's something that we've seen examples on individual building levels. So one building that really struck me was this body presided over a proposal where the proposal was fully parked or they offered Option 2 where they get rid of 10 spaces, but offer Caltrain Go Passes for every person working in the building and it was near the Caltrain Cal Ave. station. And that really struck me. They had something like a 10 percent reduction in number of spaces, but because it cost them $60,000 per space that funded Caltrain passes for everyone. And we considered those two

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options and one was they're dramatically different. One you fit ten more cars in the other I forget the number of people it was like 110 people work in the building would all get Go Passes.

And what I realize is we only have so much time and Council only has so much time and we do what we spend time on and so this particular issue has taken up a lot of time and if we ranked issues that in the last two years have taken Council time this would be a top five item talking office cap, multiple sessions that went on for hours. And so my rejoinder to this is it hasn't really done much. Removing it probably won't do much either. I actually like I said I don't actually think this is that important a measure one way or the other, but I know it takes time and it takes our focus off of what I think is the most important thing which is I think we right now really ineffective TMA at the moment frankly. And I would love to see us and Council start to spend a lot of time understanding why that is and all the different options we could have for funding and staffing that body and doing it well.

Now the only objection I have to this again is I think it's a really blunt instrument, but at least if we're going to use the blunt instrument and let's apply it consistently so if we're going to have a blunt instrument then at least let's apply it to SRP, let's get rid of these exceptions that don't make sense. But I think that we have much better instruments that we should spend our time on. And so that's it. I just feel sad that we keep discussing this cap which I don't think really does much one way or the other.

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Chair Alcheck: Is it, do, is there any baring other comment or go ahead.

Commissioner Monk: So looking first of all I just want to say that with what Commissioner Rosenblum was saying I do agree that if it's about mitigation then the time should be spent on doing the hard work to figure out how to really reduce the traffic and those things that impact our quality of life. Although Director Gitelman said that this was more about the pace of change and that's why it was enacted. So getting some clarity on that and addressing that specific would be really important. And also looking at what our objective is tonight this is a study session and as you mentioned you did hear of a variety of a range of opinions and I think that is exactly what we were tasked to do tonight and I think we've successfully met our objective for tonight. So I don't know what the additional conversation needs to continue on so I just want to say that I think we've met our objective and I appreciate all of the interesting commentary.

Chair Alcheck: Yeah I agree that I think we met our objective. I wonder if there is a way that I can, we can and I'd love to hear if there is support for this empower staff to bring us an agendized item this summer where we delve into TMA. Or if there is a way for us to begin a discussion about effective TMA solutions that address the challenges that may or may not be effectively addressed by this tool. I think that it would be we've talked about this a lot this

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notion of proposing an item of interest on the Planning Commission that the staff would help facilitate an opportunity to put it on the agenda. I mean I've had that conversation with Assistant Director Lait a few times. And I don't know that I am following the right protocol here, but I guess my question and I'd love if follow Commission Members feel strongly about this I mean there is maybe an interest here in pursuing that. I'd much rather create a subcommittee to talk about TMA than to talk about this ordinance. And is there a way we can accomplish that goal in this calendar year?

Ms. Gitelman: I think we can find a way to do that. I should mention that we have scheduled a discussion with the City Council on April 11th. So coming up in fact the packet goes out tomorrow on parking management strategies Downtown which does offer some potential for funding the TMA in the long term. And what and our recommendation to the Council on the 11th is not to take any action just to receive a study that we've been working on and basically instruct us to go and get some additional input and potentially work with the Commission on a further evolution of kind of an implementation strategy if they're interested in pursuing the recommendations of the study. So I'd encourage you to pay attention to the Council meeting on the 11th. It's a Tuesday meeting rather than a Monday meeting, but that may evolve into a Commission agenda item just like the one you're saying you're suggesting and even if it doesn't we can find a way to bring the TMA related issues back to the Commission this year.

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Chair Alcheck: Maybe one of the most constructive thing that we can do at this point would be to encourage staff when they go for that meeting to communicate the passion and interest among Commission Members to explore this and if they're so interested empower us that in our discussion of the cap we had some discussion about delving into this further and if as part of their review they consider that opportunity. Does anybody else have some? Commissioners Summa.

Commissioner Summa: So I think it would be great to discuss a TMA, but unless TMA gets significant funding that's it's never going to get off the ground. It's a totally different thing than Stanford's academic success with reduction of trips because they own all the land. So it's very different Downtown and that's why they have a harder time in the Research Park. Even though they own the land there's these long term lease holders and they can't make all the rules. So I appreciate my colleagues' passion on the topic of the this item, but I think the fact that there has been so much time spent on it is evidence of the passion on both sides around it. So I would suggest it's perfectly appropriate for us to spend time on it because it just elicits a lot of passionate responses. So yeah let's go for trying to improve the TMA, but we've got to figure out who's going to pay for it because it needs professional people running it in my opinion. Thanks.

Chair Alcheck: Any other comments? Commissioner Gardias.

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Commissioner Gardias: Does the light system work or?

Chair Alcheck: Not really.

Commissioner Gardias: I just wanted to make a comment about this what Director Gitelman said. So you said you were wondering how to approach this ordinance with the City Council and some other items. My general thought is like this that Comprehensive Plan that we would be approaching very soon gives us this opportunity to comprehensively review all the ordinances like this one. I think that once we're going to approach summer or the Comprehensive Plan discussion we should just have the laundry list of all the ordinances and then see if they can be incorporated into Comprehensive Plan. Or if a Comprehensive Plan pretty much invalidates them or replaces them in some way.

Ms. Gitelman: Certainly your review of the Comprehensive Plan is going to be an opportunity for you to review the land use policies that involve growth management strategies and other approaches to growth in the City. And once the Comprehensive Plan is adopted we will have to undertake some changes to our zoning ordinances to implement the new policies in the plan.

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Chair Alcheck: Ok I want to make one more suggestion when this does come back to us in whatever form it comes back to us. I think we've talked about this last time I think it would be very instructive if we could review any other American city's approach to an office cap that potentially involved a beauty or bake sale or whatever you want to call it. I think we talked about this last time and we were does anybody else do this and how are they doing it and how if because we don't really have a lot of data maybe there's a way we can analyze their results. So barring any other comments by Commissioners I think we can sort of complete (interrupted)

Commissioner Lauing: Do we want to agendize this for the next meeting?

Chair Alcheck: I don't know that it will be ready in time.

Ms. Gitelman: Yeah. I think we'd like some time to think about it maybe we prepare an ordinance so you have something to react to, something more concrete, but maybe we have to go to Council first. We just have to give it a little thought, but we'll keep working on this. We do know there is some urgency to this because the expiration date of the current ordinance.

Chair Alcheck: Time is on our side and this is different than the last interim ordinance (interrupted)

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Commissioner Lauing: That's what I was just going to say.

Chair Alcheck: We've got a few months here.

Commissioner Lauing: I'm happy to get a little bit more extra time on this one.

Chair Alcheck: Yeah.

Commissioner Lauing: It would be a great though if we could see the text of the Motion so that we know what the direction is to you guys and effectively to us right now even if we want to push back on that we'd like to know what the status is. Thank you.

Chair Alcheck: Ok.

Ms. Gitelman: Well thank you all for the input tonight. It's really helpful.

Chair Alcheck: Yeah this is really very effective. I'd like to close the study session now and move to the approval of the minutes from the March 8th meaning.

MOTION: There was no Motion.

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Approval of Minutes

Public Comment is Permitted. Five (5) minutes per speaker.[1,3]

4. March 8, 2017 Planning & Transportation Commission Meeting Minutes

Chair Alcheck: Is there a Motion for approval?

MOTION

Commissioner Rosenblum: I move to approve the minutes.

Chair Alcheck: Is there a second?

SECOND, VOTE

Chair Alcheck: That was you? Commissioner Summa seconds. All in favor of approving the minutes from March 8th please raise your hand. That is... all those opposed to? All those abstaining? Ok, we have five in favor and two abstentions. Abstentions are Commissioner [Note-Vice-Chair] Waldfogel and Commissioner Monk.

MOTION PASSED (5-0-2, Vice-Chair Waldfogel and Commissioner Monk abstained)

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MOTION: Motion to approve March 8, 2017, minutes made by Commissioner Rosenblum, seconded by Commissioner Summa. Motion passed 5-0-2, Vice-Chair Waldfogel and Commissioner Monk abstained.

Committee Items

Commissioner Questions, Comments or Announcements

Chair Alcheck: Are there any committee items, Commissioner questions, comments or announcements? Sure.

Commissioner Summa: The Citizen Advisory Committee (CAC) met I forget what the date was, second Tuesday usually. And we after an update by staff we agreed to we had last final comments on the Business Element and agreed that it would go back to staff for any more tweaks. It won't come back to the CAC. And then we discussed the prioritization and implementation plan which had gone to the subcommittee once. So we're getting there.

Chair Alcheck: I'm curious what is the what, how many more meetings does the CAC have do you I think?

Commissioner Summa: I'm not 100 percent positive.

Chair Alcheck: Have they, have you provided final comments on all the sections or?

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Commissioner Summa: I think we have a little bit left to do and for sure the implementation and the prioritization section. We just have one subcommittee meeting and that's kind of a big one. We just for the record there are some of us on the CAC that don't believe in prioritizing the programs because there's a lot of feeling that all the programs have value to somebody who put them in there. And there was a lot of since there was since it was a fairly polarized group sometimes the policies were made more general than I think people might have liked on both sides and the difference was made up in the programs. So and the programs have always been kind of like that where I mean there's some that you don't have to prioritize because they're ongoing and they're required they're just government business so, but in the end we did do a giant dot exercise to prioritize them. So but there was a lot of feeling everyone, every program had this had top priority for somebody who suggested it and so they all should have an equal weight, but there… staff really wanted us to prioritize them because Council asked us to.

Chair Alcheck: Do you, I'm curious do you anticipate the CAC sort of sending a representative to each of our review meetings?

Commissioner Summa: That has not come up because I... that hasn't come up.

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Chair Alcheck: It might be something that would be interesting for you to raise at the next meeting just how do they plan on participating in our reviews. I mean are we going have 16 speakers from the CAC or are there going to be (interrupted)

Commissioner Summa: There's some pretty opinionated people.

Chair Alcheck: You're right. Yeah.

Commissioner Summa: So yeah I would I think we'll be disbanded by then or maybe not and, but I would imagine the CAC would be interested in coming. I mean it's too bad Hillary left, but she would know. But I don't there's been no discussion thus far of any official representation for our review process.

Chair Alcheck: Ok. Any other comments/questions?

Commissioner Lauing: I just want to make one quick comment. In the Council meeting when they went over the I just forgot the address now. Jonathan mentioned it. Yeah, Los Trancos. Not only did they add low level bushes and so on, but they changed the trees beyond what we asked for which I thought was pretty interesting. And that's what I just was going to say. And they shut down the kitchen entirely in the guest house. So we didn't require that of them, but

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they went ahead and added that anyway and sent that letter to Council. So they were listening. They were listening is my point. Yeah, so.

Chair Alcheck: Ok, great. Yeah.

Commissioner Gardias: So a couple of a couple of items. One very quickly Jonathan Lait if you are listening so it's to you. We used to have the pipeline of the items for the future meetings and then somehow it disappeared from our agenda. So you can see that there is only one the agenda, April 12th on Packet Page Number 6. If you remember we used to have like a half year forecast of different topics that were in the pipeline. Can we return to this good habit?

Jonathan Lait, Assistant Director: Yeah, I don't remember a that long of a projection. I think we did it two or three months out at most, but yeah we can certainly add more to this. I don't know that were was much more identified, but we can certainly add more as we have more information available.

Commissioner Gardias: Yes, thank you. And so just to just coming back to the conversation that about the Comprehensive Plan what was the Council's thinking behind request to prioritize programs? What was rationale to prioritize them? Was there any rationale or?

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Commissioner Summa: So I was one of the people that wasn't really interested in prioritizing. In the end I was really swayed by some passionate members who spoke against it, but I think the Council just felt like it there were so many that it made it really difficult. There were there was a further analysis done by one CAC member that pointed out there was actually a greatly reduced number of programs because so many were ongoing things. So I think it was just Council wanted to have direction on what we the CAC thought were the more important things. Quite simply that.

Commissioner Gardias: Yeah I'm asking because there should be some sort of thinking behind this, right? If one policy item or program is at a higher priority would be then direction to the staff? So…

Commissioner Summa: I cannot speculate on what the Council was really intending, but…

Commissioner Gardias: Fine. Thank you.

Chair Alcheck: Alright, we're breaking my rule of trying to get out of here by 9:30. Alright with that I'm going to adjourn tonight's meeting. The time is 9:35.

Adjournment 9:30pm

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1. Spokespersons that are representing a group of five or more people who are identified as present at the meeting at the time of the spokesperson's presentation will be allowed up to fifteen (15) minutes at the discretion of the Chair, provided that the non-speaking members agree not to speak individually.
2. The Chair may limit Oral Communications to 30 minutes for all combined speakers.
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Palo Alto Planning & Transportation Commission

Commissioner Biographies, Present and Archived Agendas and Reports are available online: http://www.cityofpaloalto.org/gov/boards/ptc/default.asp. The PTC Commission members are:

Chair Michael Alcheck
Vice Chair Asher Waldfogel
Commissioner Przemek Gardias
Commissioner Ed Lauing
Commissioner Susan Monk
Commissioner Eric Rosenblum
Commissioner Doria Summa

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View online: http://midpenmedia.org/category/government/city-of-palo-alto or on Channel 26.

Show up and speak. Public comment is encouraged. Please complete a speaker request card located on the table at the entrance to the Council Chambers and deliver it to the Commission Secretary prior to discussion of the item.

Write to us. Email the PTC at: Planning.Commission@CityofPaloAlto.org. Letters can be delivered to the Planning & Community Environment Department, 5th floor, City Hall, 250 Hamilton Avenue, Palo Alto, CA 94301. Comments received by 2:00 PM two Tuesdays preceding the meeting date will be included in the agenda packet. Comments received afterward through 2:00 PM the day of the meeting will be presented to the Commission at the dais.

Material related to an item on this agenda submitted to the PTC after distribution of the agenda packet is available for public inspection at the address above.

Americans with Disability Act (ADA)

It is the policy of the City of Palo Alto to offer its public programs, services and meetings in a manner that is readily accessible to all. Persons with disabilities who require materials in an appropriate alternative format or who require auxiliary aids to access City meetings, programs, or services may contact the City's ADA Coordinator at (650) 329-2550 (voice) or by emailing ada@cityofpaloalto.org. Requests for assistance or accommodations must be submitted at least 24 hours in advance of the meeting, program, or service.

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COMMENTS ON THE MERITS OF THE COMP PLAN UPDATE

From: Betty Jo Chang

Subject: Comprehensive Plan
Date: Thursday, March 16, 2017 6:50:21 PM

3/16/17

To: Palo Alto City Council
Subject: Comprehensive Plan

I request that the Council reconsider its high-handed actions stripping implementation programs from Comprehensive Plan Elements with neither consideration nor debate.

Policies cannot provide the guidance needed for our city to navigate the challenges we face without the programs intended to actualize them.The Citizen Advisory Committee Recommendations considered Programs and Policies together because one informs the other.

The manner in which the Council made this decision on 30 January, also dismisses the value of collaborative and consensus driven government as demonstrated by the City's Citizen Advisory committees and commissions. This is our democracy and we ought to stand up for it.

The Council's wholesale removal of programs to appendices rejects out of hand, without public debate, years of work from dedicated city staff and citizen volunteers to develop a proactive plan with policies and programs to address the issues of greatest import to our citizens.

It was not only the hundreds of hours of collaborative effort by staff and CAC members that were disregarded by Council action, but also all the other Palo Alto residents who are represented by them - citizens who take to heart the importance of participatory democracy.

I fear both Council and community will live to rue the day when such cavalier disrespect for both democracy and citizen participation drives away those volunteers who do so much to make this a community where we wish to live. Why should any resident answer your calls to donate their time and effort providing volunteer staffing for all the tasks the Council recruits for and the City depends upon?

I appreciate the efforts of citizen volunteers on our City commissions, committees, boards, schools and services. I value the quality of the work product produced by the CAC. I want and expect the City Council to respect it as well.

Please reconsider your decision, and return programs to where they belong, along side the policies they are intended to effect.

Respectfully,

BettyJo Chang

From: Elaine Uang
To: Council, City
Subject: Thoughts on the Comprehensive Plan
Date: Friday, March 17, 2017 10:36:07 PM

Dear City Council Members

Thank you for once again taking up the Comp Plan in your very busy agenda. I write you this letter with my own personal opinion, not the views of any other group. As a council, you have been demonstrating some leadership on housing issues and I hope you will continue this on Monday night. In particular, I would like to express my support for a housing secnario with a MINIMUM of 6,000 housing. While this target is above our latest regional housing allocations, we have a 30 year housing deficit and our neighboring jurisdictions are both responding by studying signifcantly quantities of housing in smaller area plans - 10,000 units alone at North Bayshore in MV, 4500 units at M2 in Menlo Park We are a key city in our region, and we can demonstrate strong social justice and environmental leadership by considering the prospect of more housing in our 13 year Comprehensive Plan.

I also hope you will support land use policies that help realize that housing target. Expanding housing options is critical to our rapidly aging population, and the most vulnerable in our community - veterans, developmentally disabled adults, the housing insecure. We need to look at increasing the proportion of housing FAR in our mixed use projects Downtown and near Cal Ave. There are tremendous benefits to this approach, which include more customers for local serving retail, reduced auto SOV use for non-commute trips. Also important is increasing mulitfamily density limits (for example changing RM-15 to RM-25) to allow more Missing Middle Housing in neighborhoods adjacent to mixed use areas and community centers that are naturally denser.

I also urge you to be serious about transportation and resource impacts, esepcially in the face of climate change. Please prioritize sustainability metrics, as they are critical to enabling more housing without creating internal impacts. The best examples include car trip caps and paid parking to reduce carbon emisssions and lower per capita water and energy targets (particularly natural gas) for all existing and future buildings.

I hope you will spend the bulk of your time addressing and fine tuning the POLICIES and scenarios. These are the most critical aspects of a Comprehensive General Plan. However, as a member of the CAC, I encourage you to provide direction on how to proceed with programs and the Implementation Plan. As an Implementation Subcommttee member, I was suprised to learn how few programs are actually implemented in our Comp Plan. CA OPR offers General Plan guidance on how programs and implementation plans should be addressed. It was also interesting to me that some local General Plans such as San Jose's and Mountain View's, focus exclusively on Goals and Policies. At the very least, it seems our Comp Plan should have duplicate programs removed/consolidated, and that certain programs should be prioritized. As to where they are placed, I'd hope that we would consider a dynamic (hyperlinked and expandable) not just a static version of the Comp Plan, so it is clear what the higher level goals and policies are, but also provide the ability to expand a policy to view accompanying programs where applicable.

Thank you for your time and attention to this.

Sincerely,
Elaine Uang
Kipling Street
Palo Alto, CA 94301

From: Allen Akin
To: Council, City
Subject: Development Scenarios
Date: Saturday, March 18, 2017 5:25:22 PM

Council members:

Pardon me; I'm going to speak bluntly in order to be brief.

If you aren't willing to place constraints on commercial development, then you're supporting unlimited growth; you need to accept that and own the consequences. If the idea of openly advocating unlimited growth makes you uncomfortable, then you need to create objective, measurable, permanently-enforceable standards that have to be met before growth can continue. There is no middle ground.

None of the six scenarios rebalances jobs and housing enough to make a significant difference in housing affordability. None of the other comp-plan discussions that I've followed have committed to enough behavior-change incentives and infrastructure improvement to mitigate the environmental impact (e.g. traffic and parking) even of these scenarios.

Continuing down the current path will result in the deterioriation and eventual replacement of at least the Downtown North and University South neighborhoods. If you judge that's desirable or just unavoidable, please have the integrity to say so. A good-faith public discussion requires it.

Allen Akin

From:	Mallary Alcheck
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:08:44 PM

From: mallary11@gmail.com <Mallary Alcheck>

Message:

We need progressive and realistic leadership for the future of our city.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Mallary Alcheck

From:	Mike Alcheck
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 9:34:58 PM

From: malcheck@gmail.com <Mike Alcheck>

Message:

This is our chance to face the challenges before us with the most inclusive housing approach possible. Let Palo Alto and the 6000 contemplated units represent our contribution to the needed solutions for the bay area housing crisis.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Mike Alcheck

From:	Timothy Bauman
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 11:48:05 AM

From: tbauman@tbauman.com <Timothy Bauman>

Message:

Thank you for doing what is necessary to alleviate the housing crisis!

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Timothy Bauman

From:	Sarah Bell
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:37:10 PM

From: bell.sarah@gmail.com <Sarah Bell>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Sarah Bell

From:	Matthew Burt
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 5:18:43 PM

From: matthewburt@gmail.com <Matthew Burt>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Matthew Burt

From: Marly Ann Carlisle
To: Council, City
Subject: Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date: Saturday, March 18, 2017 4:44:10 PM

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Marly Carlisle

From:	Theresa Chen
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 4:34:13 PM

From: tlcbio@gmail.com <Theresa Chen>

Message:

Thank you for acting on improving the availability of affordable housing in our city.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Theresa Chen

From:	Jessica Clark
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 6:28:31 PM

From: jermsica@comcast.net <Jessica Clark >

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Jessica Clark

From:	Frank Dellaert
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:11:29 PM

From: dellaert@gmail.com <Frank Dellaert>

Message:

Palo Alto resident since 2015, and appalled at the expensive housing. End the madness....

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Frank Dellaert

From:	Christianne Dennison
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:23:18 PM

From: christy@mit.edu <Christianne Dennison>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Christianne Dennison

From:	Darryl Fenwick
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:12:44 PM

From: fenwickdh@yahoo.com <Darryl Fenwick>

Message:

Since many are worried about inequality and diversity, let me also add some additional information: (1) From the Sacramento Bee: About 2.5 million people living close to the official poverty line left California for other states from 2005 through 2015, while 1.7 million people at that income level moved in from other states – for a net loss of 800,000. During the same period, the state experienced a net gain of about 20,000 residents earning at least five times the poverty rate – or $100,000 for a family of three. My comment: if we are so interested in maintaining diversity, surely this is not a positive trend. And the cost of living in California, of which housing is so integral, is not allowing the poor to stay here. (2) The abstract from a study by Harvard authors Ganong & Shoag (2012): The past thirty years have seen a dramatic decrease in the rate of income convergence across states and in population flows to wealthy places. These changes coincide with (1) an increase in housing prices in productive areas, (2) a divergence in the skill-specific real returns to living in productive places, (3) a redirection of low-skilled migration and (4) diminished human capital convergence due to migration. We develop a model where falling housing supply elasticity and endogenous labor mobility generates these patterns. Using a new panel measure of housing supply regulations, we demonstrate the importance of this channel. Income convergence continues in less-regulated places, while it has stopped in more-regulated places. My comment: restriction on housing logically has an impact on inequality by restricting migration to economically vibrant areas. This paper provides support for the argument that growth in inequality is linked with restriction on housing. More housing in Palo Alto will let more people benefit from the wealth that is being created in Silicon Valley.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Darryl Fenwick

From:	Markus Fromherz
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 2:39:09 PM

From: public@fromherz.us <Markus Fromherz>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Markus Fromherz

From:	Adrienne Germain
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 11:55:22 AM

From: aegermain@gmail.com <Adrienne Germain>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Adrienne Germain

From:	Andrew Granato
To:	Council, City
Subject:	5th Comp Plan Scenario: Go Big on Housing
Date:	Saturday, March 18, 2017 2:16:06 PM

From: agranato@stanford.edu <Andrew Granato>

Message:

Dear Council Members,

Thank you for your efforts to develop a Comp Plan Fifth Scenario that balances the range of scenarios studied in the EIR. As you build on previous discussions, I urge you to **study an option** that explicitly addresses our housing crisis, and **explores** a housing target that doubles the number of housing units in Scenario 4. The current four housing scenarios have nearly identical impacts, but our community deserves to have a broader range of information about Comprehensive Plan scenarios for the next 14 years. Scenario 5 is the city's last chance to review the environmental and fiscal impacts of adding a substantial amount of housing.

In recent months, you have acknowledged the large regional housing shortage and affordability crisis (as have many planners, business, labor, nonprofit and governmental organizations). In particular, I was heartened by your actions on:

- November 2 (Comp Plan Land Use Vision + Goals) - 8-0 vote on Land Use Element to "Direct Staff and the CAC to Maintain and strengthen the existing language supporting housing supply for diverse family sizes, ages, ability levels, and income levels."
- January 19th (Joint CC/CAC meeting) - Asking staff to return with a Fifth Scenario to improve the jobs/housing ratio. "At a high level, this goal can be addressed by **increasing the amount of housing**, decreasing the amount of jobs projected between now and 2030 or some combination of the two."

The housing crisis and affordability concerns have also been echoed by MANY Palo Alto residents several times in the last year:

- In the city's recent transportation tax study, residents rated housing as by far and away the most urgent problem in Palo Alto, with 76% calling it an "extremely or very serious problem."
- At the May 30, 2015 Our Palo Alto Summit, when asked to submit top housing ideas in Palo Alto, nearly every table expressed a desire to see more housing supply or greater affordability.
- Residents have repeatedly come to Council (October 16, November 2, January 22) and the CAC (Dec 15, Feb 16, March 15, April 19) to express a desire for more housing options.

The staff report for the Fifth Scenario and previous council discussions have provided a good guide to priorities for where new housing should be located and which groups should have priority when designing our housing policies.

I hope you continue to show that you have listened to residents' concerns on housing by supporting the **study of** Comp Plan Fifth Scenario that **GOES BIG ON HOUSING** - one that can offer lifespan housing options, foster greater social inclusivity, economic diversity, environmental sustainability, and quality of life for all Palo Alto residents through 2030.

Sincerely,

Andrew Granato

From:	Marc Grinberg
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:44:34 PM

From: marcgrinberg@gmail.com <Marc Grinberg>

Message:

I am a native Palo Altan but I can only afford to live here because I am in subsidized Stanford housing as a graduate student. I want to be able to stay in Palo Alto after I complete my degree but without more housing, there is no chance I will be able to afford it. Please support additional housing units.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Marc Grinberg

From:	Paul Heft
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 9:12:09 PM

From: paulheft@comcast.net <Paul Heft>

Message:

I chose to become a member of Palo Alto Forward because I appreciate their ideas about housing and transportation. Thanks for listening to them! Paul Heft, Midtown resident and native Palo Altan

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Paul Heft

From:	Urs Hoelzle
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:15:23 PM

From: urs.hoelzle@gmail.com <Urs Hoelzle>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Urs Hoelzle

From:	Lu Isaacs
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 1:17:10 PM

From: lu.isaacs@yahoo.com <Lu Isaacs>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Lu Isaacs

From:	Annette Isaacson
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:53:57 PM

From: annetteisaacson@comcast.net <Annette Isaacson>

Message:

I joined PAUSD as a teacher in 1991. At that time a couple with an engineering salary and a teaching salary could buy a house in Palo Alto as Paul and I did. Now they can't. I want Palo Alto to be able to offer housing to our teachers, our first responders, our city employees, our young people just starting out in their careers, but without affordable housing, we won't be able to do this. Sincerely, Annette Isaacson Midtown

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Annette Isaacson

From:	Erik Island
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 2:23:58 PM

From: erik.isla@gmail.com <Erik Island>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Erik Island

From:	A.C. Johnston
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 4:58:45 PM

From: ac.johnston@me.com <A.C. Johnston >

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

A.C. Johnston

From:	David Kleiman
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:55:54 PM

From: dkleiman13@yahoo.com <David Kleiman>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

David Kleiman

From:	Naphtali Knox
To:	Council, City
Cc:	info@paloaltoforward.com
Subject:	Support Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:29:51 PM

Dear Mayor Scharff, Vice Mayor Kniss, and City Council Members,

Thank you for your recent actions to support more Accessory Dwelling Units. You can now do even more by adopting the potential 6,000 new housing units in Scenario 6. I urge you to do so.

I also support converting commercial FAR to housing FAR in mixed use projects. This would bring added housing and customers for local serving retail, and dramatically reduce car use for local non-commute trips.

Unfortunately, all Comp Plan scenarios will continue the current traffic and parking challenges if we fail to identify programs and policies that persuade workers to reduce their car travel. Therefore I support a robust TMA with a stable funding source.

This is our biggest chance to attend to affordable housing and mixed use since the 1980s, when the 1977 Comp Plan's jobs, housing, and mixed use policies and programs were only half-heartedly implemented or not at all.

Sincerely,

Naphtali

- - - - - - - - - - - - - - - - - -

Naphtali H. Knox, FAICP
415.699.7333
Editor, APA California *Northern News*
March 2017
Virtual magazine, 23 pp.
PDF (7.5 MB)

From:	Jonas Lamis
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 4:43:03 PM

From: jonas.lamis@gmail.com <Jonas Lamis>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Jonas Lamis

From:	Carol Lamont
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 2:39:10 PM

From: carol@lamont.com <Carol Lamont>

Message:

Please provide the leadership needed to address the housing crisis impacting our community in soooo many ways. I'll be watching - and consider when I am voting - what you decide to support for providing more homes in the Comp Plan.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Carol Lamont

From:	Rick Lanman
To:	Council, City
Subject:	Letter in support of renewing Bill Leikam"s Baylands" research permit
Date:	Saturday, March 18, 2017 2:34:28 PM
Attachments:	Letter Supporting Leikam Baylands Research Permit 2017-02-11.docx

---

Please consider the attached letter supporting continuation of Bill's important research. Without him we would have no understanding of our Bayland's urban wildlife assemblage.

--
Best,

Rick Lanman MD
650-776-9111

Re: Letter in Support of Baylands Gray Fox Research Study Permit to Bill Leikam
Date: March 12, 2017

To Whom It May Concern:

I am writing to strongly recommend the continuation of a permit to enable Bill Leikam to continue his gray fox study. Although I understand that the Baylands supervising ranger would not like his permit renewed because of concern about habituating the foxes, this concern is irrelevant as there is no evidence of harm due to Leikam's field research, also because the foxes recently died out due to distemper likely compounded by inbreeding and compressed home ranges. Lastly, it is quite clear that the benefits of Leikam's work greatly exceed possible harm to the foxes from habituation.

Is there any evidence that habituation has harmed the foxes in any way? No, there is no evidence that they are approaching other people and being harmed, nor is there any evidence that they are depending on him for gathering food. Besides the gray fox, *Urocyon cinereoargenteus*, is not a threatened or protected species in California http://www.dfg.ca.gov/wildlife/nongame/t_e_spp/mammals.html.

Secondly, any concern about habituation is irrelevant because of the recent distemper epidemic. In my opinion, and I am widely published in medical journals as well as ecology, the foxes succumbed for two reasons:

1. Their territory is compressed in a narrow strip between US Highway 101 and the Bay, shrinking home territory sizes (not documented by anyone until Leikam's work) and increased close contact and therefore risk of viral contagion through contact with respiratory secretions.
2. Likely inbreeding with genetic weakening (evidence of this also not documented by anyone until Leikam's work, e.g. floppy instead of upright ears) possibly contributing to poor survival from the distemper virus.

Lastly, the benefits of Leikam's work hold the very keys to prevention of another gray fox die off. Leikam was the only person to document the home range crowding likely at the root of the distemper pandemic. He is the only one working on a future solution - by mapping the wildlife corridors that foxes may use to genetically re-stock the Baylands. He has found narrow choke points at the north and south ends of the Baylands, and documented that the foxes cannot use the cement-walled creeks (Matadero and Adobe Creeks) to access fox populations in the Coast Range foothills. Leikam has documented that only non-engineered, brush-filled San Francisquito Creek is used for access to genetically diverse fox population in the foothills. I am unaware of any research work by the local ranger to understand what this important mesopredator needs to avoid genetic inbreeding and compressed home ranges.

Denying the ongoing research would also block an incredible opportunity for ecological research. The fox die-off has created a one-of-a-kind opportunity to do a natural study of what happens when the dominant predator is removed from the Baylands animal community. There are already reports of soaring rat and field mice populations. Leikam's trailcams have documented and are documenting increased numbers of fatter rodent populations than in the past. Normally do to research like this you would have to trap and/or kill the foxes, but the distemper pandemic creates an opportunity for us to study what happens as the foxes recolonize our Baylands and their critical role in controlling rodent populations.

In conclusion, concerns about habituation of the foxes are unfounded, and in my opinion, border on harassment. This research would not be happening without the countless volunteer hours of this citizen-naturalist and must be continued if we are to better understand and protect our Baylands animal ecology.

Sincerely,

Richard B. Lanman MD
Vice President, Guadalupe Coyote Research Conservation District (a Santa Clara County Special District)
Chief Medical Officer, Guardant Health, Inc.
Director, Institute for Historical Ecology
Los Altos, California
ricklanman@gmail.com

From:	Elizabeth Lasky
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 8:28:47 PM

From: laskyea@gmail.com <Elizabeth Lasky>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Elizabeth Lasky

From:	Cynthia Lee
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:02:55 PM

From: cynthia.b.lee@gmail.com <Cynthia Lee>

Message:

Home owner and resident in Downtown North neighborhood of Palo Alto.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Cynthia Lee

From:	Jo Ann Mandinach
To:	Council, City
Subject:	No more offices and housing. Council members under investogaton should recuse themselves
Date:	Saturday, March 18, 2017 6:42:11 PM

Hello.

1) Palo Alto can't absorb more housing and certainly more office buildings. Stop this insanity until we've fixed the infrastructure problems

2) With 2, possibly 3, city council members under investigation for improper ties to developers, those members should recuse themselves from all future consideration of future development due to likely conflict of interest. Be consistent with forcing Tom Dubois to recuse himself from a vote on Stanford issues because his wife work(s) there.

Be consistent.

Most sincerely,
Jo Ann Mandinach
1699 Middlefield Road

Jo Ann Mandinach
Need To Know Info Solutions
http:.//www.needtoknow.com
650 329-8655 or cell 650 269-0650
Palo Alto, CA 94301

From: Jo Ann Mandinach
To: Council, City
Subject: Go SLOW on Housing: OPPOSE 6000 New Homes Recuse Yourselves
Date: Saturday, March 18, 2017 6:49:59 PM

No more housing, no more offices until the infrastructure can absorb the growth.

Bar the 3 city council members accused of collusion with developers from voting on all development issues. They should recuse themselves due to conflict of interest.

Jo Ann Mandinach

Jo Ann Mandinach
Need To Know Info Solutions
http:.//www.needtoknow.com
650 329-8655 or cell 650 269-0650
Palo Alto, CA 94301

From:	Mary Minno
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:04:44 PM

From: marychristian@me.com <Mary Minno>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Mary Minno

From:	Jeralyn Moran
To:	Council, City
Subject:	Palo Alto Housing needed! Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 4:37:27 PM

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Jeralyn Moran

Los Robles Ave., Palo Alto

--

jeralyn.moran@gmail.com

..... the Time for Climate Action Is **Now**.

From:	Nancy Olson
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:07:45 PM

From: nso2431@icloud.com <Nancy Olson >

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Nancy Olson

From: Steve Pierce
To: Council, City
Subject: Comp Plan
Date: Saturday, March 18, 2017 6:58:36 PM

Council Members,

More housing, yes on Scenario 6.

Steve

Zane

STEVE PIERCE
Real Estate Advisor & Broker

ZANE MACGREGOR
Real Estate Advisors & Brokers 621 High Street Palo Alto CA 94301
cell 650 533 7006 main 650 324 9900 fax 650 323 5431 zanemac.com

From:	Becky Richardson
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 5:10:13 PM

From: becky.richardson@gmail.com <Becky Richardson>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Becky Richardson

From:	Raul Rojas
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:04:30 PM

From: latinosuccess@gmail.com <Raul Rojas>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Raul Rojas

From:	Diane And Joe Rolfe
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 3:32:23 PM

From: onedianerolfe@comcast.net <Diane And Joe Rolfe>

Message:

Palo Alto is a great city and a great city is dedicated to the well-being of both the young and the old, and all of those who make this city their home or place of work. Looking forward to the future, we must supply housing for them as well.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Diane And Joe Rolfe

From:	Kirtika Ruchandani
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 2:08:55 PM

From: kirtika@google.com <Kirtika Ruchandani>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Kirtika Ruchandani

From:	Margaret Rushing
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 6:57:28 PM

From: margaret.rushing@gmail.com <Margaret Rushing>

Message:

I'm not able to attend the Mar 20th meeting in person. I'm very concerned about housing in Palo Alto, not only for people that work in civic/supportive roles (teachers, firefighters, service staff at Stanford) but also for people like myself who earn good incomes but can't afford to buy property in this area. Rent is also extremely high for dwellings that are outdated, but landlords have no incentive to update structures.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Margaret Rushing

From:	Dina Saari
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 7:52:56 PM

From: saaridina@gmail.com <Dina Saari>

Message:

It is time to help the young families that grow up in Palo Alto.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Dina Saari

From:	Sarit Schube
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:56:13 PM

From: saritschube@gmail.com <Sarit Schube>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Sarit Schube

From:	Tal Shalon
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:52:31 PM

From: tal@shalon.com <Tal Shalon>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Tal Shalon

From:	Bryan Silverthorn
To:	Council, City
Subject:	housing and the comprehensive plan
Date:	Saturday, March 18, 2017 2:17:57 PM

Dear City Council Members,

I urge you to consider housing as your highest priority for the new comprehensive plan.

These comments are based on the information contained in the following city report:

http://www.cityofpaloalto.org/civicax/filebank/documents/56440

As a resident of Palo Alto, I see the the council choosing between two possible futures for this city. The first future brings us to a Palo Alto that is physically unchanged but has lost the energy and inclusivity essential to our quality of life. The second future allows changes to the city's physical environment but, by doing so, preserves its character as the diverse and interesting place we value today.

I therefore ask the council to strongly consider all steps that enable neighborhoods to support a variety of walkable uses for residents and nonresidents alike. Such steps could include greater flexibility for creating housing in currently commercial space, dramatically stronger transit options as a viable alternative to individual vehicle trips, and an increased overall housing supply, such as that envisioned in Scenario 6.

This issue is deeply and personally important as my family plans its future here in Palo Alto.

Please, consider it with thought and care.

Regards,

Bryan Silverthorn
Palo Alto, CA
94301

From:	Jan Skotheim
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:30:22 PM

From: skotheim@stanford.edu <Jan Skotheim>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Jan Skotheim

From:	Sandra Slater
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 10:31:23 AM

From: sandra@sandraslater.com <Sandra Slater>

Message:

I do hope you're bold as you remember the clarion call of the election - housing, housing, housing!

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Sandra Slater

From:	Micaela Suminski
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:18:39 PM

From: msuminsk@stanford.edu <Micaela Suminski>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Micaela Suminski

From:	Kevin Watts
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 1:36:34 PM

From: kevinwwatts@gmail.com <Kevin Watts>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Kevin Watts

From:	Mila Zelkha
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Saturday, March 18, 2017 12:23:25 PM

From: mila.zelkha@gmail.com <Mila Zelkha>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Mila Zelkha

From:	Gil Arditi
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 8:32:13 AM

From: gil@big-alpha.com <Gil Arditi>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Gil Arditi

From:	Steven Baker
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 11:19:50 AM

From: steven.baker@gmail.com <Steven Baker>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Steven Baker

From:	Christine Boehm
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 12:37:36 PM

From: cboehm@gmail.com <Christine Boehm>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Christine Boehm

From: Apolak Borthakur

Subject: Scenario 6
Date: Sunday, March 19, 2017 7:45:23 PM

City council - I am a homeowner in Palo Alto. I have been reading off Palo Alto Online about developers finding and backing the current city council, and it greatly concerns me. We already have severe traffic and congestion problems. Adding more housing or office would make these problems much worse. I strongly oppose the Scenario 6 that would add the most housing. Of for that matter any scenario that adds significant housing. I would request the council to please first look into fixing the traffic and parking issues that plague us, before adding more offices or housing.

Thanks for your consideration.

Apolak.

From:	Neilson Buchanan
To:	Council, City
Subject:	Council Alert TOMORROW! Monday March 20
Date:	Sunday, March 19, 2017 7:06:58 PM
Attachments:	Summary of March 20 Comp Plan Staff Report.pdf Collins Concern Abuot School Enrollment Increases.pdf

Dear City Council, Friends and Neighbors,

Please refer to Palo Alto Council Agenda Item #15. Here is the link to Staff Report on city website:

http://www.cityofpaloalto.org/civicax/filebank/documents/56440

#1 I have not been heavily involved with the new Comp Plan and the complex EIR.

#2 I was aware of controversy about including or excluding Program details with the Comp Plan. See Page 3 and 4 of staff report.

#3 I had not been paying adequate attention to the pending adoption of Council preferred scenario. The Comp Plan has six planning scenarios ranging from #1 "Turtle" growth to #6 "Turbo" growth. Turtle and Turbo labels are my own invention. Official description of the scenarios are on page 6 and 7.

#4 City Council and Staff seem to be zeroing in on Scenario #4 and #6. Impact of each scenario is on Page 20-21. Attached are key pages from the staff report but Pages 20-21 can be reviewed best only online. The fine print on Pages 20-

21 is almost impossible to read unless you increase PDF size.

#5 I find the following impacts interesting and I urge you to make your opinions known to the City Council. There is major support developing for Scenario #6 from Palo Alto Forward.

- Housing units will increase 4,000 and 6,000 housing units respectively by Scenarios #4 and #6.
- Population of Palo Alto will increase 10,455 and 14,080 respectively by Scenarios #4 and #6.
- PAUSD enrollment will increase 2,790 and 3,583 respectively by Scenarios #4 and #6.

I have not been able to determine any reaction from the PAUSD Board of Education. It is clear to me that the Board will be challenged to respond to the enrollment growth within the city and on the Stanford campus.

It is not clear to me that most residents have a adequate understanding of the scenario likely to be adopted by the City Council on Monday night.

The Council should defer action by 2 weeks to allow full newspaper coverage and increased citizen mobilization. Informed and engaged citizens are necessary to achieve full public confidence in the Comp Plan and City Council.

Neilson Buchanan

155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

March 20

City of Palo Alto

(ID # 7697)

City Council Staff Report

Report Type: Action Items **Meeting Date: 3/20/2017**

Summary Title: Comp Plan: Draft Supplement to the Draft Environmental Impact Report

Title: PUBLIC HEARING: Comprehensive Plan Update: Public Hearing on the Supplement to the Draft Environmental Impact Report & Revised Fiscal Study; Council Discussion & Direction to Staff Regarding a Preferred Planning Scenario; and Council Discussion & Direction to Staff Regarding the Organization of the Comprehensive Plan

From: City Manager

Lead Department: Planning and Community Environment

Recommendation:

Staff recommends that the City Council:

1. Conduct a public hearing on the February 10, 2017 Supplement to the Draft Environmental Impact Report (EIR) for the purpose of obtaining public and Councilmember comments consistent with the notice provided in Attachment A as well as further comments on the February 2016 Draft EIR;

2. Discuss and provide comments on the revised draft fiscal study (Attachment C) that has been prepared to accompany the Supplement to the Draft EIR;

3. Identify a "preferred scenario" for the Final EIR. Based on the City Council's January 30, 2017 direction regarding the Land Use & Community Design Element, it appears that Council is inclined to include the following components. Staff seeks confirmation or supplemental direction in each of these areas:

   A. Estimated housing and population growth would be between Scenario 4 (4,420 dwelling units) and Scenario 6 (6,000 dwelling units). This is based on Council's January 30, 2017 direction to:

i. remove housing sites on San Antonio and replace with increased densities downtown and near Cal Ave. (similar to Scenarios 3, 4, and 5);
ii. add housing sites on the El Camino Real frontage of the Research Park and at the Stanford Shopping Center providing adequate parking is maintained (similar to Scenarios 4 and 6);
iii. consider the addition of housing (and a hotel and conference center) elsewhere in the Stanford Research Park and near SUMC (similar to Scenario 6)
iv. Include policies to support retail/residential mixed use and pursue conversion of some non-residential FAR to residential FAR (similar to Scenarios 3, 4, 5, and 6);
v. Include policies to encourage a mix of housing types including smaller units and units to preserve housing that is affordable and minimize displacement of existing residents (similar to Scenarios 2, 3, 5, and 6).

B. Estimated non-residential square footage would be up to 3M square feet similar to Scenario 2. This is based on Council's January 30, 2017 direction to perpetuate the "cap" on non-residential development in existing Policy L-8 with some updates. (1.3M square feet has already been approved at SUMC and the remaining 1.7M square feet under the existing "cap" would apply to office/R&D citywide except in the SUMC area.)

C. Estimated employment growth would be between Scenario 2 (9,850) and Scenario 3 (12,755). This reflects the Council's January 30, 2017 direction to perpetuate the interim annual limit on office/R&D square footage via an ordinance that exempts the Stanford Research Park. (Scenario 2 includes a City-wide annual limit, Scenario 3 includes an annual limit that applies to a smaller subset of the City than suggested by the Council, and the amount of new employment is determined by the economic "climate" as well as the amount of new building space.)

D. Transportation investments would include the following, as well as complementary investments in transit, transportation demand management, and parking supply/management: (These are based on the January 30, 2017 Draft Transportation Element.)
i. Small improvements within existing rights-of-way to provide for traffic calming or relatively small increases in roadway capacity by adding turn lanes or making other intersection adjustments;
ii. Full grade separations for automobiles, pedestrians, and bicyclists at Caltrain crossings; Retrofit/improvements to existing grade separated Caltrain crossings for pedestrians and bicyclists at California Avenue and University Avenue;

iii. Construction of new pedestrian and bicycle grade separated crossing of Caltrain in South Palo Alto and in North Palo Alto;
iv. Pedestrian and bicycle improvements derived from the 2012 Bicycle and Pedestrian Plan as amended over time;
v. The US 101/Adobe Creek bicycle and pedestrian bridge;
vi. El Camino Real intersection and pedestrian safety/streetscape improvements;
vii. Downtown mobility and safety improvements;
viii. Geng Road extension to Laura Lane; and
ix. Middlefield Road corridor improvements.

E. Additional zoning code amendments and policies advancing sustainability measures would include the following key items, which are derived from the Council's discussion on January 30, 2017 and on Scenarios 5 and 6:
i. Increase hotel FAR from 2.0 to 3.0 downtown and 2.5 elsewhere in the City
ii. Reduce allowable FAR in the CC-2 from 2.0 to 1.5
iii. Maintain the 50 foot height limit in the zoning ordinance
iv. Make greater use of coordinated area plans as a planning tool
v. Adoption of the SCAP goal of a 80% reduction in GHG emissions by 2030 and alignment of the Comp Plan Update with SCAP principles
vi. Inclusion of Comp Plan policies and programs supportive of SCAP strategies
vii. Protecting and enhancing the urban forest as natural infrastructure

4. Clarify and provide additional direction regarding the placement of programs in the Comprehensive Plan Update. Specifically, select either A or B:

A. If the Council would like to include the programs in a separate section, direct staff to:
i. Identify that section as the "Implementation Plan" so that it can be adopted as part of the plan (staff recommends this term rather than "appendix");
ii. Organize the implementation programs by goal and policy number to maintain linkages with other sections of the plan;
iii. Eliminate redundancies and consolidate implementation programs where feasible;
iv. Identify the relative priority (for example, short term, medium term, long term) and level of effort/cost (low, medium, or high) associated with each program;
v. Identify a subset of the programs that are legally required or that implement EIR mitigation measures and convert them to policies in the Comprehensive Plan elements; and

vi. Develop introductory text for the Implementation Plan for later review and adjustment by the City Council clearly describing how the Comprehensive Plan will be implemented, the role of the implementation programs, and how priorities may be adjusted over the life of the plan.

B. If the Council would like to retain some of the programs in each of the elements *as well as in the Implementation Plan*, provide further detail and direct staff to undertake all of the above with the possible exception of item (v).

Executive Summary

As the City Council is aware, on February 5, 2016 the City published a Draft EIR (referred to as the "February 2016 Draft EIR") that analyzed four high-level scenarios at an equal level of detail in order to assess potential impacts of the Comprehensive Plan Update. A related fiscal study was also prepared.

The City Council subsequently directed City staff to analyze two additional scenarios in order to broaden the range of potential outcomes and provide additional information to inform the planning process. These additional scenarios are described and analyzed as Scenario 5 and Scenario 6 in a Supplement to the Draft EIR, published on February 10, 2017 and which can be found at the following link: (http://www.paloaltocompplan.org/eir/). The Executive Summary in Chapter One provides an overview and the matrix in Attachment B summarizes quantitative conclusions of the analysis. A revised fiscal study is also available and can be found in Attachment C and at this link:
http://www.paloaltocompplan.org/wp-content/uploads/2017/02/CompPlanFiscalStudySupplement_2.16.17_FINAL.pdf.

The Supplement to the Draft EIR focuses on the new analysis pertaining to Scenarios 5 and 6 and does not reproduce all of the information from the February 2016 Draft EIR. The Supplement to the Draft EIR includes information from the February 2016 Draft EIR where the information has been revised or where it is crucial to understanding the analysis of Scenarios 5 and 6. Comments on the February 2016 Draft EIR are also being accepted during the circulation period for the Supplement.

The primary purpose of this evening's meeting is to conduct a public hearing to solicit public comments regarding the Supplement to the Draft EIR, the associated fiscal study, and the February 2016 Draft EIR. Written comments are also being accepted until the close of business on March 31, 2017. All substantive comments received, whether at the public hearing or in writing, including the comments received on the February 2016 Draft EIR, will be responded to in the Final EIR rather than at the public hearing this evening.

The other purposes of this evening's meeting are:

Comprehensive Plan Update 2014-2030 Draft EIR Scenarios: Key Characteristics & Impacts * (1 of 2)

Key Characteristics/Impacts	2014 Existing Conditions [01]	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5 [02]	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
		"Business as Usual"	"Slowing Growth"	"Housing Tested I"	"Sustainability Tested I"	"Sustainability Tested II"	"Housing Tested II"	Page Reference	Page Reference**
City Population	65,685	72,285	72,285	74,120	76,140	74,120	79,765	3-24,33,38 & 44	3-19, 3-23
City & Sphere of Influence (SOI) Population	80,805	90,210	90,210	92,045	94,065	92,045	97,690	3-24,33,38 & 44	3-19, 3-23
City Housing Units [03]	28,545	31,265	31,265	32,090	32,965	32,090	34,545	3-24,33,38 & 44	3-19, 3-23
City & SOI Housing Units [04]	33,070	36,950	36,950	37,780	38,650	37,780	40,235	3-24,33,38 & 44	3-19, 3-23
City Jobs [05]	95,460	110,940	105,310	108,215	110,940	104,325	104,325	3-24,33,38 & 44	3-19, 3-23
City & SOI Jobs	100,830	116,700	111,070	113,975	116,700	110,085	110,085	3-24,33,38 & 44	3-19, 3-23
City Employed Residents [06]	31,165	34,697	34,697	35,578	36,547	35,578	38,287	4-11,29	4.11-16
City & SOI Employed Residents [07]	36,004	40,595	40,595	41,420	42,329	44,182	46,891	4-11,29	4.11-16
City Jobs/Employed Residents Ratio	3.06	3.20	3.04	3.03	3.04	2.93	2.72	4-11,29	4.11-16
City & SOI Jobs/Employed Residents Ratio	2.80	2.87	2.74	2.75	2.76	2.49	2.35	4-11,29	4.11-16

Key Characteristics/Impacts (NET CHANGE)	Scenario 1 Δ (NET CHANGE)	Scenario 2Δ (NET CHANGE)	Scenario 3 Δ (NET CHANGE)	Scenario 4 Δ (NET CHANGE)	Scenario 5Δ (NET CHANGE)	Scenario 6Δ (NET CHANGE)	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
City Population	6,600	6,600	8,435	10,455	8,435	14,080	3-19	3-19, 3-23
City & SOI Population	9,405	9,405	11,240	13,260	11,240	16,885	3-19	3-19, 3-23
City Housing Units [03]	2,720	2,720	3,545	4,420	3,545	6,000	3-19	3-19, 3-23
City & SOI Housing Units [04]	3,880	3,880	4,710	5,580	4,710	7,165	3-19	3-19, 3-23
City Jobs [05]	15,480	9,850	12,755	15,480	8,865	8,865	3-19	3-19, 3-23
City & SOI Jobs	15,870	10,240	13,145	15,870	9,255	9,255	3-19	3-19, 3-23
Estimated Net New Non-Residential Square Footage in **Policy L-8** "Monitored Areas" **2014-2030** (millions sq ft) [08]	~1.7	~1.7	~1.9	~2.4	~1.1	~1.1		
Estimated Net New Non-Residential Square Footage **Entire City 2014-2030** (millions sq ft) [09]	~3.3	~3.0	~3.5	~4.0	~2.4	~2.4	3-19	3-11

Transportation Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
City Total Motor Vehicle Trips	432,122	479,198	467,567	475,362	463,255	444,204	457,633	4.13-47	4.13-23
City & SOI Total Motor Vehicle Trips	499,013	549,691	538,480	545,826	533,336	514,665	527,293	4.13-45	4.13-19
City Total Average Trip Length (miles)	12.31	12.41	12.28	12.31	12.50	12.41	12.37	4.13-47	4.13-23
City & SOI Total Average Trip Length (miles)	12.81	12.94	12.81	12.83	13.00	12.92	12.88	4.13-45	4.13-19
City Total Vehicle Miles Travelled (VMT)	5,320,931	5,947,158	5,741,373	5,853,201	5,788,497	5,511,446	5,663,040	4.13-49	4.13-23
City & SOI Total Vehicle Miles Travelled (VMT)	6,391,293	7,110,437	6,897,508	7,000,886	6,932,573	6,651,773	6,792,095	4.13-49	4.13-19
City VMT Per Capita	33.0	32.5	32.3	32.1	30.9	30.9	30.8	4.13-49	4.13-25
City & SOI VMT Per Capita	~~34.8~~ 35.2	~~34.0~~ 34.4	~~33.9~~ 34.3	~~33.6~~ 34.0	32.9	32.9	32.7	Updated in Supplement	4.13-22
City Mode Share for Palo Alto Daily Person Trips (%) - **Drive Alone**	61.5%	59.9%	60.0%	59.7%	58.5%	58.9%	58.5%	4.13-50	4.13-26
City Mode Share for Palo Alto Daily Person Trips (%) - **Shared Ride**	22.7%	22.2%	22.3%	22.2%	21.9%	21.9%	22.0%	4.13-50	4.13-26
City Mode Share for Palo Alto Daily Person Trips (%) - **Transit**	5.1%	6.8%	6.6%	6.8%	7.8%	7.6%	7.8%	4.13-50	4.13-26
City Mode Share for Palo Alto Daily Person Trips (%) - **Bike**	2.8%	3.1%	3.1%	3.1%	3.2%	3.2%	3.2%	4.13-50	4.13-26
City Mode Share for Palo Alto Daily Person Trips (%) - **Walk**	7.9%	8.1%	8.1%	8.2%	8.6%	8.4%	8.6%	4.13-50	4.13-26
	2013	**Scenario 1**	**Scenario 2**	**Scenario 3**	**Scenario 4**	**Scenario 5**	**Scenario 6**	**February 2016 DEIR Page (Scenarios 1-4)**	**February 2017 Supplement to the Draft EIR (Scenarios 5-6)****
Daily Transit Boardings To, From and Within Palo Alto (Including, BART, Caltrain, VTA, Shuttles, etc.)	44,053	62,177	57,287	61,013	70,045	64,375	66,315	4.13-69	4.13-47

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Comprehensive Plan Update 2014-2030 Draft EIR Scenarios: Key Characteristics & Impacts * (2 of 2)

Palo Alto Unified School District (PAUSD) Impacts [10]	Existing Conditions Enrollments 2013-2014/2014-2015 (Capacity)	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
		"Business as Usual"	"Slowing Growth"	"Housing Tested"	Sustainability Tested	"Sustainability Tested II"	"Housing Tested II"	Page Reference	Page Reference**
Net Elementary School Students Enrollment Increase	5,784 / 5,677 (6,227)	~~388~~ 893	~~388~~ 893	~~471~~ 1,083	~~558~~ 1,283	1,083	1,648	Existing: 4.12-4; Scenarios: Updated in Supplement	4.12-4 to 4.12-7
Net Middle School Students Enrollment Increase	2,720 / 2,932 (2,950)	~~155~~ 466	~~155~~ 466	~~188~~ 565	~~223~~ 670	565	860	Existing: 4.12-4; Scenarios: Updated in Supplement	4.12-4 to 4.12-7
Net High School Students Enrollment Increase	3,848 / 3,840 (4,600)	~~155~~ 582	~~155~~ 582	~~188~~ 707	~~188~~ 837	707	1,075	Existing: 4.12-4; Scenarios: Updated in Supplement	4.12-4 to 4.12-7
Net Total School Students Enrollment Increase	12,352 / 12,449 (13,777)	~~698~~ 1,941	~~698~~ 1,941	~~847~~ 2,355	~~1,004~~ 2,790	2,355	3,583	Existing: 4.12-4; Scenarios: Updated in Supplement	4.12-4 to 4.12-7

Parkland Needed [11]	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
Acres of Parkland Needed by Scenario (ac) @ 4 acres per 1,000 new residents	~~4,384.4~~ 89.3	26.4	26.4	33.7	41.8	33.8	56.3	Updated in Supplement	4.12-20

Greenhouse Gas (GHG) Impacts	2014 Existing Conditions	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
City GHG Emissions ($MtCO_2e$/Year)	~~519,517~~ 520,184	~~419,914~~ 420,046	~~416,058~~ 424,733	~~419,533~~ 428,669	~~421,842~~ 431,749	404,111	421,952	Updated in Supplement	4.6-11, 4.6-12
City & SOI GHG Emissions ($MtCO_2e$/Year)	~~600,207~~ 601,783	~~494,458~~ 494,636	~~485,707~~ 485,133	~~489,074~~ 488,841	~~491,095~~ 491,737	463,299	481,379	Updated in Supplement	4.6-11, 4.6-12

Utilities Impacts	2014 Existing Conditions (Baseline)	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	February 2016 DEIR Page (Scenarios 1-4)	February 2017 Supplement to the Draft EIR (Scenarios 5-6)**
City & SOI Water Demand - Gallons Per Day (GPD)	4,230,635,205	4,485,942,577	4,485,531,107	4,485,877,531	4,486,224,321	4,485,593,230	4,486,005,796	4.14-23	4.14-3
City & SOI **Increase** in Solid Waste Generation over 2014 Baseline (tons/yr)	51,265	13,240	10,851	13,382	15,953	11,607	15,315	4.14-73	4.14-27
City & SOI Total Electricty **Increase** over 2014 Baseline (kWh)	1,017,067,516	152,818,068	106,148,597	134,778,309	162,135,150	102,532,440	115,987,402	4.14-96	4.14-35
City & SOI Natural Gas **Increase** over 2014 Baseline (therms)	31,729,420	4,493,949	3,419,165	4,286,982	5,135,532	3,544,370	4,470,891	4.14-23	4.14-36

NOTES

* ALL IMPACTS REPORTED ARE PRIOR TO ANY MITIGATION

01) 2014 in most cases.

02) City Council would like to develop a scenario that improves the City's ratio between jobs/employed residents. This new scenario can also include additional housing proposed in the SOI by Stanford University

03) 2014 Housing Units (HU) - 2010 Decennial Censsus baseline plus HU's built between 2010 -2014 based on building permit activity
3a. Scenario 3 2030 HU forecast based on Palo Alto long term average units produced per year and known pipeline projects.

04) 2014 HU for Sphere of Influence (SOI) - 2010 Decennial Censsus baseline plus Stanford General Use Permit (GUP) Annual Report to Santa Clara County on Housing built for years 2010 - 2014
4a. Scenario 1 2030 HU forecast for SOI assumes full buildout of Stanford GUP by 2030.

05) 2014 Existing Jobs derived from ABAG Projections 2013 Jobs forecast interpolated from years 2010-2015. 2030 Jo bs forecast for Scenarios 1 & 4 derived from ABAG Projections 2013 .

06) 2014 Employed Residents for City derived from US Census , ACS 3-year estimates 2011-2013
6a. To determine the number of employed residents in the scenarios, PlaceWorks assumed that 48 percent of the 2030 (city Limit) population would be employed which is the same percentage of employed residents to total population as is found in the ABAG 2030 Projections.

07) 2014 Employed Residents for City & SOI derived from ABAG Projections 2013 interpolation between 2015-2010
7a. To determine the number of employed residents in the scenarios, Placeworks assumed that 45 percent of the 2030 (City Limit + SOI) population would be employed which is the same percentage of employed residenes to total population as is found in the ABAG 2030 Projections.

08) Only Scenarios 3 & 4 assume surpassing the 3.2 million Policy L-8 limit. "Monitored Areas" are identified on Map L-6 and referenced in Policy L-8. There are also land uses within "Monitored Areas" that are exempt from the 3.2 million Policy L-8 limits.

09) Estimated Net new non-residential square feet forecast for entire City.
9a. Scenario 1 - Includes 1.7 million sq ft in "monitored areas" remaining in 3.2 million limit in Policy L-8, 1.3 million sq ft of approved SMC expansion plus ~300k sq ft of non-res devt in other "non-monitored" areas.
9b. Scenario 2 - Includes 1.7 million sq ft in "monitored areas" remaining in 3.2 million limit in Policy L-8 & 1.3 million sq ft of approved SMC expansion.
9c. Scenario 3 - Includes 1.7 million sq ft in "monitored areas" remaining in 3.2 million limit in Policy L-8, 1.3 million sq ft of approved SMC expansion , plus ~260k sq ft of non-res devt above 3.2 m limit in Policy L-8 and ~300k of additional non-res devt in other "non-monitored" areas . Less job density type of non-res devt.
9d. Scenario 4 - Includes 1.7 million sq ft in "monitored areas" remaining in 3.2 million limit in Policy L-8, 1.3 million sq ft of approved SMC expansion, plus ~700k sq ft of non-res devt above 3.2 m limit in Policy L-8 and ~300k of additional non-res devt in other "non-monitored" areas . Less job density type of non-res devt.

10) Generattion rates are consistent with "moderate" generation rates used in 2014 PAUSD Enrollment Projections prepared by Decision Insite. PAUSD uses "moderate" generation rates that are typical of students enrolled from existing developments of similar product type. This analysis also assumes that all new housing would be multi-family housing.

11) Neighborhood and District Parks only. Calculated @ 4 acres per 1,000 new residents.

** The Supplemental Draft Environmental Impart Report (SDEIR) is scheduled for publication on February 10, 2017. Some figures or data points for Scenarios 1-4 on the original EIR published on February 2016 may have been updated. The page numbers referenced on the SDEIR may have changed prior to final publication.

Carnahan, David

From: Todd Collins <todd@toddcollins.org>
Sent: Monday, March 06, 2017 11:38 PM
To: Council, City
Subject: Todd Collins City Council Remarks 3-6-2017

Hi, I'm Todd Collins. I'm a member of the Palo Alto school board, though speaking on this as an individual, as the school board has not yet had opportunity to discuss. I do have the benefit of having led a major part of the District's recent enrollment planning effort, which gave us significant insight into the impact of new Stanford on-campus housing developed under the current GUP.

The proposed housing under the GUP will likely have a significant impact on the enrollment patterns in PAUSD. My estimate, based on what I have seen so far, is that it could produce up to 1000 additional students (out of 12000 total). Aside from the impact of 1000 additional students, the location of the housing creates additional issues, particularly the 550 faculty housing units proposed for the area on Quarry Road near Stanford Shopping Center.

This housing would be in an area that is not well-served by our current schools, as it has few if any students living in it today. Many if not all of those students would likely be driven to and from school (as are many if not all of the students residing at Stanford West off of Sand Hill Road) - virtually none would be able to walk to our existing schools. To reach the nearest elementary school, Addison, requires crossing a state highway, active train track, Alma, and the downtown district - each twice a day. The second nearest school is over 2 miles away. So up to 2000 additional daily car trips could be added to the current load.

An alternative approach of course, is to bring the school to the students, rather than the students to the school. If Stanford plans to continue to build family housing on its western campus, it may make sense to build them a school. That requires land, of course - and Stanford owns the land. So we would need to work with them to set aside land for a school, as of course we have done before with Escondido and Nixon schools. We may also need funds to build a new school, which I expect would cost up to $50 million.

In addition, the plan calls for almost 1000 units of graduate student housing. While Stanford is telling us that this housing will not be for families, it will nevertheless lead to more students, as Stanford students currently living in PAUSD move on-campus, and are replaced by families that in some cases will have children. We saw this clearly with the creation of Stanford West and the Munger graduate student housing, both of which contributed to the student "bubble" that is currently working its way through our schools.

So the impact will likely be substantial, both on the schools and on the community. We need to encourage Stanford to work with the schools to mitigate these impacts, and ensure we have a plan that works. The district will be submitting its own scoping comments to the county later this week. I hope the District and City can work together, with Stanford, to ensure a development that works for all members of our community.

From:	Ruby
To:	Council, City
Subject:	Regarding future growth of Palo Alto
Date:	Sunday, March 19, 2017 8:50:31 PM

Dear Mayor, Vice Mayor and Council Members,

The new Comp Plan should be a cautious and strategic guide to address areas needing review rather than going big. A wise City Council knows to not rush into decisions, but to consider, holistically and rationally, benefiting all in this community.

Current traffic and parking difficulties cannot be resolved without a sensible and paced approach. Identifying policies and programs must be focused on rectifying the current problems. Continuing the building frenzy will not solve our city's traffic and parking challenges nor the affordability issues, it will only exacerbate the situation further. Adding 6,000 more housing units is NOT the solution.

A good example is the 1998-2010 Comp Plan where the planned growth had already occurred by 2003-- 5 years into the 12 year plan -- and kept going. We are feeling the cumulative negative impacts from this unplanned expedited growth.

City Council has a fiduciary responsibility to its residents and to ensure it protects the City's resources. Transportation, regional and local, have been some of the biggest challenges and Palo Alto's TMAs and TDMs have not been in place long enough to determine its success. Same for the RPP programs which mostly have shifted the problem to other neighborhoods.

I support sensible and sustainable paced growth which will take into consideration the City's fiscal, infrastructure and city services impacts.

I urge you to consider carefully and wisely.

Thank you

Ruby Cai

Sent from my iPhone

From: mail@changemail.org
To: Council, City
Subject: 10 more people signed "Enforce the CUP: Keep Castilleja Enrollment at 415"
Date: Sunday, March 19, 2017 8:31:01 AM

New signatures

Palo Alto City Council – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Enforce the CUP: Keep Castilleja Enrollment at 415

Petition by PNQLnow.org · 10 supporters

10 more people signed
in the last **3 days**

View petition activity

RECENT SUPPORTERS

Maurizio Gianola
Palo Alto, CA · Mar 19, 2017

1) Impacted by traffic congestion, on-street parking. 2) Castilleja is currently at 73 students/acre, no limit on evening/weekend events. It is seeking to increase to 90 students/acre. This is TOO MUCH for this Neighborhood

Keyi Chang
Palo Alto, CA · Mar 16, 2017

The traffic will be out of control, I am worry about the safety for the kids and the disturbance it creates in Palo Alto. The Castalia school only think about its expansion.

Yulin Lee
Palo Alto, CA · Mar 16, 2017

Embarcadero is already a bottleneck during rush hours as it is, adding more cars will bring the driving condition to unbearable. Additionally, we have 2 kids going to PALY on their bikes, and we are really concerned about their safety w/ more cars around. I can imagine that as the traffic on Embarcadero worsens, more cars will try to detour on adjacent streets as well. This is a bad move all around except for the for-profit school. As residents of Palo Alto, we put a lot of trust in electing city councils who will represent the best interest of its citizens. Thank you for listening.

Sophia Liu
Palo Alto, CA · Mar 16, 2017

i am a current Paly mom, with additional kid entering Paly in the fall. my kids bike to school most of time. i heard several collision accidents between students and cars during dropping off and pickup times even with all the good efforts for bike safety from the schools and the district just the last 12months. Paly students also go to Town and Country often. years of constraction will add extra safety harzard to them. the construction noise will reduce student learning capacity and disturb the nearby neighbors constantly. it is unprecedent in the Bayarea for any private schools to have such a dense by any measure if the expansion proposal would be approved. Secondly, the increased traffic anytime would impact the businesses in Town and Country.

Elizabeth Centoni
Palo Alto, CA · Mar 19, 2017

View all 10 supporters

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more.

This notification was sent to city.council@cityofpaloalto.org, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: mail@changemail.org
To: Council, City
Subject: 10 more people signed "Enforce the CUP: Keep Castilleja Enrollment at 415"
Date: Sunday, March 19, 2017 11:43:00 AM

New signatures

Palo Alto City Council – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Enforce the CUP: Keep Castilleja Enrollment at 415

Petition by PNQLnow.org · 10 supporters

10 more people signed
in the last **4 hours**

View petition activity

RECENT SUPPORTERS

Bonnie Flanagan
Palo Alto, CA · Mar 19, 2017

Traffic already a serious issue coming on Embarcadero from T&C & Paly when turning on Bryant at Castillija. This will only increase & add additional safety issue for students, walkers, bikers & cars.

Dan Mahoney
Palo Alto, CA · Mar 19, 2017

They're big enough as it is right now. Becomming larger is a financial boon for them, but a negative impact to the City services and the surrounding residents who bought their homes based on the current size of the school.

Rosalie Shepherd
Palo Alto, CA · Mar 19, 2017

Too much traffic around the school now and all along Embarcadero.

---

ann Bowers
Palo Alto, CA · Mar 19, 2017

already castilleja has negative impact on the neighbor hoods with parking spreading out all over. I see no reason that a for profit school should be allowed to go above the legal limit of students.

---

kate moreau
Palo Alto, CA · Mar 19, 2017

73% of students are from outside of Palo Alto - their quality of life does not change by the expansion. The additional traffic and noise..the cutting done of trees..the additional cement...the 5+ years of massive construction.

View all 10 supporters

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more.

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Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: Wei Chen
To: Council, City
Subject: Palo Alto house growth
Date: Sunday, March 19, 2017 7:11:53 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,

Wei Chen
3718 Heron Way
Palo Alto, CA 94303

From:	Christopher Colohan
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 7:43:22 PM

From: paloalto@colohan.com <Christopher Colohan>

Message:

The current height limits on downtown construction are unreasonable. Why not allow 6-8 story condo/apartment buildings downtown or on California Ave? It would do a lot for the housing crunch.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Christopher Colohan

From: James Colton
To: Council, City
Date: Sunday, March 19, 2017 10:17:32 PM

Dear City Council,

I disagree with Scenario 6 housing growth. Please do not select it.

I believe that Palo Alto's highest priority for additional housing are for those who serve Palo Alto and its citizens. Such housing should be below market rates so that teachers, police, City staff and other service workers can afford to live here. This additional housing should include the additional infrastructure created by any new housing.

Scenario 6 goes far beyond this highest priority need. Adding 6,000 new units by 2030 would almost triple the city's long term population growth rate, and would make this new growth rate permanent policy in the Comprehensive Plan. Such a growth rate would severely strain the city's infrastructure and services. When we consider the increased number of cars, along with the traffic and parking problems, that we have experienced in the last decade when new housing was at a lower rate than it would be in Scenario 6, It is obvious that we cannot accommodate the new housing planned under Scenario 6.

Please consider these points when you make a decision on the future of Palo Alto.

Regards,

Jim Colton

670 Georgia Ave

Palo Alto.

From:	Jack Cunha
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 1:15:40 PM

From: jcunha90@gmail.com <Jack Cunha>

Message:

I am writing you from Oakland because housing is a regional market.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Jack Cunha

From:	Christopher Escobedo
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 10:47:23 PM

From: esco@stanford.edu <Christopher Escobedo>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Christopher Escobedo

From: Gitelman, Hillary
To: Costello, Elaine; Joanna Jansen (jjansen@placeworks.com); Lee, Elena
Subject: FW: Disregard Previous 2 Emails!
Date: Monday, March 20, 2017 7:59:41 AM
Attachments: image001.png
image002.png
image005.png
image006.png
image003.jpg

FYI

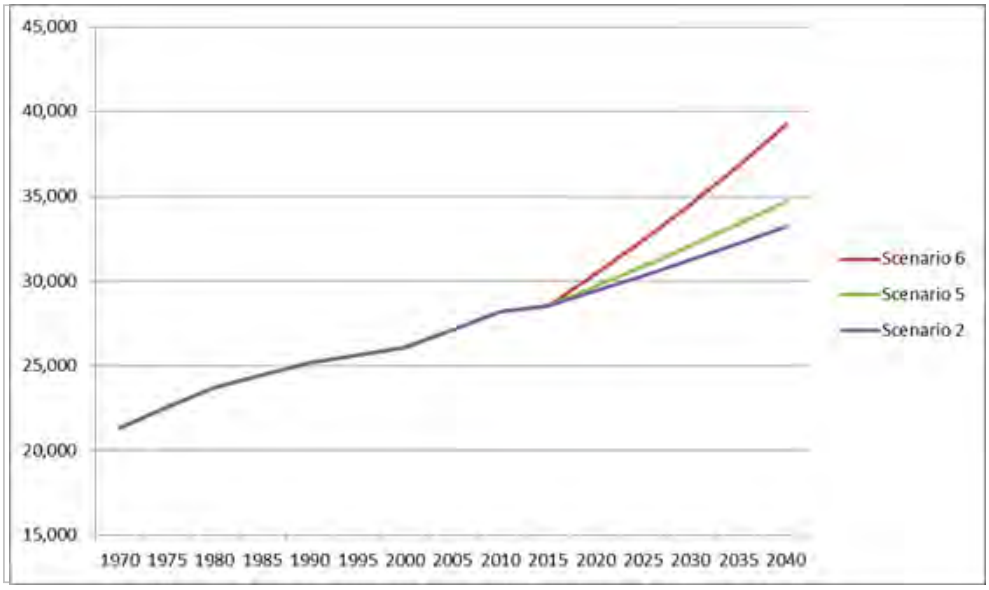
Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Eric Filseth [mailto:efilseth@gmail.com]
Sent: Sunday, March 19, 2017 11:54 PM
To: Gitelman, Hillary
Cc: Shikada, Ed
Subject: Disregard Previous 2 Emails!

Sorry – it's been a long weekend. I was pulling "Household" numbers not "Housing Unit" numbers – they are close but not the same! That's why my long-term averages were a bit off yours and why my "business as usual" scenario didn't actually match scenario 2.

Mine agree completely with yours now and make sense. Sorry for the drama! Trying to really understand all these numbers and context.



Eric

From: Eric Filseth [mailto:efilseth@gmail.com]
Sent: Sunday, March 19, 2017 10:51 PM
To: Hillary Gitelman (hillary.gitelman@cityofpaloalto.org)
Cc: Shikada, Ed (Ed.Shikada@CityofPaloAlto.org)
Subject: RE: Comp Plan - Growth Scenario Chart

Whoops just saw your 2014 housing number slightly different – will change mine.

From: Eric Filseth [mailto:efilseth@gmail.com]
Sent: Sunday, March 19, 2017 9:20 PM
To: Hillary Gitelman (hillary.gitelman@cityofpaloalto.org)
Cc: Shikada, Ed (Ed.Shikada@CityofPaloAlto.org)
Subject: Comp Plan - Growth Scenario Chart

Hi Hillary,

I was looking at the proposed housing-unit growth scenarios in context of historical trends. I took the historical data from the Draft Existing Conditions Report. I think this is accurate, but does it look right to you? Pretty pronounced inflection point on Scenario 6, less so on the others.

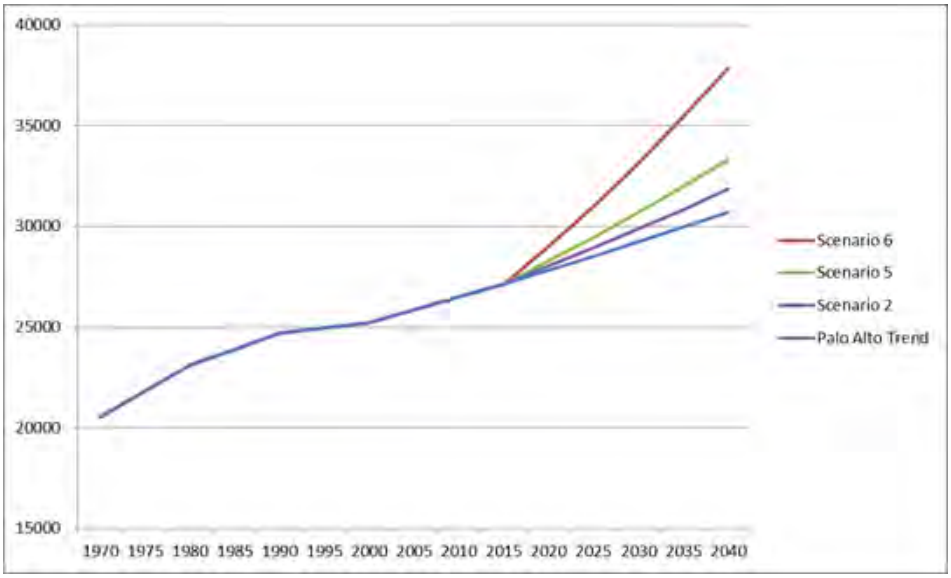
I did continue it to 2040 – figured after this round's experience the next update might not be finished by 2030 …

Thanks, Eric

Historic vs Projected Household Growth Rates in Palo Alto
Source: Draft Existing Conditions Report 2014

			Actuals *(Draft Existing Conditions Report, Aug 2014, p10-5)*					Projected					
L/T Growth Rate	Scenario Growth Rate	Scenario	1970	1980	1990	2000	2010	2015	2020	2025	2030	2035	2040
0.50%	1.38%	Scenario 6	20,546	23,102	24,700	25,216	26,493	27,155	29,024	31,021	33,156	35,437	37,875
0.50%	0.84%	Scenario 5	20,546	23,102	24,700	25,216	26,493	27,155	28,289	29,470	30,701	31,982	33,318
0.50%	0.65%	Scenario 2	20,546	23,102	24,700	25,216	26,493	27,155	28,033	28,940	29,875	30,841	31,838
0.50%	0.50%	Palo Alto Trend	20,546	23,102	24,700	25,216	26,493	27,155	27,834	28,530	29,243	29,974	30,724

Growth from 2015-2030 - Scenario 6	6,000
Growth from 2015-2030 - Scenario 5	3,545
Growth from 2015-2030 - Scenario 2	2,720
Growth from 2015-2030 - PA Trend	2,088



From:	Geri
To:	Moitra, Chitra
Cc:	liz.kniss@citycouncilofpaloalto.com; Peter Drekmeier; Council, City
Subject:	True Safety needed in plan
Date:	Sunday, March 19, 2017 5:10:30 PM

Hi All,
This is my letter to next door.
But please consider it in OUR
COMPREHENSIVE PLAN. Thank you, Geri
Sent from my iPhone

The city disbanded the entire traffic division in September 2011.
At our usual thousand car accidents a year, that's about 6,000 car accidents ago! Ridiculous!
For no reason.....

Speeding is 20+ miles over the speed limit where I live, across from the nursery school at Middlefield and Marion in Midtown.
YES, I am south of Oregon, but, so is half of Palo Alto.

Crime increased TERRIBLY.

Why on earth would a city of 66,000 people want us to be COMPLETELY WITHOUT traffic safety?

This is a residential town, only FOUR miles each way.

It had been designed for our peace and livability, and, it WAS SAFE.
NO ONE sped here in the 70's, 80's and 90's until 2009.

Do not raise the speed on my street just to keep cars off of your streets. Give me back my on street parking and let the police TRAFFIC division come back to keep ALL of us able to enter and exit our driveways, and turn left.

Please restore the rule of law on our residential arterials like it was when I bought my house for which I pay all these high taxes.

PLEASE
Speed somewhere there are no rows of homes on each side of our street.

Geri

From: Kass
To: Council, City
Subject: Housing and commercial development
Date: Sunday, March 19, 2017 10:43:32 PM

If Palo Alto is to improve its worker to resident ratio, any new commercial development should be a mixed use development that includes enough housing to house any increased employment, with the exception of Stanford Research Park. New housing should be encouraged near highway 280, including apartment housing,and low-to-moderate housing for working families who work in Stanford Research Park or Stanford Hospital.

No zoning variances should be granted to Stanford for anything unless they agree to create an upstream catchment basin for San Francisquito Creek as recommended by the California State Water Resources Control Board. They need to do their share to help prevent future flooding.

All commercial zoning other than manufacturing should be modified to require mixed use housing, retail and office space.

Stanford should never been allowed to build their new hospital without any provision of housing at all for their lower income employees.

The only way to meet ABAG requirements is to reduce office space and increase low-to-moderate income housing. There is no need for any more luxury housing unless it replaces office space. New housing built in Mountain View and Redwood City will meet that demand for many years to come.

Absolutely no new office space should be developed without meeting every zoning requirement. Did the controversial 429 University project finally include an onsite loading dock? Was that a zoning requirement and was it waived? If so, the decision to approve it was a bad one.

Kathleen Goldfein
27 year resident and landlord in Palo Alto

From: mwg1378@gmail.com
To: Council, City
Subject: Comp Plan
Date: Sunday, March 19, 2017 8:33:16 PM

Dear Palo Alto City Council-

I'm writing to urge you to choose a Comp Plan option that will maximize housing.

Frankly, I was a little disappointed by the options on the table. Palo Alto's rising housing prices are the result of policies that make it difficult to build new housing. I would hope to see options that assert Palo Alto's leadership and put a dent in our housing choices: 10,000 units, 20,000 units, 30,000 units.

I'm aware that none of those options are on the table. Given that, I hope you'll vote for **Comp Plan Scenario 6, 6000 units**.

Thank you very much.

-Mike Greenfield
Kipling Street

From: John Guislin
To: Council, City
Subject: Comp Plan Discussion - Vote for Scenario #2
Date: Sunday, March 19, 2017 9:06:53 PM

Council Members:

You must not vote for dramatic growth in housing units, especially under the false hope that this will create affordable housing.

It is time for our City to understand and document all the infrastructure and service costs that accompany new housing and ensure that new development covers all of these costs BEFORE APPROVAL.

In particular, it is folly to think we can support a dramatic number of increased housing units near downtown when our major routes are already jammed with traffic every weekday during commute hours. We cannot assume that new residents will use Caltrain and, just as important, that our stretched public transportation services will be able to accommodate an increase in the number passengers.

Yes, I want people to have adequate, affordable housing. But Palo Alto is not able to accommodate a large population increase unless we there is a commitment of substantial funds and support for regional transportation systems.

The Com Plan will set the course for the legacy you will leave the next generation. Let's not allow history to judge us as responsible for destroying a quality of life in our town.

Scenario #2 creates time to develop realistic growth options.

Sincerely,

John Guislin

From: Scratch Golfer
To: Council, City
Subject: No Scenario 6 please!
Date: Sunday, March 19, 2017 8:37:05 PM

Dear City Council,

I am a resident of the city and a home owner. I am writing to ask you please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, thatPalo Altans will be happy with in the long term.

Sincerely,

Tracy Guo
Arroyo ct Palo Alto

Sent from my iPhone

Sent from my iPhone

From:	Linda Henigin
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 8:59:01 PM

From: linda@brail.org <Linda Henigin>

Message:

My family is losing close friends who have to move out of town because there isn't housing available for them to buy in their price range, and they need to stop renting. Please support building more dense housing that is affordable to more people to keep our city vibrant.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Linda Henigin

From:	Hamilton Hitchings
To:	Scharff, Gregory (internal)
Cc:	Council, City
Subject:	Requesting 3 minutes speaking time at Monday"s CC meeting
Date:	Sunday, March 19, 2017 7:35:52 PM

Greg,

For Monday nights city council meeting on the combined agenda item for the EIR and Comp Plan, I am requesting 3 minutes of time for my public comments in order to provide meaningful input. If that is not possible, I'd like to know if you will allow speaking on behalf of an additional attendee as well to get a third minute. Thank you.

Hamilton Hitchings

From:	Kristen Hughes
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 7:21:04 AM

From: kristen@hughes-family.org <Kristen Hughes>

Message:

I live in downtown north and local houses are turning into AirBnB places. No one can afford to live here if that's the price bar. We need more housing to bring the cost of living down. I am a teacher and so many of my young colleagues can't afford to live here. Approve more housing please.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Kristen Hughes

From:	Barbara Kingsley
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 5:57:55 PM

From: barbara@abcking.com <Barbara Kingsley>

Message:

I've lived in Palo Alto for over 50 years and I am concerned about the lack of availability of housing here. Everyone complains about the traffic, but with the work/housing ratio so top-heavy what do they expect? Public transportation will be improved only when there is higher housing density to support it. When I look around at (some of) our neighboring communities, it is obvious we're not doing our part, Please give Scenario 6 your approval.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Barbara Kingsley

From:	Huey Kwik
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 12:09:10 PM

From: huey.kwik@gmail.com <Huey Kwik>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Huey Kwik

From:	tlawer
To:	Council, City
Subject:	Comment on Proposed Housing Plan
Date:	Sunday, March 19, 2017 10:54:49 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is not well thought-out and detrimental to the community.

Most of us in Palo Alto do favor a solution that allows for middle income people, especially families and those that serve our community to live close by. However, recent growth has not seemed to address these issues and concerns, but has put significant strain on the communities resources. Scenario 6 continues on this path of significant reckless growth without addressing the key needs of our community.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. Few reasonable people would agree to this. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic. We have heard these arguments before and so far they have always proven incorrect.

Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgement, that Palo Altans will be happy with in the long term.

Please also consider regional solutions that would make our money go further. Why cant we work with East Palo Alto to create more housing and at the same time work to improve the lives of the residents there? Significant future development in Palo Alto seems like a cynical approach to enrich developers rather than help provide affordable housing.

We have seen this play out many times before. I was very impressed with the almost daily glossy professional produced brochures in favor of the Maybell project by developers across the area. It certainly didn't seem like the pro-low income senior housing special interests were short on money. I have also seen this play out with the push to remove the Buena Vista trailer park for more development. How inconvenient that the proposed development would provide less affordable housing than the current housing. Only when the citizens of the neighborhood spoke out was the City Council shamed into addressing the issue and not rubber stamping another developer friendly project. Funny how these were the same residents who were accused of NIMBY when they didnt want the Maybell monstrosity along with the violation of the zoning to allow for denser residential development to fund it.

Sincerely,

Tom LaWer

Palo Alto, CA

From:	Yee Lee
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 9:14:53 PM

From: yeelee@gmail.com <Yee Lee>

Message:

I think 6000 is the lower bound on new housing units that should be authorized between now and 2030. Even more would be better to help Palo Alto attract the best and brightest minds to participate in our local community and lend their children to be part of PAUSD. I know too many dual-income families; leaders at incredible local companies who could otherwise afford the median (or above) home purchase price in Palo Alto, but simply cannot find housing inventory to buy. Let alone all the families of people who make awesome contributions to their employers, buy at local shops, and lead/volunteer at local organizations who can't afford the media home price but we would love to attract to PA...

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

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Sincerely,

Yee Lee

From:	Diane Morin
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 3:46:12 PM

From: dianejn.morin@gmail.com <Diane Morin>

Message:

Our increasingly vibrant and diverse community of students, elders, employees and employers, service providers and others need vibrant and diverse housing. Please expand the Comp Plan to include Converting Commercial FAR to housing and to plan for more "mixed" housing and allow for at least 6000 more units of housing in Palo Alto.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Diane Morin

From:	Elissa Ouyang
To:	Council, City
Subject:	Opinion letter on City"s Long-term Development Plan
Date:	Sunday, March 19, 2017 4:54:46 PM
Attachments:	City development plan opinion letter.docx.pdf

Dear City Council,

Please see the attached letter regarding my opinion on the added "Scenario 6" for the city's growth plan. Your consideration is much appreciated.

Thanks,

Elissa Ouyang
601 Matadero Ave, Palo Alto, CA

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us also care about the negative impact the fast-growing housing may bring to this beautiful city. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,

Elissa Ouyang

Resident at 601 Matadero Ave, Palo Alto

From:	Jason Posel
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 1:28:24 AM

From: jasonposel@gmail.com <Jason Posel>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Jason Posel

From:	Gail Price
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 5:07:46 PM

From: gail.price3@gmail.com <Gail Price>

Message:

I strongly support including Scanario 6 for up to 6000 housing units to provide greater housing capacity in Palo Alto. We should actively participate in this process in order to have a meaningful impact on housing to address the range of affordable housing needs.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Gail Price

From:	Gail Price
To:	Council, City
Cc:	Gail Price
Subject:	Letter to Palo Alto City Council: Support Scenario 6 (March 20,2017)
Date:	Sunday, March 19, 2017 6:06:12 PM

March 19, 2017

Dear Mayor Scharff, Vice Mayor Kniss, and Palo Alto City Councilmembers,

In addition to signing a recent petition supporting Scenario 6 (providing capacity for up to 6,000 housing units over the next 15 years) in the Comprehensive Plan, I wanted to make additional comments.

As you are well aware, the Comprehensive Plan and its Housing Element are critical policy guiding documents for the City of Palo Alto. Updates are periodic and require significant time and resources. It is very important that the policies and vision are realistic, appropriate, and thoughtful so that Palo Alto can provide for its residents and businesses while also recognizing our role as a regional player. Your decisions help define the future.

Housing is a local and regional issue. Elected officials, planners, academics, and community members have repeatedly identified it over many decades. In fact, our economic vitality, opportunities for job expansion, and providing for the varied housing needs of residents all relate to one another. The reduction in car commute trips will support the goals of our Sustainability/ Climate Action Plan. The constrained housing supply and rental and purchase costs have produced an untenable situation.

Providing more opportunities for housing is simply the only way we can have an impact and provide additional housing units of all sizes that serve the varied needs of the community. Well-designed and sited housing are key participants of the solution.

I am convinced that incorporating Scenario 6 in our Comprehensive Plan is a long overdue and needed step. Many market factors, the supply of sites, and property owner interests will jointly determine the phasing of housing throughout the community over the 15-year period. As a former city planner, I have given these issues significant thought.

I am convinced that new and expanded capacity near the El Camino corridor, California Avenue and University Avenue are ideal locations. These areas are close or adjacent to services, jobs, transit routes, and Caltrain.

You were elected to be leaders in our community. You can take impactful and thoughtful action to increase housing opportunities by including at least the 6,000 units outlined in Scenario 6.

Sincerely,

Gail A. Price

4082 Orme Street, Palo Alto, CA

From:	Randy Mont Reynaud
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 6:33:51 PM

From: rmontreynaud@gmail.com <Randy Mont Reynaud>

Message:

Affordable for purchase BMR units should be a substantial portion of new construction. The granny units that have been approved help property owners not their grandmothers.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Randy Mont Reynaud

From: Pepper Ave
To: Council, City
Cc: rebsanders@gmail.com
Subject: Palo Alto Growth Vision
Date: Sunday, March 19, 2017 2:46:18 PM

Dear City Council (cc: Ventura Neighborhood Association),

It has come to our attention that you will be discussing a grand vision for Palo Alto's future tomorrow. In short, we urge you to slow down and think critically about the impact that your changes will have on the city.

Having attended many of your meetings over the past several years, it is striking how each project is considered piecemeal, instead of from a systemic perspective. A city is a system -- if you change some part of it, then that will have ripple effects throughout the surroundings.

Concretely, approving an under-parked project causes problems in that area and its surroundings. We were in attendance at a City Council meeting where Councilman Filseth mentioned the contradictory nature of many impact assessments used to validate projects (one project -- more traffic, but no traffic impact because traffic is already so bad; another project, same intersection being discussed -- traffic is fine, and there is a minimal impact if any). Why is this the case? Has anyone studied traffic impacts after these projects have been built?

Another striking piece is that assumptions are very rarely questioned at any deep level. For example, while we applaud the effort to check the number of office workers per square foot mentioned in
* http://www.paloaltoonline.com/news/2015/09/10/palo-alto-mulls-new-strategies-for-getting-businesses-to-register
, especially in light of many studies citing 100-150 as the new normal, e.g.
* http://usatoday30.usatoday.com/money/workplace/story/2012-06-05/tech-creates-workplace-everywhere/55405518/1
* https://www.bdcnetwork.com/corenet-office-space-worker-shrinks-150-sf
, there are many questions begged by the study.

In particular, the article about collecting fees from businesses mentions "The new staff report also noted that in evaluating the square feet per employee in local commercial projects, the total range "varied greatly." About 80 companies reported having less than 100 square feet per employee, which includes 35 companies downtown."

The real questions are
* how are these densities distributed geographically? Are there pockets where 100 sf/employee is normal?
* what is the trend in distributions? are certain areas getting much worse?
* are less densely packed businesses giving way to more densely packed businesses?
* how good are the data contained in the study? how accurate is it? what does it leave out?
* who isn't responding to the survey?
* and so on.

Having worked in and visited several Palo Alto startups and businesses, the 382-384 sf/employee seems incredible. What exactly is being rolled in? Are parking structures being somehow included? Are there outliers influencing the data? Are temporary and part-time

workers being excluded?

We urge you to take a step back and better understand the city itself at a deeper level, instead of creating plans that lead to irreparable issues down the road. If you're trying to plan for 2030, then you really want to understand how we got to 2017.

Regards,
Jason Robinson, PhD
Jieming Robinson

From: Li Song, CFA
To: Council, City
Subject: DO NO CHOOSE SCENARIO 6
Date: Sunday, March 19, 2017 8:36:06 PM

Dear City Council,

I am a resident of the city and a home owner. I am writing to ask you please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, thatPalo Altans will be happy with in the long term.

Sincerely,

Li Song
Arroyo ct Palo Alto

Sent from my iPhone

From: Logan Song
To: Council, City
Subject: Against Scenario 6!
Date: Sunday, March 19, 2017 8:40:36 PM

Dear City Council,

I am a resident of the city and a home owner. I am writing to ask you please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

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Sincerely,

Logan Song
Arroyo ct Palo Alto

Sent from my iPhone

From:	Maureen Roddy
To:	Council, City
Subject:	No Scenario 6 for Housing Growth!
Date:	Sunday, March 19, 2017 8:48:35 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. Few reasonable people would agree to this. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgement, that Palo Altans will be happy with in the long term.

Sincerely,

Maureen Tuttle-Roddy

978 Van Auken Circle

Palo Alto, CA 94303

From:	Lisa Van Dusen
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 3:04:31 PM

From: lvandusen@mac.com <Lisa Van Dusen>

Message:

Dear Councilmenbers: I hope you will support the 6000 unit plan. The recently passed ADU plan will help get us there. We believe in you to help make Palo Alto a role model as a walkable, bikeable, highly livable city! Thank you, Lisa Van Dusen

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Lisa Van Dusen

From:	Victoria Velkoff
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 10:51:10 AM

From: vmvelkoff@gmail.com <Victoria Velkoff >

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Victoria Velkoff

From:	Renu Virdi
To:	Council, City
Subject:	Sensible housing growth
Date:	Sunday, March 19, 2017 9:26:54 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

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Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgement, that Palo Altans will be happy with in the long term.

Sincerely,

Renu Virdi
Get Outlook for iOS

From:	Barbara Weinstein
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Sunday, March 19, 2017 3:31:52 PM

From: barbara@ontrk.com <Barbara Weinstein>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Barbara Weinstein

From: Roberta Ahlquist
To: Council, City
Subject: LOW INCOME HOUSING NEEDED!
Date: Monday, March 20, 2017 10:20:54 AM

Dear Council Members,

As a member of the Peninsula Womens' International League for Peace and Freedom, I ask you to address the low-income housing crisis:

1. We need more shelter rooms. What are you doing to build these?
2. We desperately need LOW INCOME housing for our workers, teachers, servers, house-care providers, who now travel long distances to get to work in Palo Alto.
3. We do not need more OFFICES, more commercial development until we have more low income housing. Make the jobs to housing balance fair, equitable.
4. BUILD more low-income housing NOW. We have too many expensive condos, upper middle class housing being built at the expense of LOW INCOME housing.

Sincerely,

Roberta Ahlquist
Peninsula WILPF Member

From: Joyce Beattie
To: Council, City
Subject: Citizens' Advisory Committee
Date: Monday, March 20, 2017 7:24:34 AM

Dear Council Members
Please Honor and Accept the input/work/time and effort from the CAC and many of the residents concerns that we elected you to carry out on our behalf.
If you fault our wisdom than I would like to hear convincing arguments as to why Citizen's input is being ignored along with the City Staff and the paid Consultants.
Sincerely,
Joyce Beattie

From:	Eli Bildner
To:	Council, City
Subject:	In support of comp plans 4 and 6
Date:	Monday, March 20, 2017 8:40:46 AM

Greetings,

As a Palo Alto resident, I wanted to voice my strong support for elements of scenarios 4 and 6 of the proposed comprehensive plan.

Specifically, it's essential that the city prioritize housing growth in transit-oriented locations. Palo Alto already risks becoming a fortress city for the (extremely) privileged few, lacking in the diversity that makes places vibrant. As a Stanford affiliate, I've also already seen many promising students and faculty members vote with their feet — recognizing that the costs of relocating to this town are prohibitive.

Provisions to encourage high-density development in areas proximate to transit are a good step — so are infrastructure improvements to Caltrain stops and bike paths. Increased allowances for density and height are also important steps (provided access to transit/reduced parking requirements).

Thank you for your consideration,

Eli Bildner

--
Eli Bildner

973.216.8261 (m) | LinkedIn | My calendar

From: Gitelman, Hillary
To: Lee, Elena; Costello, Elaine
Subject: FW: Don"t be Fooled - Comp Plan form letter.
Date: Monday, March 20, 2017 7:58:35 AM
Attachments: image001.jpg

FYI

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Richard Brand [mailto:mmqos@earthlink.net]
Sent: Monday, March 20, 2017 12:35 AM
To: Council, City
Cc: Keene, James; Gitelman, Hillary; Brand, Richard
Subject: Don't be Fooled - Comp Plan form letter.

Council friends:
I have been made aware of a form letter that is being circulated and asking people, not all of them residents, to email you to support the building of 6K new residential units in our City (Scenario 6) without providing any recommendation on how we will address the secondary effects of such a massive addition to our City infrastructure via this Comp Plan change.
For so many good reasons our City has always been under pressure to provide the "magic" affordable housing that is always out of reach for many.
I have lived here on and off since 1955 and can attest that since then there has always been a shortage of housing, especially for young workers. I've shared single R1 housing with 6 others in order to afford to live here even though my brother in law was the Mayor of Palo Alto. Our schools were overstressed and this was before Jarvis-Gann put a clamp on improving our schools i.e not being able to build as needed. This is NOT a new condition. While I can understand the recent generation wanting to live here in the midst of this tech energy, the laws of physics still apply.
Bottom line, don't bend. As my B'in Law Kirke fought to preserve, keep Palo Alto green and not like Mt. View. Neighborhood Quality of Life and not tech housing, is still what makes our City special.
Remember!
Richard Brand
281 Addison

From: browntow@pacbell.net
To: Council, City
Subject: Growth
Date: Monday, March 20, 2017 4:14:24 PM

Please count me among the NO GROWTH residents. We have enough trouble with parking, traffic and reduced quality of life now. Do not add any more housing units under senerios 6 & 4.

Davina Brown
3525 Greer Road
Palo Alto, CA 94303

From: mail@changemail.org
To: Council, City
Subject: 10 more people signed "Enforce the CUP: Keep Castilleja Enrollment at 415"
Date: Monday, March 20, 2017 10:50:07 AM

change.org New signatures

Palo Alto City Council – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.

Enforce the CUP: Keep Castilleja Enrollment at 415

Petition by PNQLnow.org · 10 supporters

10 more people signed
in the last **day**

View petition activity

RECENT SUPPORTERS

Kristen McMichael
Palo Alto, CA · Mar 20, 2017

I'm signing because Castilleja should not be rewarded for violating its permit and the enrollment cap of 415 is enough based on the residential location. Castilleja can split its middle and high schools if they want to increase enrollment further.

Philip Krozek
Palo Alto, CA · Mar 20, 2017

I agree that, if the school wishes to expand, it should split its schools into more than just the one facility. The school has outgrown its facility and expanded facilities are not suitable for this residential neighborhood.

Nancy McGaraghan
Palo Alto, CA · Mar 20, 2017

Traffic around the school in the morning is terrible. If Castilleja began shuttling students from distant parking lots, I would not have a problem with the expansion.

Kitty Price
Palo Alto, CA · Mar 20, 2017

I feel Castilleja should expand in a new location just like other private schools such as Pinewood which have multiple locations.

Victoria Reid
Palo Alto, CA · Mar 20, 2017

I think it is unfair to the current residents.

View all 10 supporters

CHANGE.ORG FOR DECISION MAKERS

On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more.

This notification was sent to city.council@cityofpaloalto.org, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response to let the petition starter know.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: Bruce Chen
To: Council, City
Subject: Palo Alto growth
Date: Monday, March 20, 2017 10:20:02 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Bruce Chen
4118 Sutherland Dr
Palo Alto, Ca 94303

From: Bruce Chen
To: Council, City
Subject: Palo Alto growth plan
Date: Monday, March 20, 2017 10:18:56 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

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Sincerely,
Li Chen
743 Colorado Ave
Palo Alto, Ca 94303

From: 3182 Bryant
To: Council, City
Subject: Palo Alto growth
Date: Monday, March 20, 2017 10:25:11 AM

I am writing to you to raise my concern on over building and growth plan for Palo Alto. The scenario 6 will undoubtedly benefit only developers and leave the residents to deal with congested traffic and crowded school district. I am also questioning the motivation behind scenario 6 as a couple of the city council member has been suspected to take bribe from developers. I am very concerned about the plan.

Li Chen
739 Colorado Ave
Palo Alto

From: Tammy Chen
To: Council, City
Subject: NO to scenario 6
Date: Monday, March 20, 2017 11:28:41 AM

Hi,

I'm strongly against the proposal of scenario 6. It'll make PA traffic, school resources and etc in big mess. Please stop it!

Thanks,
Tammy Chen
Resident of Palo Alto

From: James Colton
To: Council, City
Subject: Comprehensive Plan
Date: Monday, March 20, 2017 11:55:11 AM

Dear City Council Member,

I am writing to express my extreme disappointment in the Council's action to separate the Programs from the Policies in the Comp Plan. Contrary to some who have characterized the Programs as just details, if Programs are separate from the Policies, there is no commitment to the Programs. The council could pick and choose which Programs they want to implement and not implement some of the Programs at all.

As you know, the revision of the Comp Plan has been a huge undertaking by the Citizens Advisory Committee and the City Staff. Separating the Programs from the Policies does not honor the years of work and commitment by those individuals to come to a consensus on the Policies that serves the City best. From the start, it was clear that the Programs would be an essential part of the Comp Plan. Please reverse your recent actions and make the Programs an integral part of the Policies.

Jim Colton
670 Georgia Ave

From: Margo Davis
To: Council, City
Subject: NO on Option 6
Date: Monday, March 20, 2017 9:28:54 AM

Council,

Please do not consider an out of control and over zealous growth pattern for Palo Alto. Please choose a slower and more well paced growth pattern that makes sense for all Palo Altans…all citizens not just those profiting from fast growth.

Thank you.

Margo Davis

Margo Davis
margoadavis@gmail.com
650 714 2146
www.margodavisphoto.com

From: James Eron
To: Council, City
Subject: Thank you for ADU reform !!
Date: Monday, March 20, 2017 12:32:56 PM

City,

Thank you for moving forward with ADU housing reform. I believe it is in the right direction to support our community.

Regards,

James Eron
3418 Waverley Street, PA

From:	Ozzie Fallick
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 5:17:48 PM

From: ozzie.fallick@gmail.com <Ozzie Fallick>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Ozzie Fallick

From:	Kyla Farrell
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 11:25:13 AM

From: papishcat@gmail.com <Kyla Farrell>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Kyla Farrell

From: Gitelman, Hillary
To: Lee, Elena; Costello, Elaine; Joanna Jansen (jjansen@placeworks.com)
Subject: FW: At Places Memo, Item #16
Date: Monday, March 20, 2017 12:04:24 PM
Attachments: Palo Alto LT Housing-Pop Trend 3-20-14.pdf
image001.jpg

For tonight – input from a Councilmember!

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Eric Filseth [mailto:efilseth@gmail.com]
Sent: Monday, March 20, 2017 12:00 PM
To: Gitelman, Hillary
Cc: Shikada, Ed; Keene, James
Subject: FW: At Places Memo, Item #16

Hillary - meant to cc you on this. Eric

From: Eric Filseth [mailto:efilseth@gmail.com]
Sent: Monday, March 20, 2017 11:55 AM
To: Minor, Beth (Beth.Minor@CityofPaloAlto.org)
Subject: At Places Memo, Item #16

Beth,

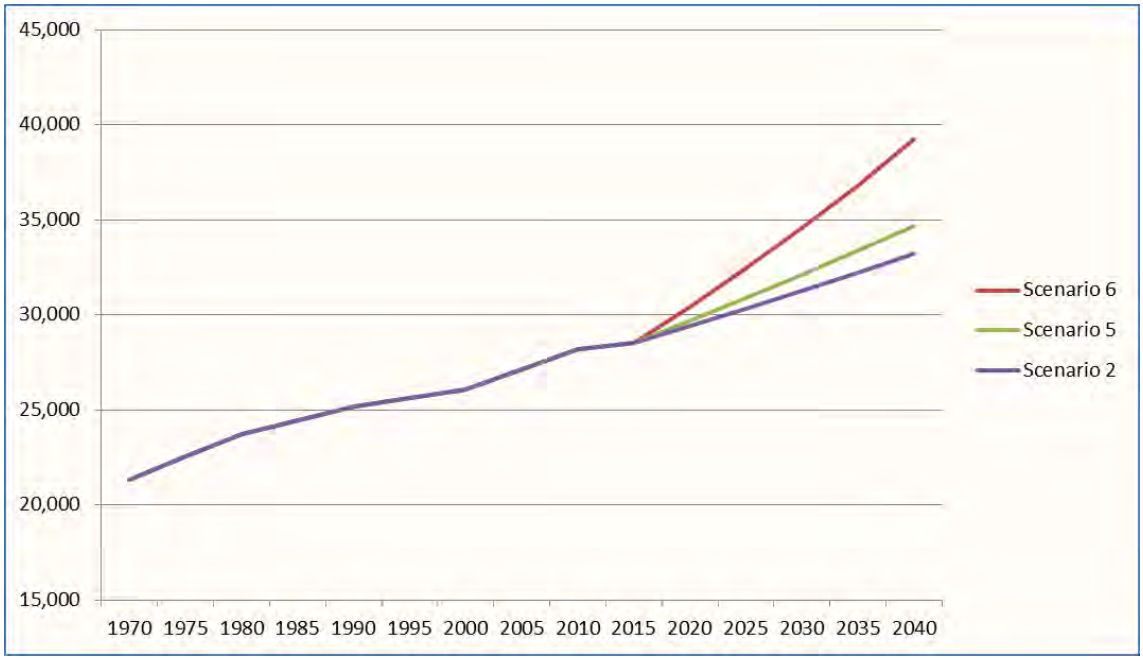
Can you please distribute the attached to Council as an At-Places Memo for Item #16 tonight? Sorry to slide in very late here.

Regards, Eric

Scenario Growth Rates Relative to Historical Growth Rates

Folks FYI. I wanted to see the Staff scenario projections in context of long-term trends. Also extend a few years in case next Update not finished by 2030. Regards, Eric

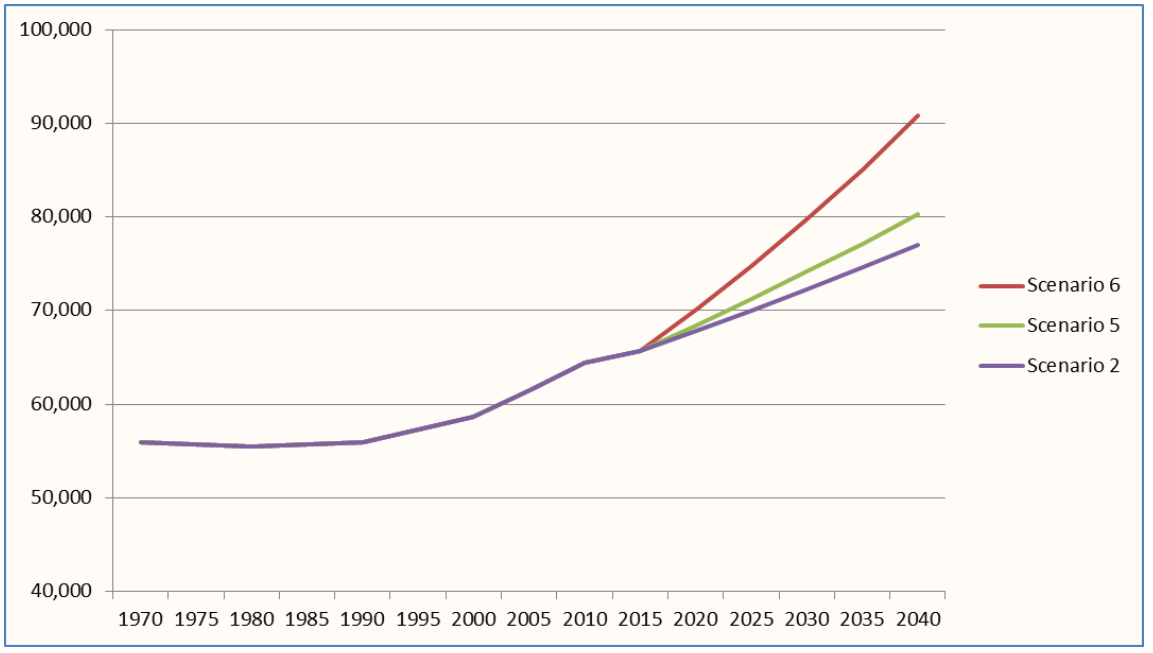
Housing Units



Scenario		Actuals *(2015-2023 Housing Element p44)*					Projected					
Growth Rate	**Scenario**	**1970**	**1980**	**1990**	**2000**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
1.31%	Scenario 6	21,338	23,747	25,188	26,048	28,216	28,545	30,419	32,417	34,545	36,813	39,230
0.80%	Scenario 5	21,338	23,747	25,188	26,048	28,216	28,545	29,681	30,862	32,090	33,367	34,694
0.62%	Scenario 2	21,338	23,747	25,188	26,048	28,216	28,545	29,424	30,330	31,265	32,228	33,220

Growth from 2015-2030 - Scenario 6	6,000
Growth from 2015-2030 - Scenario 5	3,545
Growth from 2015-2030 - Scenario 2	2,720

Population



Scenario		Actuals *(2014 Draft Existing Conditions Report p10-5)*					Projected					
Growth Rate	**Scenario**	**1970**	**1980**	**1990**	**2000**	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
1.34%	Scenario 6	55,966	55,525	55,900	58,598	64,403	65,685	70,078	74,765	79,765	85,100	90,791
0.82%	Scenario 5	55,966	55,525	55,900	58,598	64,403	65,685	68,384	71,195	74,120	77,166	80,337
0.65%	Scenario 2	55,966	55,525	55,900	58,598	64,403	65,685	67,815	70,014	72,285	74,629	77,049

Growth from 2015-2030 - Scenario 6	14,080
Growth from 2015-2030 - Scenario 5	8,435
Growth from 2015-2030 - Scenario 2	6,600

E. Filseth
3-20-2017

From: Gary Fine
To: Council, City
Subject: please build housing
Date: Monday, March 20, 2017 1:09:13 PM

I am a 40 year resident of PA and i do enjoy the great "PA quality of life". However I see this city dying before my eyes with no opportunity for young folks, and less entrenched to live here. I dont want to grow old in a rich retirement community - let's add substantial and diverse housing to our community.
The arguments about traffic, schools are red herrings: most corporate workers do not drive; schools are experiencing lowest enrollment in years. Its time for Palo Alto to say "yes" to the future rather than "no" to any and all changes.

Please choose scenario 6.

.....gary fine

From: Hong Gao
To: Council, City
Subject: Please do not choose the Scenario 6 housing growth
Date: Monday, March 20, 2017 11:25:30 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Hong Gao
4159 El Camino Way
Palo Alto, CA 94306

From:	Lawrence
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 9:12:22 AM

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Lawrence Garwin

From:	Jennifer Gonsalves
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 1:02:10 PM

From: goneolives@yahoo.com <Jennifer Gonsalves>

Message:

Please go big on housing, especially in the BMR category.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Jennifer Gonsalves

From: Tamika Hayes
To: Council, City
Subject: Support for More Housing Options in Palo Alto
Date: Monday, March 20, 2017 5:12:59 PM

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Tamika Hayes
Palo Alto resident (Barron Park)

From:	Jack Herrick
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 11:02:27 AM

From: jjello@gmail.com <Jack Herrick>

Message:

We desperately need more housing in Palo Alto!

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

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Sincerely,

Jack Herrick

From: Becky K
To: Council, City
Subject: Do NOT choose Scenario 6
Date: Monday, March 20, 2017 12:41:04 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, thatPalo Altans will be happy with in the long term.

Sincerely,
Beck Kong, Duveneck

Sent from my iPhone

From: ljkuang
To: Council, City; ljkuang@yahoo.com; yxsu@yahoo.com
Subject: Please say No to scenario 6
Date: Monday, March 20, 2017 12:56:30 PM

Dear City council,

We are against scenario 6, and What is the real motivation behind the proposal ?

Now as a couple of council members are being investigated for taking improper contributions from developers. Please say No to rapidly building more houses/offices in Palo Alto.

High density housing is NOT good for residents and their quality of life.

Please say No to "scenario 6".
Please say No to high density housing.

Lisa Kuang
Yixin Su
Palo verde neighborhood, Palo Alto, CA 94303

Sent from my T-Mobile 4G LTE Device

From: Myra Lessner
To: Council, City
Subject: Please Do Not Choose Scenario 6 Housing Growth
Date: Monday, March 20, 2017 9:52:24 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. Few reasonable people would agree to this. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Housing matters, but most of us still care about other things too and want balance. Please make a carefully considered and wise judgement, that Palo Altans will be happy with in the long term.

Sincerely,

Myra Lessner

Myra Lessner
Office: 650-856-9343
Cellular: 650-218-8367
E-mail: myra.lessner@sbcglobal.net

From:	Yong Li
To:	Council, City
Subject:	Stop Scenario 6 for city"s development
Date:	Monday, March 20, 2017 12:17:40 PM

Dear City Council.

My name is Yong Li. I was shocked by this proposal today when I heard this plan you are discussing. 6000 units?! That means at least 18,000 more population, and 12,000 more cars in the city of Palo Alto, and crowded classroom in the schools of Palo Alto.
As a long term Palo Alto resident, here I request you to please consider our kids future, Stop scenario 6.

Sincerely,

Yong Li

From: Linna
To: Council, City
Subject: Against Scenario 6
Date: Monday, March 20, 2017 11:47:50 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Linna in midtown

From: Jason Hou
To: Council, City
Subject: Adding 6,000 more housing units is NOT the solution
Date: Monday, March 20, 2017 5:12:19 PM

Dear Mayor, Vice Mayor and Council Members,

The new Comp Plan should be a cautious and strategic guide to address areas needing review rather than going big. A wise City Council knows to not rush into decisions, but to consider, holistically and rationally, benefiting all in this community.

Current traffic and parking difficulties cannot be resolved without a sensible and paced approach. Identifying policies and programs must be focused on rectifying the current problems. Continuing the building frenzy will not solve our city's traffic and parking challenges nor the affordability issues, it will only exacerbate the situation further. Adding 6,000 more housing units is NOT the solution.

I urge you to consider carefully and wisely.

Thank you,

Pei Liu
265 Wilton Ave, Palo Alto

From:	Lowys
To:	Council, City
Cc:	"Lowys"
Subject:	Make SENSIBLE choices for Palo Alto Housing Plans
Date:	Monday, March 20, 2017 12:26:52 AM

Dear Palo Alto City Council,

Please do not choose Scenario 6 housing growth from the Draft Environmental Report. Scenario 6 is too overwhelming in its scope. It would negatively change the character of our city and we could never regain any semblance of the quality of life we are currently able to enjoy.

Most Palo Altans would agree to have more housing, especially if it results in less expensive housing within the city. However, the buildings must have more set backs, stay within the current 50 foot height limit, have ample parking, open spaces and have architectural and aesthetic diversity, but NOT some of the 'ugly' buildings that have recently been built [such as the replacement for JJ&F market]. The city must plan to absorb and accommodate the resulting impact of such a major increase of population [i.e., plans for all services, schools, libraries, etc.] so as not to diminish the lives and living experience of Palo Alto's current and future residents. The housing plans of Scenario 6 would go way beyond acceptable limits.

Any plan to build six thousand new residential units by the year 2030 would come close to **TRIPLING** the city's long term population growth rate. Most reasonable people in Palo Alto would not agree to making such a growth rate 'permanent policy' in the Comprehensive Plan. Palo Alto has never had such a plan for this kind of excessive growth and there is no evidence the city infrastructure for services, schools, etc. could keep up and meet such demands. Arguments for such an extreme increase in housing are unrealistic and unacceptable when trying to make a case in support of Scenario 6.

The City and Planning Commission must not 'Manhattan-ize' our beautiful Palo Alto. There is no way a mass transit will in reality, materialize, to reduce cars, traffic and parking requirements in the future. Our city is just not built that way.

While housing does matter, most citizens also care about quality of life, beauty of our city and want balance. Please make carefully considered and wise choices that Palo Altans will be happy with for the future.

Sincerely,

Michael and Ruth Lowy
Barron Park Neighborhood

From: Kai Ma
To: Council, City
Subject: a concerned resident regarding Palo Alto housing growth plan
Date: Monday, March 20, 2017 11:38:40 AM

Dear Mayor, Vice Mayor and Council members,

I heard there is going to be a vote on the Palo Alto housing growth plan tonight. I won't be able to make it. But I do hope my voice heard and my deep concern addressed.

It seems three council members are for the Scenario 6 plan, which is to build 6000 new units by 2030, which triples the city's long term population growth rate. Worst of all, they are even seeking to make this a permanent policy to ruin our lives for decades, forever! This is ridiculous.

I believe it has been widely discussed what are the huge profound negative impact to the city and its people, so I am not going to repeat here. Anybody with common sense would be able to see it clearly and would doubt the incentives for such an aggressive proposal. I think 2 council members are being investigated now. It would be very irresponsible to have these council members (who are under investigation) to still determine all Palo Altan's fate.

Thanks for your attention!

Kai
A 20-year resident in Palo Alto who loves this city deeply.

From: Paul Machado
To: Council, City
Subject: housing
Date: Monday, March 20, 2017 9:33:18 AM

Can we merely build our way out of the congestion mess in which we now live? I fear the solution is not that simple. Unfettered construction
got us to this point and it should be obvious the same path will not solve the problem.

Thanks

Paul Machado

From: Michael Mao
To: Council, City
Subject: Please Do Not Choose the Scenario 6 Housing Growth
Date: Monday, March 20, 2017 11:09:33 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,

Michael Mao
(650) 417-8132

From: Markevitch, Pat
To: Council, City
Subject: Comp Plan
Date: Monday, March 20, 2017 7:35:21 AM

Honorable City Council Members and Mayor,

Please do not choose the Scenario 6 housing growth.

While I am definitely in favor of more housing in Palo Alto, especially low income, 6,000 new units by 2030 would nearly triple the city's long term population growth rate.

The impact to the infrastructure, schools, parks, roads and services would be unbearable.

Having put two children through the District, I have seen first hand the effects that overcrowding can have on a school, especially in the classroom.

Please consider a less burdensome option. Thank you for your time.

Pat Markevitch

From:	Maurier Michael
To:	Lee, Elena
Cc:	Council, City
Subject:	Draft EIR Scenarios?
Date:	Monday, March 20, 2017 1:28:27 PM

Palo Alto City Council,

Apparently, you will soon be making an important decision on the rate of growth of the City by picking one of the scenarios in the Draft Environmental Report (EIR).

Do NOT choose the Scenario 6 housing growth, which is irresponsible and panders primarily to developer's short -term interests

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. Few reasonable people would agree to this. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up very long. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

It appears clear that the majority of the council at the moment favors growth, urbanization and increasing congestion at the expense of resident's interests. And has decided to ignore/override years of conscientious local citizen's input in the Comprehensive plan in order to more easily achieve these ends.

Given this distinctly retrograde, cavalier step the Council has taken, and recent questions that have arisen regarding campaign financing by some of the pro-growth Council members, I don't hold much hope for this request.

In any case, to those of you who may still care about such long-term effects, please make a carefully considered choice that Palo Altans, especially those of us who live and raise kids here will be amenable to in the long term.

Michael Maurier
Fairmede Ave.
Palo Alto

From: Shannon Rose McEntee
To: Council, City
Subject: Gutting the Comprehensive Plans "Details"
Date: Monday, March 20, 2017 8:28:24 AM

Dear Mayor Scharf and Council Members,

I was dumbfounded when you decided suddenly to gut the comprehensive plan details, developed over many months of time and effort by dedicated community members. You break our community trust when you act this way. Please restore the details the CAC so carefully developed by dedicated, thoughtful and intelligent residents of our city.

Shannon Rose McEntee
410 Sheridan Avenue

From: Qinghong & Fang Mei
To: Council, City
Subject: opposing scenario 6
Date: Monday, March 20, 2017 1:17:45 PM

Dear council members,

I strongly oppose scenario 6. Housing crisis is the problem all the cities in bay area are facing, but that cannot be solved by going with such a dramatic measure by adding 6000 units in next 20 years in Palo Alto. More debate is needed before you put this to a vote, especially when two members, Kniss and Tanaka are currently under investigation for their suspicious connection with developers, who are the main proponents for high density solution.

20,000 more population on top of existing 60,000 residents and 12,000 cars on the road every day, it's hard to picture what Palo Alto will look like in 20 years.

No to scenario 6.

Fang

From: Marilyn Messer
To: Council, City
Subject: Palo alto groundwater
Date: Monday, March 20, 2017 9:51:29 AM

The committee has spent a lot of time and effort to research and make recommendations. It seems like all this is to appeal to the homeowners
Who have little regard except for their own agenda….. to build a basement I own 2 homes in JPalo Alto, and would not consider building
A basement because the benefit for me would not be worth it at the expense of the environment, my neighbors and Palo Alto.

If I were the City Council, I would just say NO and move onto other matters which are more important.

Marilyn Messer
1050 Guinda Street
Palo Alto, CA 94301

From:	Alicia Miao
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 11:45:24 AM

From: alicia.miao@gmail.com <Alicia Miao>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Alicia Miao

From: Andy Miksztal
To: Council, City
Subject: To the Corrupt City Council Members:
Date: Monday, March 20, 2017 12:55:20 PM

Kniss, Tanaka, Fine-

Stop selling out the residents of Palo Alto to developers.

Andy Miksztal
743 Cereza Dr
Palo Alto

From: Subhash Narang
To: Council, City
Subject: Gutting the comprehensive plan.
Date: Monday, March 20, 2017 9:16:46 AM

Honorable Council Members,

We urge the City Council to respect eight years of work by numerous individuals including the current Citizens' Advisory Committee (CAC). The City Council should re-think their Jan. 30th decision to "gut" the Comprehensive Plan by separating Programs from Policies. In many cases, the Policies without the Programs are too vague to be meaningful. The CAC, Staff and consultants listened and incorporated some of our input into Palo Alto's draft Comprehensive Plan.

All this input is lost and the Policies greatly **weakened** when we have the Programs that would support the Policies relegated to at-will appendices.A proper analogy is "separating meat from the bone", leaving a weak skeleton behind.

From:	Christy Ong
To:	Council, City
Subject:	strongly against Scenario 6
Date:	Monday, March 20, 2017 1:45:38 PM

To whom it may concern,

Strongly against high density housing in Palo Alto.

Thanks

Christy

From:	jamespoppy@comcast.net
To:	Council, City
Subject:	Growth is good with the correct infrastructure
Date:	Monday, March 20, 2017 1:17:28 PM

Hello City Council,
I am a 40 year resident of Palo Alto. Please take measures immediately to address infrastructure shortfalls that will make future growth more difficult and expensive.

Growth is good for Palo Alto but only if we are ready for it. Palo Alto Forward is pushing an agenda that will only cause more problems down the road with parking and resources. RPPs will not do it alone. The whole town will be one big RPP before we know it.

Also, please do not vote on this until the investigations of Kniss and Tanaka are done. Or they must recuse themselves.

Sincerely,
Jim Poppy
135 Melville Ave

From:	Hong Quan
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 9:37:51 AM

From: hongquan@gmail.com <Hong Quan>

Message:

We love living in Palo Alto and strongly feel that it shouldn't be limited to the lucky few who've been here forever, or have hit the technology startup lottery. More housing doesn't diminish our way of life, it just means more people get to call Palo Alto home. We're an old city in the heart of Silicon Valley and we'll get left behind if our housing plan doesn't keep up with our neighbors (MV & MP).

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Hong Quan

From: Annette Ross
To: Council, City
Subject: Planning Decisions
Date: Monday, March 20, 2017 2:20:13 PM

Several years ago I happened to be at a City Council meeting in Lafayette, CA, when one of the Council members (actually possibly the mayor) said that he didn't want that Council to be known as the one that ruined Lafayette. I wish you all felt that way about Palo Alto.

As I read about the various density and planning scenarios you are considering I am struck by the fact that the start point is NOW, 2017, not some past period of time in which there was an abundance of space and opportunity for development. Due largely to past Council decisions we have a built environment that is overbuilt.

Self-imposed problem #1: a severe jobs:housing imbalance that can, at best, be improved a little bit if we stop adding to the jobs side of the ratio.

Self-imposed problem #2: a severe built:infrastructure imbalance that can be improved only if we start addressing the problems we have with parking, circulation, transportation, community serving jobs, loss of retail, water, etc.

It is past time to get real and slow down until we have made measurable, significant progress on effective solutions. Yet, the Planning Dept tees up options as though we have a blank canvas to work with. We don't. In fact, we are choking on our success.

I urge you to not push the City further down a self-destructive path. Instead of being the Council that ruins Palo Alto, why not be the smart Council that applies the brakes and gets to work on sorely needed improvements?

Please reject at least Option 6.

Annette Portello Ross
2103 Amherst Street
Palo Alto, CA. 94306

Sent from my iPhone

From: Rebecca Sanders
To: Lee, Elena; Council, City
Subject: "No" on Scenario 6 Please
Date: Monday, March 20, 2017 3:01:40 PM

Dear City Council and Staff Members:

I write on behalf of the Ventura Neighborhood Association to urge you to engage in housing growth moderation and to continue our office cap diet.

Specifically we urge you against Scenario 6. We urge moderate growth in order to allow the City to measure collective impacts of all these developments rather than reviewing each project piecemeal. We can get the housing we need at a rate we can manage. Why rush in where angels fear to tread?

And we ask that you respect the wishes of the Citizens Advisory Committee and restore guidelines that will help citizens know what to expect from the City Planners; guidelines that were removed in January 30, e.g. the 50 foot height limit.

And finally, the Ventura neighborhood has been regularly maligned by city staff, electeds and appointeds for being ugly or blighted, in need of redevelopment. Did you know we resent that? We'd like to be part of the solution and not left out of the process, marginalized and ignored. We love Ventura and want you to consider all points of view and strike that important balance that is at the heart of our system of government. Compromise. Scenario 6 is not a compromise.

Thank you for your kind consideration of our concerns, and thank you for your service.

Becky Sanders
Moderator
Ventura Neighborhood Association

From:	Save Palo Alto"s Groundwater
To:	Council, City
Cc:	dan@fgy-arch.com; pagroundwater@luxsci.net
Subject:	Comp Plan: Save Palo Alto"s Groundwater Comment
Date:	Monday, March 20, 2017 12:04:05 PM

To the Honorable Members of the Palo Alto City Council:

Save Palo Alto's Groundwater strongly requests the City Council to:
1) Respect eight years of work by numerous individuals including the current Citizens' Advisory Committee (CAC).

2) Rethink your Jan. 30th decision to "gut" the Comprehensive Plan by separating Programs from Policies. In many cases, the Policies without the Programs are too vague to be meaningful . This decision was made late at night and without discussion.

Save Palo Alto's Groundwater's members and supports contributed significant time and effort to developing balanced, fact-based recommendations for the Comprehensive plan that incorporate important considerations of our valuable groundwater resoiurce. Simply relegating this effort to Appendix that can be changed simply ingores the issues. Programs need to included in the Comp Plan.

Do your jobs, discuss the issues and include meaningful programs in the Comp Plan.

--
Save Palo Alto's Groundwater
PAgroundwater@luxsci.net

From:	Karen Schlesser
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 7:28:06 AM

From: karenschlesser@gmail.com <Karen Schlesser>

Message:

In order for our region to continue being a welcoming and inclusive community for all, we must build way more housing. These 6000 units would be a step in the right direction, and send the message that we are serious about fixing the housing shortage. Thank you.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Karen Schlesser

From: Sophie Sha
To: Council, City
Subject: Against Scenario 6
Date: Monday, March 20, 2017 10:12:47 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sent from my iPhone

From: HANQIU SONG
To: Council, City
Subject: Against Scenario 6
Date: Monday, March 20, 2017 11:26:30 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

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Sincerely,
Hanqiu Song (East meadow area)

From: Yunan Song
To: Council, City
Subject: NO on Scenario 6 housing growth
Date: Monday, March 20, 2017 12:39:21 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Yunan Song
Resident in Ventura neighborhood

Sent from my iPhone

From: lesley
To: Council, City
Subject: meeting tonight
Date: Monday, March 20, 2017 11:16:12 AM

I will not be able to attend but wanted to say that the community trust is broken when the time and effort of the former and current members of the Citizens' Advisory Committee, Staff and consultants plus the input of many residents, including Save Palo Alto's Groundwater members, are not valued.
Please do the right thing and vote to conserve, save value and replenish groundwater….
Lesley Stansfield

From:	Gregory Stevens
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 12:10:56 PM

From: gregory.stevens@me.com <Gregory Stevens>

Message:

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Gregory Stevens

From: Diane Sun
To: Council, City
Subject: Highly against scenario 6
Date: Monday, March 20, 2017 9:55:57 PM

Dear Sir/Madam,

As a Palo Alto residence, I am highly against scenario 6, as it is exceeding our city's sustainability , decrease the quality, safety of the people's life here.

Sincerely,

Diane Sun

Sent from my iPhone

From: Gitelman, Hillary
To: Lee, Elena; Costello, Elaine
Subject: FW: A letter to Council re Comp Plan and Preferred EIR
Date: Monday, March 20, 2017 9:57:31 AM
Attachments: image001.jpg

FYI

Hillary Gitelman | Planning Director | P&CE Department
250 Hamilton Avenue | Palo Alto, CA 94301
T: 650.329.2321 | **E:** hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

From: Amy Sung [mailto:amy@amysung.com]
Sent: Monday, March 20, 2017 9:11 AM
To: Council, City
Cc: Gitelman, Hillary; Amy Sung
Subject: A letter to Council re Comp Plan and Preferred EIR

Dear Council,

Thank you for taking a hard look at various scenarios. I am writing to you as an individual passionate about my city and not representing my professional group or any other group. I am writing to urge you to show that we really mean housing. Housing at all levels of needs. I hope you would choose scenario 6 as the preferred scenario for the final EIR. The 6,000 housing units described in the Scenario 6 is a starting point to address the severe housing shortage. It offers the lowest ratio of all scenarios (a job/resident ratio of 2.34), the best City VMT Per Capita at 30.8 (again, the best mileage of all scenarios with a diverse mobility combo of driving, transit, biking, and walking), and more importantly, it makes fiscal sense. The fiscal analysis forecasts that City will likely see net revenue.

Let's be honest about the need for housing. Cities up and down the Peninsula, from San Francisco to San Jose, are taking steps addressing the housing shortage. Both our neighboring cities in Menlo Park and Mountain View are doing their shares in increasing housing stocks. Palo Alto is an integral part of the region and a hub of innovation, we can do better as a regional player and a leader.

I hope you will see that to making housing possible is to work our very expensive lands harder by adding density. There's no other subtle ways to describe it. With the already developed land, our infill development needs to think vertical, in up and down directions and with smaller units. I also hope you will see that a healthy mix of housing types are needed to address demands from- the young, the old, the vulnerable, and the forgotten middle. Let me take a moment to talk about the middle. They don't need affordable housing. They need attainable housing.

And now, I like to focus back to the Comp Plan. As a member of the CAC committee and Land Use subcommittee, I do not at all feel disrespected by the Council's action to move programs into separate chapter. In fact, I am in favor.

I have always pondered on what practical ways to foresee the future and project our objectives in goals and policies expected to guide us into year 2030 and on how to frame programs to address future problems. Programs are not required by State OPR's General Plan guidance. Furthermore, Programs are dynamic and time dependent in nature whereas Goals and Policies are static. I heard that about 15% of some 266 programs were being implemented in the old Comp Plan. That's roughly 40 programs out of 266. Now that the council will make decisions at the project level, it's only logical and practical that the 400+ programs scattered throughout be grouped in one Implementation chapter, cleaned up, and prioritized. Comp Plan as we know it, is expected to guide us into year 2030.

Respectfully,
Amy Sung

From:	Amy Sung
To:	Council, City
Subject:	Go Big on Housing: Support 6000 New Homes in Comp Plan Scenario 6
Date:	Monday, March 20, 2017 9:32:51 AM

From: amyconnect@gmail.com <Amy Sung>

Message:

Dear Mayor Scharff, Vice Mayor Kniss, and Council Members, Thank you for taking a hard look at various scenarios. I am writing to you as an individual passionate about my city and not representing my professional group or any other group. I am writing to urge you to show that we really mean housing. Housing at all levels of needs. I hope you would choose scenario 6 as the preferred scenario for the final EIR. The 6,000 housing units described in the Scenario 6 is a starting point to address the severe housing shortage. It offers the lowest ratio of all scenarios (a job/resident ratio of 2.34), the best City VMT Per Capita at 30.8 (again, the best mileage of all scenarios with a diverse mobility combo of driving, transit, biking, and walking), and more importantly, it makes fiscal sense. The fiscal analysis forecasts that City will likely see net revenue.

Dear Mayor Scharff, Vice Mayor Kniss and City Council Members,

Thank you for your recent actions to support the addition of more Accessory Dwelling Units. On Monday March 20th you have the opportunity to support more housing options in Palo Alto by choosing a Comp Plan Scenario. I encourage you to consider the 6,000 new housing units (between now and 2030) presented in Scenario 6. Doing so would respond to the many voices of residents you have heard at council meetings and improve the housing situation in our city.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

The Comp Plan EIR also indicates that all scenarios will continue the current traffic and parking challenges UNLESS we are able to identify programs and policies that provide alternatives and incentives for the large number of existing residents and workers to reduce their car travel. In other words, we strongly support a robust TMA with a stable funding source to underpin the success of any of any of these alternatives. This should be a top priority for the council.

Sincerely,

Amy Sung

From: Sally Supplee
To: Council, City
Subject: EIR
Date: Monday, March 20, 2017 12:38:22 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous.

Most of us in Palo Alto do favor more and especially better-priced housing here, but the efforts should not affect the quality.. Scenario 6 would negatively impact life quality.

6,000 new units by 2030 would **nearly TRIPLE** the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. There is no precedent ever for this kind of growth in Palo Alto, and no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are unrealistic.

Housing matters, but most of us still care about other things and want balance. Please make a carefully considered and wise judgement. one that Palo Altans will be happy with in the long term.

Sincerely,

Sally Supplee

From: Hui Tan
To: Council, City
Subject: Please do not choose the scenario 6 housing growth
Date: Monday, March 20, 2017 10:17:04 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Hui, from midtown.

From: Jane Uyvova
To: Council, City
Subject: Please support Scenario 6
Date: Monday, March 20, 2017 12:25:03 PM

Dear Mayor Scharff, Vice Mayor Kniss, and City Council Members,

Thank you for your recent support of Accessory Dwelling Units initiative - it's is invigorating to see the first step towards creating more housing options in Palo Alto. However, the housing situation in Palo Alto is still dire and this evening you have the opportunity to take another very important step. I encourage you to consider the 6000 new housing units presented in Scenario 6. Doing so would finally start to make meaningful progress towards increasing housing availability and affordability here in Palo Alto. As you have heard from many residents coming to speak before you, this is both an urgent need and a tremendous opportunity to create a vibrant city. I believe it is also a moral and a social equity issue.

I also support the concept of converting commercial FAR (floor area ratio or allowable square footage) to housing FAR in mixed use projects in high activity centers like Downtown or California Avenue. If done in a respectful and collaborative manner, this concept would bring added housing, added customers for local serving retail, exciting mixed use projects to these areas and dramatically reduce car use for local non commute trips as housing would be located near services, shopping and other amenities.

Palo Alto is at the cross roads and should take the path toward becoming an inclusive, diverse, multi-generational, walkable and kind city. Now it the time. Please support 6000 new homes in Palo Alto.

Best Regards,
Jane Uyvova

From: scillyw .
To: Council, City
Subject: Oppose to scenario 6 housing growth
Date: Monday, March 20, 2017 12:38:28 PM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme.

There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Last but not least, I also want to question the motivation behind scenario 6 given the state investigation into Kniss and Tanaka's campaign practices.

Sincerely,
Scilly Wang
4218 McKellar In

From: Weiping He
To: Council, City
Subject: Re: Against Scenario 6
Date: Monday, March 20, 2017 11:25:26 AM

We also heard that a couple of the council members are being investigated for taking bribes from developers. Would appreciate to know the updates of this case.

On Mon, Mar 20, 2017 at 10:48 AM, Weiping He <weipingher@gmail.com> wrote:

> Dear Palo Alto City Council,
>
> Thank you for working hard on city projects to make Palo Alto a better place. We love this place and care about the future of this beautiful town. We have heard of Scenario 6 and are seriously concerned about the rapid growth proposed. The resources are very limited here. To accommodate 6000 uinits in the future 15 years sound crazy. Traffic will be a problem, parking will be notorious,public education will be a challenge (look at the deficit we have now). The reputation of the town will soon be down too.
>
> Please consider wisely and carefully!
>
> Thanks,
> Weiping

From:	Rene Wood
To:	Council, City
Subject:	Comprehensive Plan
Date:	Monday, March 20, 2017 7:22:31 AM

Dear Mayor Scharff and City Council Members:

During your discussion tonight on the Comprehensive Plan, I respectfully urge you to accept and value the work of so many Palo Alto residents, representing a wide range of political views, and direct staff to list Programs and their respective Policies, together in the main body of the Comprehensive Plan and not separate Policies or place them in an appendix.

The Comprehensive Plan, as the overall guiding City document for decades to come, will provide more robust and clear guidance if Programs and Policies are tied together.

While it is understood not all Programs will be implemented, listing the Programs within the Policy structure provides more comprehensive and clearer guidance for City Councils which follow yours, as well as day-to-day City operations, and documents the City's careful and expansive thinking on critical matters on key aspects of the City as it plans its future.

Sincerely,
Rene Wood

From: Yuling
To: Council, City
Subject: Strongly against Scenario 6!!
Date: Monday, March 20, 2017 11:55:34 AM

As a resident of Palo Alto for over 10 years, I strongly against scenario 6. A high density community will decrease quality of our lives.

Thanks!
Yuling
Sent from my iPhone

From: Rui Yun
To: Council, City
Subject: Against scenario 6
Date: Monday, March 20, 2017 7:35:19 PM

Dear Sir/madam,

We are strongly against scenario 6, and also question the real motivation behind the proposal. Why a couple of council members are being investigated for taking improper contributions from developers! ? What they try to do, money? They should resign from the position.

Thanks,

Best,

Rui/George

Sent from my iPhone

From: Yanfeng Zhang
To: Council, City
Subject: Please do not choose the Scenario 6 housing growth
Date: Monday, March 20, 2017 11:26:49 AM

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

6,000 new units by 2030 would nearly TRIPLE the city's long term population growth rate, and make this new growth rate permanent policy in the Comprehensive Plan, presumably for decades. This is unreasonable and extreme. There is no precedent ever for this kind of growth in Palo Alto, and there's no evidence the city's infrastructure, services and schools could keep up. Arguments why all this new housing won't produce more cars, traffic, parking demand, school enrollment etc are fanciful and unrealistic.

Even the slowest growth Scenario 2 still accelerates housing over our long term averages. While there are some people who would like to see unlimited housing everywhere in town no matter what, most of us care about more things than just housing. We want you to make a carefully considered and wise judgement, especially for the Comprehensive Plan which has long term effects. All of you ran for council as Moderate. Please choose something more thoughtful than Scenario 6, that Palo Altans will be happy with in the long term.

Sincerely,
Yanfeng Zhang
4159 El Camino Way
Palo Alto, CA 94306

From: Gitelman, Hillary
To: Lee, Elena; Costello, Elaine
Subject: FW: No to Scenario 6
Date: Wednesday, March 22, 2017 9:51:00 AM

One more email comment

Hillary Gitelman | Planning Director | P&CE Department

250 Hamilton Avenue | Palo Alto, CA 94301

T: 650.329.2321 |E: hillary.gitelman@cityofpaloalto.org

Please think of the environment before printing this email – Thank you!

-----Original Message-----
From: Jackie Yao [mailto:jackieyao@gmail.com]
Sent: Wednesday, March 22, 2017 7:52 AM
To: Council, City
Subject: No to Scenario 6

Dear City Council,

Please do not choose the Scenario 6 housing growth, which is overzealous and not thought-out.

Most of us in Palo Alto do favor more and especially better-priced housing here, but that still stays within the city's ability to absorb its impacts. Scenario 6 goes too far beyond this.

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Sincerely,
Jackie Y. From South Court, Palo Alto

Sent from my iPhone