

DOCUMENTS IN THIS PACKET INCLUDE:

LETTERS FROM CITIZENS TO THE
MAYOR OR CITY COUNCIL

RESPONSES FROM STAFF TO LETTERS FROM CITIZENS

ITEMS FROM MAYOR AND COUNCIL MEMBERS

ITEMS FROM OTHER COMMITTEES AND AGENCIES

ITEMS FROM CITY, COUNTY, STATE, AND REGIONAL AGENCIES



Prepared for: 4/23/2018
Document dates: 4/4/2018 – 4/11/2018

Set 2 of 2

Note: Documents for every category may not have been received for packet reproduction in a given week.

Carnahan, David

From: Elizabeth Wong <elizabethwong2009@gmail.com>
Sent: Wednesday, April 04, 2018 6:09 PM
To: Architectural Review Board; Council, City
Subject: 620 Emerson ARB Hearing April 5, 2018
Attachments: scanarbapril5.pdf; scan0002.pdf

Dear members of the ARB and City Council,

Please see attached letter and supporting document pertaining to 620 Emerson Street.

Thank you.

Elizabeth Wong

650 814 3051

Architectural Review Board (ARB)
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Subject: YO LLC Objections to ARB Approval of Application 17PLN-00331
620 Emerson Street, Palo Alto

YO LLC reaffirms its previous objections delivered to the ARB at its February 1, 2018, meeting, and requests that the ARB deny approval of subject project. In addition, please consider the following:

1) Elimination of On-Site Parking

YO LLC objects to the elimination of the existing parking areas on the property by allowing the applicant to pay in lieu and to construct a building which eliminates such parking. Palo Alto's downtown properties including this one at 620 Emerson belong to a Parking Assessment District. According to the Assessment Roll included as Appendix 2 to the Final Engineer's Report prepared for the City in March, 2001, (See Attachment) the district has 2,124 on-site parking spaces. If developers were to be allowed to buy their way into eliminating on-site parking these 2,000-plus parking spaces (many with the same configuration as 620 Emerson with rear parking from a 20-ft wide alley) can be eliminated from the City's supply of parking. The intensity of traffic and infrastructure use imposed by this new project cannot be remedied by simply having the applicant pay into a future parking fund. Underground parking and mechanically-assisted parking are two options that have not received due consideration for this project.

No project within the Downtown Core should receive a recommendation by staff for approval without exhausting all options to preserve either a portion of a site's existing parking or to fully-park a project to the City's parking policies. Allowing the applicant to pay in lieu in this instance simply exacerbates the current parking pain and pushes the parking problems it will create to be dealt with in some future uncertain time, to the detriment of our quality of life. The elimination of any on-site parking as currently proposed by the project will have a significantly adverse effect to businesses along Emerson Street.

2) No Provision for a Loading Zone

Restaurant uses require accessible loading zones for food deliveries. This is an intense, daily occurrence. Emerson Street between Hamilton Avenue and Forest Avenue has no loading zones that can be utilized by the proposed restaurant land use. This will result double parking impacts along Emerson Street that severely impact the operations of businesses on this street block. High Street between Hamilton Avenue and Forest Avenue also lacks loading zones. The use of the existing driveway and alleyway will impact existing businesses if blocked by loading at the rear of the site. Hamilton Avenue provides a Loading zone along the front of the Epiphany Palo Alto Hotel but that site is already heavily used and inconvenient for deliveries to 620 Emerson Street. The site as it exists now is not impacted by loading zone issues because it provides three (3) existing on-site parking spaces and has additional on-site access through the rear garage doors that serve the site.

3) Independent Restroom Facilities

YO LLC objects because the proposed conditions of approval do not and should include restroom facilities independent of neighboring structures. Even if it is the intention of the applicant to operate new uses within the subject site in conjunction with adjacent properties, ensuring that the site can operate independently in the future will help allow future land use choices on the site. Alternatively, the adjacent Epiphany Hotel should include a recorded in-perpetuity access easements for the use of restroom facility or any other utilities that are intended to jointly serve both sides, or the subject project should have a recorded agreement that the developer will provide and pay for independent restrooms within the property in the future. Such agreement and access easements should be presented in conjunction with any proposed land use decision for the subject property.

Sincerely,

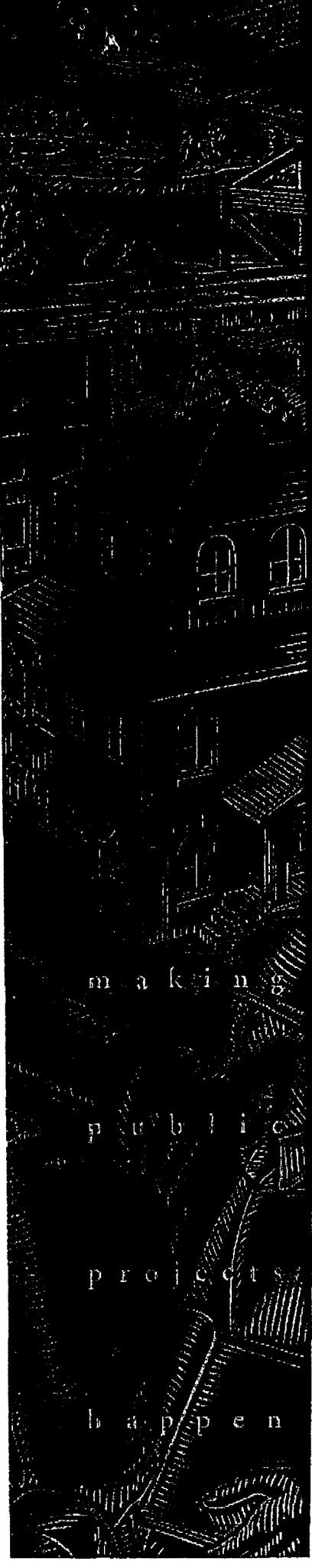


YO LLC

Elizabeth Wong, Manager

Copy: Palo Alto City Council

Att.: Final Engineer's Report for University Avenue Off-Street Parking Assessment District



FINAL ENGINEER'S REPORT

for

UNIVERSITY AVENUE AREA OFF- STREET PARKING ASSESSMENT DISTRICT

Prepared for:

**City of Palo Alto
California**

Prepared by:



Harris & Associates

March, 2001

TABLE OF CONTENTS

Assessment Pg. 1

Engineer's Cost Estimate Pg. 4

Method of Assessment

 General Pg. 5

 Project Overview Pg. 5

 Benefit Pg. 6

 Considerations from Proposition 218 Pg. 6

 Special Benefit Analysis Pg. 7

 Apportionment Formula Pg. 8

 Method for Allocating Costs to the Assessment District Pg. 8

 Method for Allocating Costs within the Assessment District Pg. 8

Description of Improvements Pg. 10

Boundary Map and Assessment Diagram Pg. 11

Assessment Roll Pg. 11

Names and Addresses of Owners Pg. 11

Plans and Specifications Pg. 11

Annual Administrative Assessment Pg. 11

Certificates Pg. 12

Appendices

1. Detailed Construction Cost Estimates

2. Assessment Roll

ASSESSMENT

WHEREAS, on January 22, 2001, the City Council of the City of Palo Alto, County of Santa Clara, State of California, under the Municipal Improvement Act of 1913 (the Act) adopted its Resolution of Intention No. 8035. The proceedings include financing for the acquisition and/or construction of the public improvements more particularly therein described, in and for the City's University Avenue Area Off-Street Parking Assessment District (the "Assessment District").

WHEREAS, said Resolution directed the undersigned to make and file a report presenting:

- a) Maps and descriptions of the lands and easements to be acquired if any;
- b) Plans and specifications of the proposed improvements if the improvements are not already installed, including the class and types of improvements for each zone of the Assessment District, if these zones exist;
- c) A general description of the works or appliances already installed and any other property necessary or convenient for the operation of the improvements, if the works, appliances or property are to be acquired as part of the improvements;
- d) An estimate of the cost of the improvements and the cost of lands, rights-of-way, easements and incidental expenses in connection with the improvements including any cost of registering bonds;
- e) A diagram showing, as they existed at the time of the passage of the Resolution of Intention, all of the following:
 1. The exterior boundaries of the assessment district
 2. The boundaries of any zone within the district
 3. The lines and dimensions of each parcel of land within the district with each subdivision given a separate number upon the diagram;
- f) A proposed assessment of the total amount of the cost and expense of the proposed improvements upon the subdivisions of land in the district in proportion to the estimated benefits to be received by each subdivision respectively. The assessment shall refer to the subdivisions by their respective numbers;
- g) A proposed maximum annual assessment upon each of the subdivisions of land in the district to pay costs incurred by the City of Palo Alto and not otherwise reimbursed which result from the administration and collection of assessments or from the administration or registration of any associated bonds and reserve or other related funds.

The particulars of which are described in the Resolution, incorporated herein by reference;

NOW, THEREFORE, the undersigned, by virtue of the power vested in me under said Act and the order of the City Council of the City of Palo Alto hereby make the following assessment to cover the portion of the estimated cost of said acquisitions, work and improvements, and the costs and expenses incidental thereto which specifically benefit the Assessment District and are to be paid by the Assessment District.

The amount to be paid for said acquisitions, work and improvements, and the expenses incidental thereto, is generally as follows:

SUMMARY COST ESTIMATE

	(1) As Preliminarily Approved	(2) As Confirmed And Recorded	(3) As Modified After Recordation
Project Construction & Acquisitions	\$33,330,383	\$33,330,383.00	
Contributions	\$0	\$0.00	
Total Cost for Assessment District	\$33,330,383	\$33,330,383.00	
Incidental Costs	\$6,876,335	\$7,639,971.89	
Bond Costs	\$5,697,415	\$5,697,415.00	
Interest Income	\$0	(\$818,779.89)	
Balance To Assessment	\$45,904,133	\$45,848,990.00	

I do hereby assess and apportion the Balance to Assessment of the Total Cost of said acquisitions, work and improvements upon the several lots, pieces or parcels or portions of lots or subdivisions of land specifically benefited thereby and liable therefor, severally and respectively, in accordance with the special benefits to be received by such subdivisions, respectively, from the acquisitions and improvements. These pieces, parcels or portion of lots or subdivisions of land are hereinafter numbered to correspond with the numbers upon the attached Assessment Diagram. The portions of land and apportioned assessments are more particularly set forth in Appendix 2 attached herein, and incorporated by reference.

In addition, an annual assessment for costs incurred by the City of Palo Alto and not otherwise reimbursed for administration and collection of assessment of bonds shall be levied in a maximum annual amount of twenty-five dollars (\$25.00) per individual assessment parcel per year. Said maximum annual administrative assessment shall increase each year by the change in the Consumer Price Index (CPI), during the preceding year ending in January, for All Urban Consumers for the San Francisco Bay area.

As required by said Act, an Assessment Diagram is hereto attached showing the Assessment District and also the boundaries and dimensions of the respective subdivisions of land within said Assessment District as the same existed at the time of the passage of said Resolution, each of which subdivisions having been given a separate number upon said Diagram.

Said assessment is made upon the several subdivisions of land within said Assessment District in proportion to the estimated special benefits to be received by said subdivisions, respectively, from said improvement. The diagram and assessment numbers appearing herein are the diagram numbers appearing on said diagram, to which reference is hereby made for a more particular description of said property.

Each subdivision of land assessed is described in the Assessment Roll by reference to its parcel number as shown on the Assessor's Maps of the County of Santa Clara for the Fiscal Year 2000-2001

and includes all of such parcel excepting those portions thereof within existing public roads or right of way to be acquired in these proceedings for public road purposes. For a more particular description of said property, reference is hereby made to the deeds and maps on file and of record in the office of the County Recorder of said County.

Notice is hereby given that serial and/or term improvement bonds to represent unpaid assessments and bear interest at the rate of not to exceed twelve percent (12%) per annum, or such higher rate of interest as may be authorized by applicable law at the time of sale of such bonds, will be issued hereunder in the manner provided under the Improvement Bond Act of 1915 and the last installment of such bonds shall mature not to exceed twenty-nine (29) years from the second day of September next succeeding twelve (12) months from their date.

Under the Resolution of Intention, the requirement of Division 4 of the California Streets and Highway Code shall be satisfied with Part 7.5 of said Division 4, for which the following is presented:

1. The total amount, as near as can be determined, of the total principal amount of all unpaid special assessment and special assessments required or proposed to be levied under any completed or pending assessment proceedings, other than contemplated in the instant proceeding is: \$ 3,835,000
2. The total amount of the principal sum of the special assessment (the "Balance of Assessment") proposed to be levied in the instant proceedings is: \$ 45,904,133
3. The total amount of the principal sum of unpaid special assessment levied against the parcels proposed to be assessed, as computed pursuant to paragraph 1, above, plus the principal amount of the special assessment proposed to be levied in the instant proceedings from paragraph 2, above is : \$ 49,739,133
4. The total true value, as near as may be determined, of the parcel of land and improvements which are proposed to be assessed in the instant proceedings, as determined by the full cash value of the parcels as shown upon the last equalized assessment roll of the County of Santa Clara is:
\$ 444,654,665
5. The ratio of total true value, as near as may be determined to the total amount of the principal sum of unpaid special assessments is:
8.9 to 1

Dated: _____, 2001

By:

HARRIS & ASSOCIATES
Engineer of Work
Mary Grace Pawson
RCE 044573

ENGINEER'S COST ESTIMATE

The proposed project costs are set forth below. The costs are presented assuming that the City will issue two series of assessment bonds. Series 1 will acquire existing assessments and finance ongoing design and administrative activities. Series 2 will finance construction. Appendix 1 includes a more detailed presentation of the cost estimates prepared for the two parking structures.

Description	Preliminary Costs	Confirmed Costs
Series 1 Bond Issue		
Construction and Incidental Costs		
Refinance Outstanding Assessment Bonds	\$2,217,080	\$2,217,080
Planning, Design & Construction Management	\$5,563,615	\$5,800,472
Right-of-Way	\$185,000	\$185,000
Assessment District Costs	\$238,000	\$238,000
Contingency	\$102,000	\$0
Financing Costs		
Underwriter's Discount	\$141,300	\$141,300
Bond Reserve	\$671,000	\$671,000
Rating Agency Fees	\$25,000	\$25,000
Capitalized Interest	\$161,040	\$161,040
Cost of Issuance	\$115,965	\$115,965
Interest Income	\$0	-\$190,000
Balance to Assessment Series 1	\$9,420,000	\$9,364,857
Series 2 Bond Issue		
Construction and Incidental Costs		
Lot R Construction	\$6,846,000	\$6,846,000
Lot R Estimating Contingency	\$821,520	\$821,520
Lot R General Conditions	\$613,402	\$613,402
Lot R Escalation	\$621,069	\$621,069
Lot R Contingencies	\$890,199	\$890,199
Lot S/L Construction	\$14,906,200	\$14,906,200
Lot S/L Estimating Contingency	\$1,788,744	\$1,788,744
Lot S/L General Conditions	\$1,335,596	\$1,335,596
Lot S/L Escalation	\$1,352,290	\$1,352,290
Lot S/L Contingencies	\$1,938,283	\$1,938,283
City Management and Administration	\$0	\$634,000
Assessment District Costs	\$787,720	\$782,500
Financing Costs		
Underwriter's Discount	\$547,200	\$547,200
Bond Reserve	\$2,765,740	\$2,765,740
Rating Agency Fees	\$50,000	\$50,000
Capitalized Interest	\$1,200,170	\$1,200,170
Cost of Issuance	\$20,000	\$20,000
Interest Income	\$0	-\$628,780
Balance to Assessment Series 2	\$36,484,133	\$36,484,133
Total Balance to Assessment	\$45,904,133	\$45,848,990

METHOD OF ASSESSMENT

GENERAL

The Assessment District is formed under the authority of the Municipal Improvement Act of 1913 (the Act) and Article XIIIID of the California State Constitution, and in accordance with the Proposition 218 Omnibus Implementation Act (chapt. 28, 1997 stats.) as supplemented by the provisions of Section 13.12.050 of the Palo Alto Improvement Procedure Code, which require that local agencies levy assessments based on the special benefits provided by the project. In addition, Article XIIIID, Section 4, of the State Constitution requires that a parcel's assessment may not exceed the reasonable cost of the proportional special benefit conferred on that parcel. Section 4 provides that only special benefits are assessable and the local agency levying the assessment must separate the general benefits from the special benefits. It also requires that publicly owned property that benefits from the improvements be assessed. Neither the Act nor the State Constitution specifies the method or formula that should be used to apportion the costs to properties in any special assessment district proceedings. The responsibility for recommending an apportionment of the costs to properties which specially benefit from the improvements rests with the Assessment Engineer, who is appointed for the purpose of making an analysis of the facts and determining the correct apportionment of the assessment obligation. Therefore, costs and expenses of proposed improvement(s) will be apportioned against the properties by a formula or method that proportionally and equitably distributes the costs in direct proportion to the estimated special benefits these parcels receive from the improvements.

The approval of the assessments rests with the City Council. The Council renders its decision after hearing testimony and evidence presented at a public hearing and tabulating the assessment ballots which are mailed to all record owners of property within the Assessment District. Only ballots delivered to the City prior to the close of the public hearing are tabulated. The Council's findings must include whether or not the assessment spread has been made in direct proportion to the estimated special benefits received by each parcel.

Assessment ballots are weighted by the amount of the assessment. The ballot tabulation is finalized after the close of the Public Hearing. If fifty percent or more of the weighted assessment ballots submitted favor the levy of the assessments, then the Council may proceed. If the majority of the weighted ballots (more than 50%) oppose the levy of assessment, then the proceedings must be abandoned.

PROJECT OVERVIEW

The University Avenue Area is a diverse mixed-use area with a combination of offices, retail establishments, restaurants, civic facilities and some higher density residences. The goal of both the City and the property owners in the area has been to "promote the economic health of Downtown, encourage retail vitality and variety and increase potential for a variety of uses".¹

The zoning designations within the University Avenue area are Commercial Downtown ("CD"). The CD district is intended to:

¹ Downtown Report – A Summary, January 1988, City of Palo Alto

- ❖ Control amount and size of development
- ❖ Preserve and promote ground floor retail uses
- ❖ Enhance pedestrian activity
- ❖ Create harmonious transitions to residential neighborhoods
- ❖ Assist in the preservation of historic buildings²

The University Avenue Parking Assessment District was established in 1975 with the goal of providing safe, convenient parking. Since its inception, the University Avenue Parking Assessment District has acquired 20 lots and constructed 2 parking garages. The Parking Assessment District has worked to create a downtown parking "system" with a variety of parking opportunities. The parking system supports an area where visitors perform multiple tasks (dine, shop, run errands) and are able to walk easily between various business establishments.

In 1994, the City in cooperation with downtown property owners and the Chamber of Commerce, brought forward a "Comprehensive Parking Plan for Downtown" (the "Comprehensive Plan"). The Comprehensive Plan identified and addressed a deficit of parking in the Downtown area. The Plan recommended the construction of new parking facilities. The City has been working since 1994 to develop plans for construction of new parking garages on surface lots S and L, near the center of downtown and surface lot R, on the southwesterly side of downtown.

Together, the new garages will add approximately 700 new parking spaces to the downtown system. The S/L Garage consists of seven levels, two below grade and five above grade, and incorporates space, not suitable for parking and reserved for future private or public use, within the design. The R Garage includes five levels all above grade and the structure is completely devoted to parking. To date the City has completed planning, environmental documentation and 50-percent design on two new garages. This assessment district is proposed to generate over \$45 million of funding for the construction of the new garages and refinancing of existing assessment bonds at more favorable rates and terms.

BENEFIT

Considerations from Proposition 218

In November 1996, the voters of California approved Proposition 218, which added Articles XIIIIC and XIIID to the California State Constitution. Proposition 218 added new procedures and requirements for all assessments. Particularly, Proposition 218 requires the following:

The assessment proceedings must identify all parcels which will have special benefit conferred upon them, including property owned by Federal, State or Local government agencies.

"Special benefit" means "particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large." General enhancement of property value is not considered to be a "special benefit."

The assessment on a parcel may not exceed the reasonable cost of the proportional special benefit conferred on the parcel. The improvements proposed for the Assessment District must meet the special benefit test of Proposition 218. Additionally, the assessment on each parcel must not exceed the cost of the proportional special benefit conferred on the parcel.

Special Benefit Analysis

Definition of "Special Benefit": A property benefits from the parking system when the availability of that system helps offset requirements imposed by the City through its planning or zoning process. This benefit is most clearly illustrated by a commercially zoned property with no onsite parking: development and use of the property would be prohibited by current planning and zoning criteria if an alternate parking system were not available. In these cases, the downtown parking system is integral to the highest and best use of property within that system.

History of the Benefit Area: The University Avenue Area (also referred to as the "Downtown Area") received increasing City attention in the mid-1980s. The 1984-1986 Downtown Study addressed the increased parking and traffic problems resulting in part from a surge in Downtown office building construction.³ The Study responded to a period of rapid commercial growth that resulted in increased parking and traffic problems and raised the issue of the compatibility of new downtown construction with existing development.⁴ The study resulted in new parking regulations in the University Avenue Parking Assessment District as part of a comprehensive effort to assure reasonable commercial development and employment centers within the downtown area.⁵

Area of Benefit: The existing University Avenue Parking Assessment District is the area of benefit; properties within this area receive special consideration under City parking regulations.⁶ Specifically, the parking facilities specially benefit commercial properties and employment centers within the downtown as a result of the comprehensive planning and zoning work undertaken after the 1984-1986 Downtown Study.⁷ This study focused on mitigating growth and traffic impacts. However it acknowledged the importance of retail vitality and economic health for the commercial segment.⁸ The Downtown Study includes a "Twelve Point Public Parking Program" which specifically focuses on working with employers to implement program goals.⁹

The South of Forest Area (SOFA) is relatively close to some of the parking facilities in the University Avenue Assessment District system including Lots E and G and Civic Center Garage. However properties within the SOFA are not given unique treatment within the Zoning Code. Parking provided by University Avenue Facilities may not be used to offset parking requirements for properties in the SOFA; hence this area does not receive special

³ Downtown Report, A Summary, January 1998 page 1.

⁴ Ibid, page 5

⁵ Ibid, page 1.

⁶ Palo Alto Municipal Code Sections 18.83 et. seq.

⁷ Downtown Report, A Summary, January 1988.

⁸ Ibid, page 8-9.

⁹ Ibid, Appendix A.

benefit from the proposed parking garages.

Facilities providing "Special Benefit": The proposed R Garage provides only special benefit. This structure, when constructed, will be utilized solely to meet parking requirements and demands in the University Avenue Assessment District. The lot may not be used by other property in the City to offset parking requirements. All costs and facilities associated with the R Garage are intended solely to provide additional parking for the University Avenue Parking Assessment District in accordance with the City's design requirements and Mitigation Measures adopted for the project under the California Environmental Quality Act.

The proposed S/L Garage also provides special benefit because it also includes parking spaces that will be utilized solely to meet the demands and requirements of the University Avenue Assessment District. All costs and facilities associated with parking at the S/L Garage are intended to provide additional parking for the University Avenue Parking Assessment District in accordance with the City's design requirements and Mitigation Measures adopted for the project under the California Environmental Quality Act. Costs and facilities that are incorporated within the S/L Garage but that do not provide parking, do not provide special benefit.

Facilities Providing "General Benefit": The design of the S/L Garage includes a space dedicated for future commercial or public use. These facilities can be logically incorporated within the design on the site because of site geometry and setback requirements. This logical architectural and engineering design provides for construction economies. However, these facilities do not provide parking, hence they do not specially benefit the property within the Assessment District. The cost of constructing these general benefit facilities is not an eligible cost within the Assessment District. Any and all costs associated with this general benefit space will be paid by the City of Palo Alto, either as a contribution to reimburse the Assessment District or through a separate funding source.

APPORTIONMENT FORMULA

Method for Allocating Costs to the Assessment District

The costs for the R Garage will be fully allocated to the Assessment District. The costs associated with the S/L Garage will be fully allocated to the Assessment District. The planning, design, construction management, administrative or construction costs of the non-parking space attached to the S/L Garage will not be allocated to the Assessment District and are not included in this report.

Method for Allocating Costs within the Assessment District

The City currently utilizes a blended rate of 1 parking space for 250 square feet of developed floor area (frequently expressed as 1/250 or 4/1000) to calculate parking demand within the Assessment District. The blended-rate is justified based on the mixed-use nature of the area. Many visitors park and walk to a variety of establishments within the area and City policy encourages this type of activity.

Basis of Benefit: Special benefit is provided to commercial properties and significant employers within the parking assessment district, because the availability of parking

throughout the district allows these properties to comply with City regulations. Without adequate parking, property cannot develop or change use. Compliance with City regulations is a special and unique benefit afforded to those properties within the Assessment District and not available to those properties outside of the District.

Residential property within the Downtown Area does not receive special benefit from the parking facilities. The parking demand associated with residential property is very low, compared to commercial enterprises and parking is provided onsite.

The Downtown Area also includes three churches. The churches are not large employers nor do they draw traffic and parking to the Downtown Area during business hours. A survey of the three churches indicates that their primary hours of operation are limited to Sunday mornings and Wednesday evenings. This type of use is not the focus of the parking program and does not represent a significant portion of the land use within the downtown area. Because of their unique use and hours of operation, these existing churches also do not contribute to the parking deficit downtown and will not receive special benefit from new parking facilities.

Quantification of Benefit: The City, through its Parking Ordinance¹⁰ has established a variety of parking standards for different types of commercial and industrial land uses. These range from requirements as high as 1 space per 150 square feet to as low as 1 space per 400 square feet. The 1/250 standard represents an "average" demand, between the two extremes. Based on this information, and the City's long history in the University Avenue Area, a Parking Benefit Unit of four spaces per 1000 square feet is reasonable.

In some cases, properties located in the University Avenue Area provide parking on site. Properties with on-site parking will have their Parcel Benefit calculation adjusted to give appropriate credit for on-site parking provided the parking spaces provided meet the design criteria outlined in the City's Municipal Code.

The benefit formula can be mathematically expressed below:

For Residential Properties: Parcel Benefit (in PBU) = 0

**For existing Churches that do not ordinarily place large parking demands during peak business hours:
Parcel Benefit (in PBU) = 0**

For Existing University Avenue Parking Facilities: Parcel Benefit (in PBU) =0

For All other Parcels:

Parcel Benefit (in PBU)¹¹ = (Enclosed square footage on a Parcel) x (4 PBU/1,000sf) -(onsite parking provided)
Assessment Rate (in \$/PBU) = (Project Cost)/(Total PBU in District)
Parcel Assessment = Assessment Rate x Parcel Benefit

¹⁰ Palo Alto Municipal Code Section 18.83 et. seq.

¹¹ "PBU" = Parcel Benefit Unit

DESCRIPTION OF IMPROVEMENTS

Within the City of Palo Alto, (the "City") County of Santa Clara, State of California, the construction and acquisition of the following public vehicle off-street parking improvements, including the acquisition of all lands, easements, rights-of-way, licenses, franchises, permits and any outstanding assessments, the removal of all existing improvements and the construction of all auxiliary work necessary and/or convenient to the accomplishment thereof in accordance with plans and specifications to be approved by the City:

1. The Site S/L Garage to be constructed on a site of approximately 40,400 square feet located in the block bounded by Bryant Street, Lytton Avenue, Florence Avenue and University Avenue and consisting of a reinforced concrete structure of seven levels (five above-ground and two below ground levels) with approximately 692 parking spaces and approximately 8,100 square feet of non-parking space, but excluding any portion of such structure to be used for other than vehicle parking or related uses.
2. The Site R Garage to be constructed on a site of approximately 25,200 square feet located in the block bounded by Alma Street, High Street, University Avenue and Hamilton Avenue and consisting of a reinforced concrete parking structure of five parking levels (all above ground) with approximately 228 parking spaces.

The foregoing shall include restrooms, bicycle racks and lockers, elevators, stairs, electric vehicle charging hook-ups, landscaping and architectural treatments.

BOUNDARY MAP AND ASSESSMENT DIAGRAM

A reduced copy of the Boundary Map and Assessment Diagram are attached hereto. Full-sized copies of the Boundary Map and Assessment Diagram are on file in the Office of the City Clerk, of the City of Palo Alto.

As required by the Act, the Assessment Diagram shows the exterior boundaries of the Assessment District and the assessment number assigned to each parcel of land corresponding to its number as it appears in the Assessment Roll contained in Appendix 2.

Reference is hereby made to the Assessor's Parcel Maps of the County of Santa Clara for the boundaries and dimensions of each parcel of land.

ASSESSMENT ROLL

The Assessment Roll includes an Assessment Number, the Assessor's Parcel Number, and Names and Addresses of the Property Owners as found on the secured Assessment Roll of the County of Santa Clara dated August 2000. The Assessment Roll shows the proposed Assessment for each property within the proposed Assessment District. The Act requires that the Assessment Roll be included in the Engineer's Report.

The Assessment Roll is included as Appendix 2.

Assessment Ballots and Notices of the Public Hearing will be mailed to the property owners shown.

PLANS AND SPECIFICATIONS

Reference is hereby made to the Plans and Specifications in and for said assessment proceedings on file in the office of the City Clerk of the City of Palo Alto, County of Santa Clara. The Plans and Specifications are by reference included with this Engineer's Report.

ANNUAL ADMINISTRATIVE ASSESSMENT

An annual administrative assessment shall be levied on each parcel of land or subdivision of land within the Assessment District. The administrative assessment will pay for necessary costs and expenses incurred by the City of Palo Alto, and not otherwise reimbursed, resulting from the administration and collection of assessments and/or from the administration or registration of any bonds and reserve or other related funds. This maximum assessment hereinafter set forth is authorized pursuant to the provisions of Section 10204(f) of the Streets and Highways Code and the said maximum annual assessment shall not exceed twenty- five dollars (\$25) per individual assessment parcel per year. Said maximum annual administrative assessment shall increase each year by the change in the Consumer Price Index (CPI), during the preceding year ending in January, for All Urban Consumers for the San Francisco Bay area.

The annual administrative assessment will be collected in the same manner and in the same installments as the assessment levied to pay for the cost of the works of improvement.

CERTIFICATES

1. I, the City Clerk of the City of Palo Alto, County of Santa Clara, State of California, hereby certify that the Assessment and Assessment Roll in this Engineer's Report, in the amounts set forth in Columns (1) of each, with the Assessment Diagram attached, was filed with me on _____, 2001.

**Donna J. Rogers
City Clerk
City of Palo Alto**

2. I, have prepared this Engineer's Report and do hereby certify that the amounts set forth in Column (2) under Summary Cost Estimate, hereof entitled Assessment, and the individual amounts in Column (2) of the Assessment Roll, herein, have been computed by me in accordance with the order of the City Council of the City of Palo Alto, County Santa Clara, adopted on _____, 2001.

**Mary Grace Pawson P.E.
Engineer of Work**

3. I, the City Clerk of the City of Palo Alto, County of Santa Clara, State of California, hereby certify that the Assessment in this Engineer's Report, in the amounts set forth in Column (2) was approved and confirmed by the City Council of the City of Palo Alto on _____, 2001, by Resolution No. _____.

**Donna J. Rogers
City Clerk
City of Palo Alto**

4. I, the Director of Public Works of the City of Palo Alto, County of Santa Clara, State of California, hereby certify that the Assessment in this Engineer's Report, together with the Assessment Diagram thereto attached, was recorded in my office on _____, 2001.

**Glenn S. Roberts P.E.
Director of Public Works/Superintendent of Streets
City of Palo Alto**

Appendix 1 Detailed Construction Cost Estimates

Palo Alto - Parking Structures Cost Estimate			
Description	Preliminary Costs	Confirmed Costs	Line Item Subtotals
SERIES I BOND ISSUE			
Construction & Acquisition Costs			
Refinance Outstanding Assessment Bonds			
Outstanding Bond Amount	\$3,479,440	\$3,479,440.00	
Debt Service and Bond Reserve Funds	-\$1,262,360	-\$1,262,360.00	
Subtotal Construction & Acquisition Costs			\$2,217,080.00
Incidentals			
Planning Costs	\$5,615	\$5,615.00	
Design & Construction Management	\$4,800,000	\$4,800,000.00	
City Management & Administration	\$758,000	\$994,856.89	
Right-of-way (Appraisals/Legal/Easements)	\$185,000	\$185,000.00	
Printing, Advertising, Notices, etc.	\$2,500	\$2,500.00	
Filing Fees	\$2,500	\$2,500.00	
Bond Counsel	\$90,000	\$90,000.00	
Financial Advisor	\$75,000	\$75,000.00	
Assessment Engineering	\$68,000	\$68,000.00	
Incidental Contingency	\$102,000	\$0.00	
Total Incidental Expenses:			\$6,223,471.89
Bond Costs			
Underwriter's Discount	\$141,300	\$141,300.00	
Bond Reserve	\$671,000	\$671,000.00	
Capitalized Interest	\$161,040	\$161,040.00	
Bond Insurance	\$95,965	\$95,965.00	
Rating Agency Fees	\$25,000	\$25,000.00	
Official Statement	\$5,000	\$5,000.00	
Printing, Registration and Servicing	\$15,000	\$15,000.00	
Total Bond Costs:			\$1,114,305.00
Interest Income	\$0	\$189,999.99	-\$189,999.89
BALANCE TO ASSESSMENT SERIES 1			\$9,364,857.00
SERIES 2 BOND ISSUE			
Construction & Acquisition Costs			
S/L GARAGE - Construction			
General Requirements & Permits	\$1,021,000	\$1,021,000	
Excavation and Foundations	\$3,133,000	\$3,133,000	
Structural Frame	\$4,959,000	\$4,959,000	
Roofing and Waterproofing	\$47,000	\$47,000	
Exterior Walls	\$2,194,000	\$2,194,000	
Interior Construction	\$433,000	\$433,000	
Special Requirements	\$230,000	\$230,000	
Vertical Transportation	\$407,000	\$407,000	
Mechanical	\$843,000	\$843,000	
Electrical	\$1,038,000	\$1,038,000	
Sitework	\$601,200	\$601,200	
Subtotal	\$14,906,200	\$14,906,200	
Estimating Contingencies (12%)	\$1,788,744	\$1,788,744	
General Conditions Fee (8%)	\$1,335,596	\$1,335,596	
Escalation to Start of Construction (7.5%)	\$1,352,290	\$1,352,290	
Change Order Contingency (10%)	\$1,938,283	\$1,938,283	
Subtotal S/L Garage			\$21,321,113

Description	Preliminary Costs	Confirmed Costs	Line Item Subtotals
R GARAGE - Construction			
General Requirements & Permits	\$550,000	\$550,000	
Excavations and Foundations	\$850,000	\$850,000	
Structural Frame	\$2,048,000	\$2,048,000	
Roofing and Waterproofing	\$13,000	\$13,000	
Exterior Wall	\$1,883,000	\$1,883,000	
Interior Construction	\$184,000	\$184,000	
Special Requirements	\$146,000	\$146,000	
Vertical Transportation	\$120,000	\$120,000	
Mechanical	\$270,000	\$270,000	
Electrical	\$414,000	\$414,000	
Sitework	\$368,000	\$368,000	
Subtotal	\$6,846,000	\$6,846,000	
Estimating Contingencies (12%)	\$821,520	\$821,520	
General Conditions Fee (8%)	\$613,402	\$613,402	
Escalation to Start of Construction (7.5%)	\$621,069	\$621,069	
Change Order Contingency (10%)	\$890,199	\$890,199	
Subtotal R Garage			\$9,792,190
Incidentals			
City Management and Administration	\$0	\$634,000	
Printing, Advertising, Notices, etc.	\$2,500	\$2,500	
Right-of-way Acquisition (Lot S/L)	\$527,000	\$527,000	
Filing Fees	\$2,500	\$2,500	
Bond Counsel	\$165,500	\$165,500	
Financial Advisor	\$75,000	\$75,000	
Assessment Engineering	\$10,000	\$10,000	
Incidental Contingency	\$5,220	\$0	
Total Incidental Expenses:			\$1,416,500
Bond Costs			
Underwriter's Discount	\$547,200	\$547,200	
Bond Reserve	\$2,765,740	\$2,765,740	
Capitalized Interest	\$1,200,170	\$1,200,170	
Rating Agency Fees	\$50,000	\$50,000	
Official Statement	\$5,000	\$5,000	
Printing, Registration and Servicing	\$15,000	\$15,000	
Total Bond Costs:			\$4,583,110
Interest Income			-\$628,780
BALANCE TO ASSESSMENT SERIES 2			\$36,484,133
TOTAL BALANCE TO ASSESSMENT			\$45,848,990

Appendix 2 Assessment Roll

City of Palo Alto
University Avenue Off-Street Parking Assessment District
Assessment Roll

Assessment Number	Assessor's Name	Owner's Name	Mailing Number	Address	Preliminary Cost Estimate		Final Cost Estimate		Preliminary Benefit		Final Assessment	
					Site	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Benefit	Preliminary Assessment	Final Assessment
1	120-03-002	Peters, Colin	550	Lyon Av 3rd Flr.	Palo Alto	CA 94301-1542	550 Lyon	4,845	19	19	0	\$0.00
2	120-03-023	Modulus Investment Co.	2725	E. Parley's Ways Sto 120	Salt Lake City	UT 84103	557 University	0,026	27	22	5	\$25,065.05
3	120-03-024	Modulus Investment Co.	2725	E. Parley's Ways Sto 120	Salt Lake City	UT 84109	555 University	10,532	42	2	40	\$200,520.40
4	120-03-025	Recore LLC	625	University Av. Unit 1500	Palo Alto	CA 94301	435 Tasso	35,118	140	30	110	\$551,431.11
5	120-03-026	Chi, Rosalind C. Trustee	425	Tasso St.	Palo Alto	CA 94301-1545	425 Tasso	0	0	0	0	\$0.00
6	120-03-027	Sedelmeier, Charles L. and Barbara S.	680	Waverley St.	Palo Alto	CA 94301-2540	417 Tasso	1,169	5	4	1	\$5,013.01
7	120-03-029	Levett, Dennis A		P.O. Box 420	Palo Alto	CA 94301	415 Tasso	0	0	0	0	\$0.00
8	120-03-030	Palo Alto Improvement Co.		P.O. Box 21	Palo Alto	CA 94302-0021	510 University	15,800	64	0	64	\$320,632.64
9	120-03-031	Brandt, James A. Trustee	530	University Av.	Palo Alto	CA 94301-1901	510 University	8,400	34	0	34	\$170,442.34
10	120-03-032	JTC	540	University Av. Ste. 105	Palo Alto	CA 94301-1912	540 University	14,025	60	0	60	\$300,780.80
11	120-03-033	J L S Associates II	170	Starfish CL	Morin	CA 0303-2245	548 University	4,275	17	0	17	\$85,221.17
12	120-03-035	TP University Avn. Assoc. LLC	1550	Tiburon St. A Bl.	Belvedere	CA 94920	555 University	4,950	20	0	20	\$100,290.20
13	120-03-036	Forbes, Thomas A.		P.O. Box 1021	Palo Alto	CA 94302-1021	564 University	3,000	0	0	0	\$0.00
14	120-03-037	Rugiv, George M. and Barbara M. Trustee	25926	Adobe Ln.	Los Altos Hills	CA 94022-4550	588 Hamilton	9,287	37	0	37	\$185,481.37
15	120-03-038	Frapwell-Andersen Trust	571	Hamilton Av.	Palo Alto	CA 94301-2035	585 Hamilton	1,819	0	0	0	\$0.00
16	120-03-039	Hamilton Webster JT Ven Et Al	555	Hamilton Av. Unit St 100	Palo Alto	CA 04301	555 Hamilton	14,010	50	8	51	\$255,003.51
17	120-03-040	Johnson, Lurd M. Trustee Et Al	1490	Dolphic Wy.	Pocatello	ID 83201	537 Hamilton	4,588	18	0	18	\$90,234.18
18	120-03-045	Levett, Dennis A	503	Waverley St.	Palo Alto	CA 94301	525 Hamilton	3,112	0	0	0	\$0.00
19	120-03-060	505 Hamilton Avenue Partners	250	University Av. Ste. 208	Palo Alto	CA 94301	505 Hamilton	32,515	130	0	130	\$651,681.31
20	120-03-067	Del Secco, Carol and Clayton R. Trustee	75	Beth Lane	Atherton	CA 04027-5401	543 Cowper	9,355	37	0	37	\$165,481.37
21	120-03-069	C M Capital Corporation (see note 1)	525	University Av. Unit 1500	Palo Alto	CA 94301-1923	525 University	201,270	805	452	353	\$1,769,502.55
22	120-03-070	C M Capital Corporation	525	University Av. Unit 1500	Palo Alto	CA 94301-1923	525 University	0	0	0	0	\$0.00
23	120-03-071	Johnson-Himel Partnership, Et Al (see note 2)	4	Main St. Unit 201	Los Altos	CA 94022-2902	530 Lyon	50,120	200	98	102	\$511,327.02
24	120-03-072	Clos 1887 Fam Partnership, LP	4	Main St. Unit 201	Los Altos	CA 94022-2902	530 Lyon	0	0	0	0	\$0.00
25	120-03-084	City of Palo Alto (Webster-Couper Garage) attn: Joe Sacco	250	Hamilton Avenue 4th Floor	Palo Alto	CA 94301	0	0	0	0	\$0.00	
26	120-03-085	Montis Associates V - Fresno Land Only	172	University Av.	Palo Alto	CA 94301	531 Cowper	10,083	80	0	88	\$340,864.88
27	120-14-088	City of Palo Alto (Lyttan-Waverly Lot) attn: Joe Sacco	250	Hamilton Avenue 4th Floor	Palo Alto	CA 94301	0	0	0	0	\$0.00	
28	120-14-091	Jacaroso, Doncila A. and Pasqualina A.	2293	Cherry Av.	San Jose	CA 05125-4712	369 Lyon	980	4	0	4	\$20,052.04
29	120-14-092	505 Hamilton Avenue Partners, LP	405	Alberto Wy. Ste. 5	Los Gatos	CA 95032	381 Lyon	7,584	30	0	30	\$160,390.30
30	120-14-095	City of Palo Alto (Lyttan-Waverly Lot) attn: Joe Sacco	250	Hamilton Avenue 4th Floor	Palo Alto	CA 94301	0	0	0	0	\$0.00	
31	120-14-101	Kelley, Richard R. Jr.	172	University Av	Palo Alto	CA 94301	305 Lyon	10,890	44	7	37	\$165,481.37
32	120-14-102	Mercury Property Invs. LLC.	435	Tasso St. Unit St. 300	Palo Alto	CA 94301	325 Lyon	9,580	38	48	-11	\$0.00
33	120-14-110	Kelley, Richard R. Jr. Et Al	172	University Av	Palo Alto	CA 94301	335 Bryant	9,410	38	0	38	\$160,494.38
34	120-14-111	Campbell Associates II, A PTSF	2035	Gateway Pl. Unit 550	San Jose	CA 95110	378 Lyon	30,000	120	85	35	\$175,455.35
35	120-15-002	Gray, Lyle Trustee & El Al	1005	Lassen Dr.	Menlo Park	CA 94025	314 Lyon	6,290	33	0	33	\$105,428.33
36	120-15-003	Hataiaka, Harry H. and Sadako M. Trustee	3876	Grove Av.	Palo Alto	CA 94303-6538	330 Lyon	8,975	28	0	28	\$140,304.28
37	120-15-004	401 Florence Associates LTD	401	Florence St.	Palo Alto	CA 94301-1700	401 Florence	5,127	21	0	21	\$105,273.21
38	120-15-005	Oeschger, Dorothy E. Trustee	344	Middle Field Rd.	Palo Alto	CA 94301-1344	300 Lyon	550	2	1	1	\$5,013.01
39	120-15-006	Ely Family Partnership, LP	2181	Bryant St.	Palo Alto	CA 94301-3007	300 Lyon	1,106	4	0	4	\$20,052.04
40	120-15-007	Burge, Richard G. Trustee	1	Kaiser Plaza Ste 1450	Oakland	CA 04612-3001	401 Waverley	4,050	18	10	6	\$30,078.00
41	120-15-010	First American Title Guaranty Co.	405	Kipling St.	Palo Alto	CA 94301-1530	405 Kipling	3,134	13	0	13	\$55,198.13
42	120-15-011	Thiols Bros. Inc. (see note 3)	P.O. Box 21	Palo Alto	CA 94302	480 Lyon	5,952	24	20	4	4	\$20,052.04
43	120-15-012	Thiols Bros. Inc.	P.O. Box 21	Palo Alto	CA 94302	482 Lyon	0	0	0	0	\$0.00	
44	120-15-013	MPD Associates LLC	1001	Broadway Ste 300	Redwood City	CA 04083	420 Cowper	19,651	70	0	79	\$308,027.70
45	120-15-014	Thiols Bros. Inc.	P.O. Box 21	Palo Alto	CA 94302	444 Cowper	0	0	0	0	\$0.00	
46	120-15-015	Thiols Bros. Inc. (see note 4)	P.O. Box 21	Palo Alto	CA 94302	488 University	10,301	42	22	20	20	\$100,280.20
47	120-15-016	RRC A Limited Liability Co.	172	University Av.	Palo Alto	CA 94301	490 University	9,128	37	2	35	\$175,455.35
48	120-15-017	Kulemin, Elizabeth A. Trustee & El Al	170	Rollingwood Dr.	San Rafael	CA 94001-1453	483 University	2,005	12	0	12	\$65,198.12
49	120-15-018	Swain, Martha P. Trustee & El Al	1775	Valparaiso Av	Menlo Park	CA 94025-5860	451 University	5,950	24	4	20	\$100,280.20
50	120-15-019	Guse, Myrna	24815 La Loma Cl.	Los Altos Hills	CA 94022-4564	443 Kipling	2,815	0	0	0	\$0.00	

Note 1: onsite parking provided on APN 120-03-070 is credited to this APN

Note 2: onsite parking provided on APN 120-03-072 is credited to this APN

Note 3: onsite parking provided on APN 120-15-012 is credited to this APN

Note 4: onsite parking provided on APN 120-15-014 is credited to this APN

Assessment Number	Assessor's Parcel Number	Owner's Name	Mailing Number	Address Street	City	State	Zip	Site Address	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Benefit Units	Preliminary Assessment	Final Assessment
51	120-15-020	Tholts Bros. Inc.		P.O. Box 21	Palo Alto	CA	94302-0021	437 Kipling	1,112	4	2	2	2	\$10,026.02	\$10,026.02
52	120-15-021	Tholts Bros. Inc.		P.O. Box 21	Palo Alto	CA	94302-0021	431 Kipling	2,729	0	0	0	0	\$0.00	\$0.00
53	120-15-022	Orwitz, Dorothy L. Et Al	110	De Sola Rd. Hillborough	Palo Alto	CA	94010	423 Kipling	2,952	12	6	6	6	\$30,070.00	\$30,070.00
54	120-15-023	Tholts Bros. Inc.	029	Emerson St.	Palo Alto	CA	94306	411 Kipling	1,533	6	0	0	0	\$30,070.00	\$30,070.00
55	120-15-027	Klempin, Elizabeth A. Trustee & Et Al	120	Rollingswood Dr.	San Rafael	CA	01001-1462	448 Kipling	1,080	0	0	0	0	\$20,070.00	\$20,070.00
56	120-15-028	Wong, Jaime Trustee & Et Al		P.O. Box 294	Palo Alto	CA	94302	429 University	7,203	29	8	21	21	\$105,273.21	\$105,273.21
57	120-15-031	Christianson, Kristine Y. Trustee & Et Al		P.O. Box 2397	Walnut Creek	CA	94585-0397	425 University	4,425	18	2	16	18	\$80,209.16	\$80,209.16
58	120-15-032	Staale, Barbara F.	10141	Indian Hill Dr.	Weed	CA	96094-9465	423 University	2,200	0	1	0	0	\$40,104.08	\$40,104.08
59	120-15-033	Ferrando, Donald Trustee & Et Al	224	Arden Rd.	Menlo Park	CA	04025	416 University	5,078	23	0	17	17	\$85,221.17	\$85,221.17
60	120-15-032	Shanner, Elaine M. Trustee	1320	Country Club Dr.	Los Altos	CA	04024-5302	405 University	5,550	22	1	21	21	\$105,273.21	\$105,273.21
61	120-15-033	Michaelas Flower Shop	453	Waverley St	Palo Alto	CA	04301-1710	453 Waverley	850	3	0	3	3	\$15,039.03	\$15,039.03
62	120-15-034	Haley, Kathleen E. Trustee & Et Al	170	Rollingswood Dr.	San Rafael	CA	04001-1453	439 Waverley	7,283	29	0	29	29	\$145,377.20	\$145,377.20
63	120-15-036	Childress, John B. Et Al		PO Box 658	Palo Alto	CA	04302	425 Waverley	1,780	0	0	0	0	\$0.00	\$0.00
64	120-15-037	Childress, Kathryn A. Et Al		PO Box 858	Palo Alto	CA	04302	419 Waverley	1,710	0	0	0	0	\$0.00	\$0.00
65	120-15-038	Fraser, Alice G. Trustee & Et Al	4155	S.W. South Shore BL	Lake Oswego	OR	97033	422 Waverley	3,999	16	0	16	16	\$80,208.16	\$80,208.16
66	120-15-039	Holland, Arthur J. and June M.	1047	Ramona St.	Palo Alto	CA	04301-2444	420 Waverley	3,218	0	0	0	0	\$0.00	\$0.00
67	120-15-040	John Childress Associates		PO Box 858	Palo Alto	CA	04302	438 Waverley	2,845	11	0	0	0	\$0.00	\$0.00
68	120-15-041	Childress, Kathryn A. Et Al		PO Box 650	Palo Alto	CA	04303	383 University	3,825	15	0	15	15	\$75,105.15	\$75,105.15
69	120-15-042	Rapp, Roxy H. and Michelle R. Trustee		P.O. Box 1072	Palo Alto	CA	04302-1072	370 University	3,008	16	0	18	18	\$90,200.16	\$90,200.16
70	120-15-043	Rapp, Roxy H. Trustee & Et Al		P.O. Box 1072	Palo Alto	CA	04302-1072	375 University	8,137	33	0	33	33	\$165,429.33	\$165,429.33
71	120-15-044	Sevy, Caroline P. Trustee	4	Clementon Pl.	Menlo Park	CA	04025-3014	397 University	2,500	10	3	7	7	\$35,091.07	\$35,091.07
72	120-15-045	Masonic Temple Assn.		P.O. Box 1056	Palo Alto	CA	04025-1050	395 University	33,530	134	0	134	134	\$67,174.35	\$67,174.35
73	120-15-040	Melanie Barry Properties, L.P.	431	Florence St. Ste 220	Palo Alto	CA	94301-1708	431 Florence	5,782	23	0	17	17	\$85,221.17	\$85,221.17
74	120-15-046	Denson, Dipl H. and Nancy S. Et Al	250	University Av Ste 208	Palo Alto	CA	94301	420 Florence	8,730	35	0	35	35	\$175,455.35	\$175,455.35
75	120-15-050	Giovannello, Salvadore and Stella Trust		P.O. Box 60177	Palo Alto	CA	04300	339 University	10,800	43	0	43	43	\$215,559.43	\$215,559.43
76	120-15-051	Melanie Barry Properties, L.P.	431	Florence St. Ste 220	Palo Alto	CA	94301-1700	323 University	8,320	25	0	25	25	\$125,325.25	\$125,325.25
77	120-15-052	Melanie Barry Properties, L.P.	431	Florence St. Ste 220	Palo Alto	CA	94301-1700	317 University	5,230	21	0	21	21	\$105,273.21	\$105,273.21
78	120-15-053	Wells Fargo Bank Corporate Properties Group attn: Jeff Radar	033	Folsom Street, 8th Floor	San Francisco	CA	94107	301 University	20,875	110	20	98	98	\$461,248.88	\$461,248.88
79	120-15-054	Shapiro, Elvino M. Et Al		P.O. Box 34187	Houston	TX	77234-4467	301 University	0	0	0	0	0	\$0.00	\$0.00
80	120-15-055	Wells Fargo Bank Corporate Properties Group attn: Jeff Radar	833	Folsom Street, 8th Floor	San Francisco	CA	94107	301 University	0	0	0	0	0	\$0.00	\$0.00
81	120-15-057	300 University Associates	172	University Av	Palo Alto	CA	94301-1031	310 University	29,530	118	1	117	117	\$580,522.18	\$580,522.18
82	120-15-058	Cramston, Alan Trustee & Et Al		P.O. Box 120	Palo Alto	CA	94301	318 University	18,342	65	3	62	62	\$310,808.82	\$310,808.82
83	120-15-059	Hanna, Marianne L. and Fulgham Lynn L. Et Al	122	Hamilton Av	Palo Alto	CA	94301	330 University	0,180	33	2	30	30	\$150,380.30	\$150,380.30
84	120-15-060	Wong, Jaime and Elizabeth H. Trustee		P.O. Box 204	Palo Alto	CA	04302-0204	340 University	10,830	67	0	67	67	\$335,071.07	\$335,071.07
85	120-15-062	Slunkovic, Frieda Trustee & Et Al	526	Bryant Street	Palo Alto	CA	94301-1715	370 University	3,850	15	0	15	15	\$75,105.15	\$75,105.15
86	120-15-063	Rapp, Roxy H. and Michelle R. Trustee		P.O. Box 1072	Palo Alto	CA	04302-1072	374 University	2,037	12	0	12	12	\$60,150.12	\$60,150.12
87	120-15-064	Toya, Yoshimitsu and Takeko Trustee	320	Bridge Rd	Hillsborough	CA	04010-0912	382 University	3,575	14	0	14	14	\$70,182.14	\$70,182.14
88	120-15-065	Levett, Dennis A Et Al		P.O. Box 1072	Palo Alto	CA	04302-1072	384 University	14,250	57	0	57	57	\$265,741.57	\$265,741.57
89	120-15-066	Stanco Properties Corp	2	Civic Plaza Unit 180	Newport Beach	CA	92660-5922	409 University	10,655	87	28	39	39	\$195,507.39	\$195,507.39
90	120-15-067	Kling Associates Inc.	955	Alma St.	Palo Alto	CA	94301	428 University	10,447	74	4	70	70	\$350,810.70	\$350,810.70
91	120-15-080	Nagy, Charles E. and Martha Trustee	309	La Cuesta Dr.	Los Altos	CA	04024-4748	452 University	8,008	32	0	32	32	\$100,410.32	\$100,410.32
92	120-15-080	Palo Alto Theatre Corporation	700	Emerson St.	Palo Alto	CA	04301-2410	459 University	22,450	0	0	0	0	\$451,170.80	\$451,170.80
93	120-15-070	Barry, Frank R. Jr. Trustee	431	Florence St. Ste 220	Palo Alto	CA	94301-1708	460 University	7,784	31	0	31	31	\$155,403.31	\$155,403.31
94	120-15-071	University President Assoc. LLC	1	Nob Hill Ct	San Francisco	CA	94108	480 University	15,062	63	0	63	63	\$316,119.03	\$316,119.03
95	120-15-072	Cowper Square Partners cb Webster Financial	425	Waverley Street	Palo Alto	CA	04301-1023	520 Cowper	87,184	64	205	205	205	\$1,027,087.06	\$1,027,087.06
96	120-15-073	City of Palo Alto (Cowper-Hamilton Lst) attn: Mr. Joe Saccio	250	Hamilton 4th Floor	Palo Alto	CA	94301	544 Cowper	0	0	0	0	0	\$0.00	\$0.00
97	120-15-074	Lozzino Inc.	172	W. University Av.	Palo Alto	CA	94301-1631	549 Hamilton	0,640	27	0	27	27	\$135,351.27	\$135,351.27
98	120-15-075	Cowper-Hamilton Associates	355	Santa Rita Av	Palo Alto	CA	94301-3942	499 Hamilton	15,708	03	0	63	63	\$316,619.03	\$316,619.03
99	120-15-076	Hafezi, Badrizaman R. and Mostafa	7530	Leeds Av	Cupertino	CA	95014-5219	467 Hamilton	6,120	33	0	33	33	\$105,429.33	\$105,429.33
100	120-15-077	Giovannello, Salvadore and Stella Trust	P.O. Box 60177	Palo Alto	CA	04300	450 Hamilton	14,960	59	0	59	59	\$205,707.50	\$205,707.50	
101	120-15-078	Douglas, Donald K. and Mary Ellen K. Trust	2360	Tasso St.	Palo Alto	CA	94301	405 Hamilton	5,008	21	0	21	21	\$105,273.21	\$105,273.21
102	120-15-078	All Saints Episcopal Church	P.O. Box 322	Palo Alto	CA	94302-0322	555 Waverley	22,448	0	0	0	0	\$0.00	\$0.00	
103	120-15-080	Stanco Properties Corp	2	Civic Plaza Unit 180	Newport Beach	CA	92660-5922	535 Waverley	0	0	0	0	0	\$0.00	\$0.00
104	120-15-081	Stanco Properties Corp	2	Civic Plaza Unit 180	Newport Beach	CA	92660-5922	515 Waverley	0	0	0	0	0	\$0.00	\$0.00

Note 5: on-site parking provided on APN 120-15-055 is credited to this site

Assessment Number	Assessor's Parcel Number	Owner's Name	Mailbox Number	Address Street	City	State	Zip	Site Address	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Benefit Units	Preliminary Assessment	Final Assessment
105	120-15-082	Denson, Dale H. and Nancy K	P.O. Box 389	510 Waverley	Palo Alto	CA	94302-0389	2,653	11	4	7	7	\$35,091.07	\$35,091.07	
106	120-15-083	Hollacker, Edward D. III Et Al	3685 Woodside Rd.	520 Waverley	Woodside	CA	94062-3043	6,752	35	1	34	34	\$170,442.34	\$170,442.34	
107	120-15-084	Edelstein, Charles R. and Sam J. Trustee	1958 Valley St. Unit 4	550 Waverley	San Francisco	CA	94123-4089	7,050	32	1	31	31	\$155,403.31	\$155,403.31	
108	120-15-085	Jalmo Wong and Elizabeth Han Shu Wong Trustees	P.O. Box 204	560 Waverley	Palo Alto	CA	94302	11,000	46	0	40	40	\$230,598.46	\$230,598.46	
109	120-15-086	City of Palo Alto (Hamilton-Waverly Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
110	120-15-090	Felt, Tom R. Trustee & Et Al	13175 Skyview LP	315 Hamilton	Truckee	CA	98181	9,079	38	0	30	38	\$180,498.38	\$180,498.38	
111	120-15-091	Hansen, Paul J. Trustee	1835 Ben Roe Av	541 Bryant	Los Altos	CA	94024-6241	8,740	35	0	35	35	\$175,455.35	\$175,455.35	
112	120-15-094	Premier Properties c/o Mr. Jim Baer	172 University Avenue	520 Bryant	Palo Alto	CA	94301	45,800	182	0	182	182	\$912,307.03	\$912,307.03	
113	120-15-096	City of Palo Alto (Florence-Lyon Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
114	120-15-100	City of Palo Alto (Lyon-Kipling Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
115	120-15-101	Wu, Rovena S.	577 8th Av	431 Waverley	San Francisco	CA	94116-3714	10,860	44	4	40	40	\$200,520.40	\$200,520.40	
116	120-15-102	Pacific Bell Real Estate Office	2600 Camino Ramon Rm 3E 102	345 Hamilton	San Ramon	CA	94538	101,880	408	0	402	402	\$2,015,230.04	\$2,015,230.04	
117	120-15-103	Stankovic, Alexander and Fredo Trustee	528 Bryant St	345 Forrest	Palo Alto	CA	94301-1703	33,015	135	0	135	135	\$870,758.39	\$870,758.39	
118	120-15-104	City of Palo Alto (Bryant-Florence-Bryant-Lyon Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	8,100	Palo Alto	CA	94301	0	32	0	32	32	\$180,410.32	\$180,410.32	
119	120-15-105	Giovannotto, Salvatore and Stella Trust	P.O. Box 80177	3,945	Palo Alto	CA	94306	0	0	0	0	0	\$0.00	\$0.00	
120	120-15-106	Giovannotto, Salvatore and Stella Trust	P.O. Box 80177	535 Bryant	Palo Alto	CA	94308	2,560	10	0	10	10	\$50,130.10	\$50,130.10	
121	120-16-002	Palo Alto Post Office	380 Hamilton Avenue	300 Hamilton	Palo Alto	CA	94302	11,531	40	18	28	28	\$140,384.28	\$140,384.28	
122	120-16-021	Levitt, Dennis A.	P.O. Box 420	620 Waverley	Palo Alto	CA	94302	3,000	0	0	0	0	\$0.00	\$0.00	
123	120-16-022	Rucker, Douglas W. and Eleanor L. Trustee	840 Menlo Av Ste 10	308 Waverley	Menlo Park	CA	94025-4712	1,374	5	5	1	0	\$0.00	\$0.00	
124	120-16-023	Rucker, Douglas W. and Eleanor L. Trustee (see note B)	840 Menlo Av Ste 10	840 Waverley	Menlo Park	CA	94025-4712	1,029	7	5	1	0	\$0.00	\$0.00	
125	120-16-024	Alliance for Community Care	438 N. White Rd.	650 Waverley	San Jose	CA	95127	4,751	0	0	0	0	\$05,247.24	\$0.00	
126	120-16-026	City of Palo Alto (Gilmor-Waverly Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
127	120-16-032	Keenan, Charles J. III Trustee & Et Al	700 Emerson St.	054 Gilman	Palo Alto	CA	94301-2410	1,575	0	1	5	5	\$25,085.05	\$25,085.05	
128	120-16-033	Lovell, Dennis A.	P.O. Box 420	345 Forrest	Palo Alto	CA	94302	3,095	18	0	18	18	\$80,208.10	\$80,208.10	
129	120-16-034	First Church of Christ Scientist of Palo Alto	861 Bryant St	601 Bryant	Palo Alto	CA	94301-2502	11,121	0	0	0	0	\$0.00	\$0.00	
130	120-16-035	Irvine, Perry A. and Romley-Irvine Linda	835 Bryant St	635 Bryant	Palo Alto	CA	94301-2502	4,048	10	1	18	18	\$80,234.18	\$80,234.18	
131	120-16-036	Hamilton Associates 300	700 Emerson St.	627 Bryant	Palo Alto	CA	94301-2410	0	0	0	0	0	\$0.00	\$0.00	
132	120-16-095	City of Palo Alto (Gilmor-Bryant Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
133	120-16-096	Hamilton Associates 300	700 Emerson St.	300 Hamilton	Palo Alto	CA	94301-2410	41,508	168	57	109	102	\$548,418.10	\$548,418.10	
134	120-25-077	Knopp, Kemil M. Trustee & Et Al	14485 Kebra	347 Ramona	Sonoma	CA	95370-6477	0	0	0	0	0	\$0.00	\$0.00	
135	120-25-098	Kidder, W. Jack Et Al	3105 Seisal Rd	151 Lyon	Pebble Beach	CA	93953	5,702	23	0	23	23	\$115,299.23	\$115,299.23	
136	120-25-109	Lichtenstein Properties LP	5801 Chisile Av. Unit 875	151 Lyon	Emeryville	CA	94608	3,671	15	5	10	10	\$50,130.10	\$50,130.10	
137	120-25-110	Jack Dymond Associates	450 First St.	127 Lyon	Los Altos	CA	94022-3806	4,650	10	0	10	10	\$85,247.19	\$85,247.19	
138	120-25-111	Fernando, Donald and Diane E. Trustee	224 Arden Rd	101 Lyon	Menlo Park	CA	94025	2,282	0	15	0	0	\$0.00	\$0.00	
139	120-25-118	Webster Developments Inc. Et Al	14485 Kelra Ln	360 Bryant	Sonoma	CA	95370-6477	4,248	17	0	17	17	\$85,221.17	\$85,221.17	
140	120-25-119	Webster Square Associates	250 University Av Ste 200	205 Lyon	Palo Alto	CA	94301	10,717	75	17	58	58	\$200,751.58	\$200,751.58	
141	120-25-132	205 Hamilton Avenue, Partnership, L.P.	405 Alberto Wy. Ste 5	161 Lyon	Los Gatos	CA	95032	10,738	70	20	53	53	\$203,689.53	\$203,689.53	
142	120-25-150	Thusing J Richard & Nancy Kelly Tru	84 Alejandra	312 Ramona	Atherton	CA	94027-4107	1,057	0	2	0	0	\$0.00	\$0.00	
143	120-25-151	Thusing J. Richard & Nancy Kelly Tru	84 Alejandra	31 Ramona St	Atherton	CA	94027-4107	0	0	0	0	0	\$0.00	\$0.00	
144	120-25-152	245 Lyon Ave Part LP	1068 East Meadow Ct.	245 Lyon	Palo Alto	CA	94303-4230	54,000	220	150	70	70	\$350,910.70	\$350,910.70	
145	120-26-002	Dyson, Jeannette M.	P.O. Box 404	402 High	Maynard	MA	01754-0041	20,050	0	0	0	0	\$0.00	\$0.00	
146	120-26-003	Gibson, G. Drew Jr. Trustee & Et Al	60 S. Market St. Unit #1120	95113 401 High	San Jose	CA	95113	4,300	17	0	17	17	\$85,221.17	\$85,221.17	
147	120-26-005	City of Palo Alto (Emerson-Lyon Lot) attn: Joe Saccio	250 Hamilton Avenue 4th Floor	0	Palo Alto	CA	94301	0	0	0	0	0	\$0.00	\$0.00	
148	120-26-006	Comerica Bank - California attn: Lydia A. Espinosa	75 E. Trimble Road MC4700	250 Lyon	San Jose	CA	94301-1427	28,304	113	58	57	57	\$285,741.57	\$285,741.57	
149	120-26-009	Klages, Donald N. Trustee & Et Al c/o Keenan Land Co.	700 Emerson Street	281 University	Palo Alto	CA	94301	15,000	80	0	80	80	\$300,782.00	\$300,782.00	
150	120-26-009	Tholts Bros. Inc.	P.O. Box 21	271 University	Palo Alto	CA	94302	3,250	13	0	13	13	\$85,109.13	\$85,109.13	
151	120-26-010	Amos, Edward P. Trustee	895 Nowell Rd.	201 University	Palo Alto	CA	94303-2848	10,780	43	0	43	43	\$215,559.43	\$215,559.43	
152	120-26-013	Eng, Jack L. Et Al	420 Ramona St.	418 Ramona	Palo Alto	CA	94301-1707	4,488	18	0	18	18	\$90,234.10	\$90,234.10	
153	120-26-014	Stanford Theater Foundation	221 University Ave.	221 University	Palo Alto	CA	94301-1712	10,866	75	0	75	75	\$375,975.75	\$375,975.75	
154	120-26-015	Ramona Associates	850 North First St.	440 Ramona	San Jose	CA	95112-5100	3,876	15	0	15	15	\$75,105.15	\$75,105.15	
155	120-26-016	Xang Barney and Young	50 Corlo Luro	450 Ramona	Woodside	CA	94062-2418	2,048	8	0	8	8	\$40,104.08	\$40,104.08	
156	120-26-017	Halleck, Ross Trustee & Et Al	3785 Burnside Rd.	470 Ramona	Sebastopol	CA	94742-9459	2,242	0	0	0	0	\$45,117.09	\$45,117.09	
157	120-26-018	Mills, Frank H. and Shirley A Trustee	548 Palo Alto	203 University	Palo Alto	CA	94301-1220	0,481	38	0	38	38	\$190,404.38	\$190,404.38	
158	120-26-019	Rucker, Douglas W. and Eleanor L. Trustee	640 Menlo Av Ste 10	237 University	Menlo Park	CA	94025-4712	4,588	18	0	18	18	\$80,234.10	\$80,234.10	

Note 6: onsite parking provided on APN 120-016-022 is credited to this APN

Assessment Number	Assessor's Parcel Number	Owner's Name	Mailing Number	Address Street	City	State	Zip	Site Address	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Benefit Units	Preliminary Assessment	Final Assessment
159	120-28-020	Ponce College of Beauty of Fresno	1085	Northwood LP	Prestcott	AZ	85303	200 University	12,085	48	0	40	48	\$240,624.48	\$240,624.48
160	120-28-021	Crittenden, Howard B. III Trustee	117	Heather Dr.	Atherton	CA	94027-2110	201 University	7,241	20	0	20	29	\$145,377.29	\$145,377.29
161	120-28-022	Brandi, James A. and Linda	580	Center Dr	Palo Alto	CA	94301-3101	443 Emerson	5,428	22	0	22	22	\$110,288.22	\$110,288.22
162	120-28-023	Pahc Apartments Inc.	725	Alma St.	Palo Alto	CA	94301-2403	437 Emerson	10,400	42	0	42	42	\$210,540.42	\$210,540.42
163	120-28-025	Del Secco, Carol and Clayton R. Trustee	7	Betty Lane	Atherton	CA	94027-5401	420 Emerson	2,900	12	0	12	12	\$60,150.12	\$60,150.12
164	120-28-026	Allo Alto Théâtre Corporation	700	Emerson St.	Palo Alto	CA	94301-2410	439 Emerson	0,025	24	0	24	24	\$120,312.24	\$120,312.24
165	120-28-027	City of Palo Alto (Emerson-High Lot) attn: Joe Saccoccia	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94301	0	0	0	0	0	0	\$0.00	\$0.00
166	120-28-028	Sunshine Investment Company	2332	S. Court	Palo Alto	CA	94301-4235	185 University	8,050	27	0	27	27	\$135,351.27	\$135,351.27
167	120-28-029	Hofacker, Bernhard J. Jr Et Al	171	University Av	Palo Alto	CA	94301-1633	171 University	7,401	30	0	30	30	\$150,390.30	\$150,390.30
168	120-28-030	Emerson University Investments LP	105	University Av	Palo Alto	CA	94301-1635	169 University	8,890	30	0	30	30	\$180,400.38	\$180,400.38
169	120-28-031	151 University Ave LLC	151	University Av	Palo Alto	CA	94301-1632	151 University	17,580	70	0	70	70	\$350,010.70	\$350,010.70
170	120-28-032	Jehovah's Witnesses Palo Alto N Cong O	2168	Pulgus Av	Palo Alto	CA	94303-2020	429 High	4,230	0	0	0	0	\$0.00	\$0.00
171	120-28-033	Alhena Enterprises LLC	555	Bryant Street Unit 811	Palo Alto	CA	94031	425 High	13,118	52	0	52	52	\$260,078.52	\$260,078.52
172	120-28-034	Fernando, Donald and Diane E. Trustees	20725	Valley Green Dr. Sto 200	Cupertino	CA	95014-1703	411 High	4,805	20	4	10	10	\$80,208.10	\$80,208.10
173	120-28-037	Koch, Phillips V. Trustee	20910	Palo Hills Dr.	Los Altos Hills	CA	94022	135 University	8,887	35	0	35	35	\$176,455.35	\$176,455.35
174	120-28-038	One Twenty Five University LTD Partner	125	University Av	Palo Alto	CA	94301-0300	125 University	10,137	41	0	41	41	\$205,933.41	\$205,933.41
175	120-28-039	Sugar Partners	2105	Greenways Drive	Woodside	CA	94032	117 University	8,580	34	0	34	34	\$170,442.34	\$170,442.34
176	120-28-042	Tonynson, Robert H. Trustee & Et Al	300	August Cr.	Menlo Park	CA	94025-5020	10 University	2,800	10	0	10	10	\$50,130.10	\$50,130.10
177	120-28-043	McLaughlin, Herbert	222	Vallejo St.	San Francisco	CA	94111-1522	124 University	14,085	60	0	60	60	\$300,780.00	\$300,780.00
178	120-28-044	High Street Project	700	Emerson St.	Palo Alto	CA	94301-2410	130 University	13,325	53	0	53	53	\$285,880.83	\$285,880.83
179	120-28-045	Tholla Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	158 University	24,833	98	0	99	99	\$480,207.00	\$480,207.00	
180	120-28-046	Huynh Tu Ha and Vi Huu Le	2987	Capewood Ln.	San Jose	CA	95123-1108	100 University	2,800	11	0	11	11	\$55,143.11	\$55,143.11
181	120-28-047	Hatami-Fard Naghi Trustees & Et al	170	University Av	Palo Alto	CA	94301-1631	170 University	6,250	25	0	25	25	\$125,325.25	\$125,325.25
182	120-28-048	Eli, James K and Grace L	1837	A Tully Rd	San Jose	CA	95122	172 University	7,850	32	0	32	32	\$160,418.32	\$160,418.32
183	120-28-054	Toya, Yoshimitsu and Takeko D. Trustees	320	Bridge Road	Hillsborough	CA	94010-8912	222 University	10,000	40	0	40	40	\$200,520.40	\$200,520.40
184	120-28-055	Toya, Yoshimitsu and Takeko D. Trustees	320	Bridge Road	Hillsborough	CA	94010-8912	240 University	7,487	30	0	30	30	\$150,390.30	\$150,390.30
185	120-28-059	Patrick, James M.	39	Charles Hill Cr.	Orinda	CA	94563-1901	270 University	10,000	40	0	40	40	\$200,520.40	\$200,520.40
186	120-28-080	Nagy, Charles E. and Martha Trustee	308	La Cuesta Dr.	Los Altos	CA	94024-4740	270 University	18,000	72	0	72	72	\$380,930.72	\$380,930.72
187	120-28-091	Stanikovic, William Et Al	528	Dryant St.	Palo Alto	CA	94301-1703	522 Bryant	13,508	54	0	54	54	\$270,702.54	\$270,702.54
188	120-28-092	Chivilanssen, Janet A. Trustee & Et Al	P.O. Box 2397	Walnut Creek	CA	94505-0397	530 Bryant	5,832	23	3	20	20	\$100,260.20	\$100,260.20	
189	120-28-003	Tholla Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	546 Bryant	9,107	38	0	38	38	\$180,465.36	\$180,465.36	
190	120-28-084	Tholla Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	4302	47,700	101	22	169	169	\$847,190.70	\$847,190.70	
191	120-28-055	Alhouse-Hamilton	2600	El Camino Real Ste 100	Palo Alto	CA	94306-1705	281 Hamilton	37,650	151	7	144	144	\$721,073.45	\$721,073.45
192	120-28-098	Alhouse-Hamilton	2000	El Camino Real Ste 100	Palo Alto	CA	94305-1705	541 Ramona	5,450	22	0	22	22	\$110,208.22	\$110,208.22
193	120-28-087	De Lemos Properties	2351	Santa Ana St.	Palo Alto	CA	94303	535 Ramona	9,810	38	0	38	38	\$160,461.38	\$160,461.38
194	120-28-089	De Lemos Properties	2351	Santa Ana St.	Palo Alto	CA	94304	520 Ramona	6,205	25	0	25	25	\$125,325.25	\$125,325.25
195	120-28-070	Ramona 530	P.O. Box 2326	Keichum	ID	83340-2326	530 Ramona	8,104	33	0	33	33	\$185,420.33	\$185,420.33	
196	120-28-071	Hohwig, Dennis C. Trustee & Et Al	200	Lyell St.	Los Altos	CA	94022-4040	542 Ramona	4,010	20	2	18	18	\$80,234.10	\$80,234.10
197	120-28-072	Dukes, Darrell E. and Angelina M. Trustee	1156	N. 4th St.	San Jose	CA	95112	528 Ramona	4,025	20	2	18	18	\$80,234.18	\$80,234.18
198	120-28-073	Dahl, Bjorn B. Trustee & Et Al	1095	Valley Forge Dr.	Sunnyvale	CA	94087-2042	546 Ramona	30,381	145	0	145	145	\$720,880.40	\$720,880.40
199	120-28-074	Scher, Meyer and Hannah Et Al	405	South Mallards Av Unit 210	Sunnyvale	CA	94088-7050	201 Hamilton	20,840	107	2	105	105	\$520,389.05	\$520,389.05
200	120-28-075	Sullivan, Ronald I Trustee & Et Al	9721	1 Belmont Tr.	Sunnyvale	CA	94086	545 Emerson	4,010	20	0	20	20	\$100,260.20	\$100,260.20
201	120-28-076	City of Palo Alto (Emerson-Ramona Lot) attn: Joe Saccoccia	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94301	0	0	0	0	0	0	\$0.00	\$0.00
202	120-28-078	Michael-Patrick Inc.	532	Emerson St.	Palo Alto	CA	94301-1607	630 Emerson	5,750	23	0	23	23	\$115,200.23	\$115,200.23
203	120-28-080	Shearer, Clyde Et Al	1320	Country Club Dr.	Los Altos	CA	94024-5302	534 Emerson	3,000	12	0	12	12	\$80,150.12	\$80,150.12
204	120-28-091	Bell, Valerie D.	27141	Moody Rd.	Los Altos	CA	94022-4240	530 Emerson	4,000	18	1	15	15	\$75,195.15	\$75,195.15
205	120-28-092	Ara Roshan	202	Gainsborough Cl	Folsom	CA	95830-1811	540 Emerson	3,529	14	2	12	12	\$80,150.12	\$80,150.12
206	120-28-083	Leung, Vera Trustees & Et Al	2810	Ross Dr.	Palo Alto	CA	94303-3023	544 Emerson	5,375	22	0	22	22	\$110,260.22	\$110,260.22
207	120-28-084	Bellencourt, Robert T. Trustee & Et Al	P.O. Box 419	Palo Alto	CA	94302-0410	566 Emerson	7,452	30	6	22	22	\$110,260.22	\$110,260.22	
208	120-28-095	Hamilton Associates	1054	The Alameda Ste 200	San Jose	CA	95126-2203	107 Hamilton	15,684	60	0	60	60	\$300,760.00	\$300,760.00
209	120-28-086	Tshi Margaret Life Estate	1085	Portola Rd.	Woodside	CA	94062-2038	575 High	23,515	94	12	82	82	\$411,060.82	\$411,060.82
210	120-28-097	City of Palo Alto (High-Hamilton Lot) attn: Joe Saccoccia	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94301	0	0	0	0	0	0	\$0.00	\$0.00

Assessment Number	Assessor's Parcel Number	Owner's Name	Mailing Number	Address Street	City	State	Zip	Site Address	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Units	Preliminary Assessment	Final Assessment
211	120-26-058	City of Palo Alto (High-Alma South Lot) a/n/r Joe Saccio	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94301	0	0	0	0	0	0	\$0.00	\$0.00
212	120-26-089	Vanderpoort, Jill	1005	Edgewood dr.	Palo Alto	CA	94303-2812	542 High	8,375	10	0	20	26	\$130,338.20	\$130,338.20
213	120-26-090	Mills, Joan F. Et Al	887	Loma Verde Av	Palo Alto	CA	94303-4110	135 Hamilton	0	0	0	0	0	\$0.00	\$0.00
214	120-26-091	Fasani, Steven L. Trustee & Et Al	887	Loma Verde Av	Palo Alto	CA	94303-4116	639 Alma	8,250	25	8	17	17	\$85,221.17	\$85,221.17
215	120-26-092	Keenan, Charles J III Trustee	700	Emerson Av	Palo Alto	CA	94301-2410	520 Alma	5,973	23	0	23	23	\$115,299.23	\$115,299.23
216	120-26-093	Vanderpoort, Jill Trustee	1605	Edgewood dr.	Palo Alto	CA	94303-2821	525 Alma	7,902	31	0	31	31	\$155,403.31	\$155,403.31
217	120-26-094	Bellomo, Victor C and Margaret M.	753	E El Camino Real	Sunnyvale	CA	94080	102 University	14,105	57	0	57	57	\$285,741.57	\$285,741.57
218	120-26-095	City of Palo Alto	250	Hamilton Avenue	Palo Alto	CA	94303	450 Bryant	10,215	73	29	44	44	\$220,572.44	\$220,572.44
219	120-26-097	505 Hamilton Ave Parts LP	3336	E 32nd St. Ste #217	Tulsa	OK	74135	180 University	30,750	147	0	147	147	\$738,912.48	\$738,912.48
220	120-26-098	Iverson, Nellie J. and Milton C. Trustee	810	Sand Hill Cr.	Menlo Park	CA	94025-7100	220 University	7,390	30	0	30	30	\$150,360.30	\$150,360.30
221	120-26-099	City of Palo Alto a/n/r Joe Saccio	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94301	0	0	0	0	0	0	\$0.00	\$0.00
222	120-26-100	251 University Avenue Associates	259	University Av Ste. 200	Palo Alto	CA	94301	251 University	17,835	71	0	71	71	\$355,023.71	\$355,023.71
223	120-26-101	Digital Equipment Corp	P.O. Box 404	Maynard	MA	01754-0104	130 Lytton	47,234	180	18	71	71	\$355,023.71	\$355,023.71	
224	120-26-102	101 University	555 California St. Ste. 2850	San Francisco	CA	94104	101 University	41,320	105	30	120	126	\$63,139.27	\$63,139.27	
225	120-26-103	250 University Avenue Associates	259	University Av Ste. 208	Palo Alto	CA	94301	250 University	41,500	105	69	100	100	\$501,301.01	\$501,301.01
226	120-26-104	City of Palo Alto	250	Hamilton Avenue	Palo Alto	CA	94303	250 University	0	0	0	0	0	\$0.00	\$0.00
227	120-26-105	G. Drew Gibson Jr.	1731	Technology Dr Suite 340	San Jose	CA	95110	400 Emerson	8,110	32	32	0	0	\$0.00	\$0.00
228	120-26-106	Emerson Associates	20725	Valley Green Dr. Ste 200	Cupertino	CA	95014-1703	414 Emerson	2,800	11	0	8	8	\$40,104.08	\$40,104.08
229	120-27-002	Zachariah Inc.	2017	24th Av	San Francisco	CA	94132-1535	110 Hamilton	7,404	30	8	22	22	\$110,288.22	\$110,288.22
230	120-27-003	Zachariah Inc.	2017	24th St.	San Francisco	CA	94110-4128	136 Hamilton	3,345	13	2	11	11	\$55,143.11	\$55,143.11
231	120-27-004	Bibbler, James O. and Linda J.	158	Hamilton Av	Palo Alto	CA	94301-1618	150 Hamilton	1,875	8	1	7	7	\$35,001.07	\$35,001.07
232	120-27-005	Bibbler, James O. and Linda J.	150	Hamilton Av	Palo Alto	CA	94301-1618	150 Hamilton	3,750	15	2	13	13	\$65,169.13	\$65,169.13
233	120-27-006	Lawrence S. Kuechler	50	North First Street	San Jose	CA	95113	105 Hamilton	13,084	52	4	48	48	\$240,024.48	\$240,024.48
234	120-27-007	Casa, Olga	180	Hamilton	Palo Alto	CA	94304	100 Hamilton	49,907	200	5	195	195	\$977,538.98	\$977,538.98
235	120-27-008	Thalis Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	200 Hamilton	16,150	61	0	61	61	\$305,763.61	\$305,763.61	
236	120-27-009	Galfy Properties LLC	50161	School House Rd.	Bend	OR	97707-2321	234 Hamilton	6,450	20	0	28	28	\$120,338.20	\$120,338.20
237	120-27-010	Forest Casa Real LLC	P.O. Box 80177	Palo Alto	CA	94300	248 Hamilton	5,000	20	0	20	20	\$100,280.20	\$100,280.20	
238	120-27-011	City of Palo Alto (Civic Center) a/n/r Joe Saccio	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94303	250 Hamilton	70,000	200	142	138	138	\$901,705.39	\$901,705.39
239	120-27-012	Rector, Doris J. Trustee & Et Al	3308	Truman Av.	Mountain View	CA	94040	016 Ramona	8,185	33	0	33	33	\$165,429.33	\$165,429.33
240	120-27-013	Barnes Sheila M.	1568	Castilleja Av	Palo Alto	CA	94309-1040	030 Ramona	8,902	28	2	24	24	\$120,312.24	\$120,312.24
241	120-27-014	036 Ramona Associates	355	Santa Rita Av	Palo Alto	CA	94301-3842	036 Ramona	4,740	10	2	17	17	\$85,221.17	\$85,221.17
242	120-27-015	Tahir, Ravi and Galina	3510	Lovio Lock Av	Belmont	CA	94002-1308	042 Ramona	3,040	12	4	8	8	\$40,104.08	\$40,104.08
243	120-27-016	Palo Alto Art Club, The	888	Ramona St.	Palo Alto	CA	94301-2545	068 Ramona	7,573	30	1	29	29	\$145,377.20	\$145,377.20
244	120-27-017	Holzman, E. H. Trustee & Et Al	101	Shell Rd	Woodside	CA	95076-9882	221 Forest	8,475	34	3	31	31	\$155,403.31	\$155,403.31
245	120-27-018	Cardinal Cleaners Inc.	203	Forest Av	Palo Alto	CA	94301-2511	203 Forest	3,308	13	1	12	12	\$60,159.12	\$60,159.12
246	120-27-019	Tseng, Alexander A. and Martha L. Trustees	670	Newell Rd.	Palo Alto	CA	94303-2647	051 Emerson	2,480	10	0	10	10	\$50,130.10	\$50,130.10
247	120-27-020	Maxwell, Donald R. and Thoreesa M. Et Al	P.O. Box 128	Palo Alto	CA	94302-0128	043 Emerson	5,500	22	0	22	22	\$110,200.22	\$110,200.22	
248	120-27-021	Malchor Corporation	035	Emerson St.	Palo Alto	CA	94301-1810	035 Emerson	0	0	0	0	0	\$0.00	\$0.00
249	120-27-022	Malchor Corporation	035	Emerson St.	Palo Alto	CA	94301-1810	035 Emerson	2,400	10	2	8	8	\$40,104.08	\$40,104.08
250	120-27-023	Thalis Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	025 Emerson	8,820	27	0	27	27	\$135,351.27	\$135,351.27	
251	120-27-024	Thalis Bros. Inc.	P.O. Box 21	Palo Alto	CA	94302	019 Emerson	8,076	27	6	21	21	\$105,273.21	\$105,273.21	
252	120-27-025	Konigsculter, Ruth E. Et Al	1147	Pinto Av	Sunnyvale	CA	94087-2234	020 Emerson	3,000	14	3	11	11	\$55,143.11	\$55,143.11
253	120-27-026	Palo Alto Theatre Corporation	700	Emerson St.	Palo Alto	CA	94301-2410	024 Emerson	14,405	58	0	58	58	\$200,754.58	\$200,754.58
254	120-27-027	Aldinger, Leroy R. Trustees & Et Al	74	Dalma Dr.	Mountain View	CA	94041-2322	044 Emerson	8,350	33	2	31	31	\$155,403.31	\$155,403.31
255	120-27-034	Thomas, Sherman L. Trustee & Et Al	30601	Lower Valley Rd.	Tehachapi	CA	93561-8589	035 High	4,800	20	5	15	15	\$76,195.15	\$76,195.15
256	120-27-035	Plarco, Steve and Carolyn L.	209	Conway St.	Palo Alto	CA	94301-1208	021 High	740	3	1	2	2	\$10,028.02	\$10,028.02
257	120-27-036	Bernstein, Martin D.	817	High St.	Palo Alto	CA	94301-1920	017 High	1,391	0	0	0	0	\$0.00	\$0.00
258	120-27-037	Zachariah Inc.	2817	24th St.	San Francisco	CA	94123-1535	022 High	0	0	0	0	0	\$0.00	\$0.00
259	120-27-038	Zachariah Inc. (see note 7)	515	S. Flower St. Suite 2700	Los Angeles	CA	90071-2420	054 High	17,184	69	37	32	32	\$100,418.32	\$100,418.32
260	120-27-039	U.S. Trust Company of Ca., TTEE	515	S. Flower St. Suite 2700	Los Angeles	CA	90071-2420	083 Alma	10,882	44	21	23	23	\$115,209.23	\$115,209.23
261	120-27-042	U.S. Trust Company of Ca., TTEE (see note 8)	515	S. Flower St. Suite 2700	Los Angeles	CA	90071-2420	041 Alma	0	0	0	0	0	\$0.00	\$0.00
262	120-27-043	U.S. Trust Company of Ca., TTEE	515	S. Flower St. Suite 2700	Los Angeles	CA	90071-2420	041 Alma	0	0	0	0	0	\$0.00	\$0.00
263	120-27-084	Smidt, Samuel and Marlene J. Trustees	856	High St.	Palo Alto	CA	94301-1825	130 Forest	4,802	10	0	10	10	\$305,247.10	\$305,247.10
264	120-27-087	Sembacut LLC Et Al	8736	W. Roxland Av.	Upland	CA	90128	100 Hamilton	72,040	260	120	150	150	\$787,068.00	\$787,068.00

Note 7: onsite parking provided on APN 120-27-037 is credited to this APN

Note 8: onsite parking provided on APN 120-27-042 is credited on this APN

Assessment Number	Assessor's Parcel Number	Owner's Name	Mailing Number	Address Street	City	State	Zip	Site Address	Square Footage	Parking Required	Parking Provided	A.D. Parking Participation	Parking Benefit Units	Preliminary Assessment	Final Assessment	
205	120-01-001	Investors of Forest Plaza	172	University Av	Palo Alto	CA	94301-1831	171 Forest	4,024	16	0	16	16	\$80,208.16	\$80,208.16	
266	120-01-012	Investors of Forest Plaza	172	University Av	Palo Alto	CA	94301	151 Forest	3,579	14	0	14	14	\$70,182.14	\$70,182.14	
267	120-01-023	Investors of Forest Plaza	172	University Av	Palo Alto	CA	94301	605 High	6,144	25	0	25	25	\$125,325.25	\$125,325.25	
268	120-02-001	Kiat, Eric R. and Janic N. Trustee	675	Gilman St.	Palo Alto	CA	94301-2520	675 Gilman	1,500	0	0	6	6	\$30,078.00	\$30,078.00	
269	120-02-002	Poli Properties LLC	375	Forest Av	Palo Alto	CA	94301	375 Forest	4,497	18	0	18	18	\$90,234.18	\$90,234.18	
270	120-02-021	Levitt, Dennis A. Et Al	502	Waverley St.	Palo Alto	CA	94301	305 Forest	1,972	8	0	8	8	\$40,104.08	\$40,104.08	
271	120-02-022	Charlton, Randolph S. Trustee & Et Al	730	Seale Av	Palo Alto	CA	94303-3401	385 Forest	1,699	7	0	7	7	\$35,091.07	\$35,091.07	
272	120-08-012	Wood, Allen D. Trustee	3213	Cowper St.	Palo Alto	CA	94306-3001	440 High	450	2	0	2	2	\$10,028.02	\$10,028.02	
273	120-08-013	Wood, Allen D. and Mary L. Trustee	3213	Cowper St.	Palo Alto	CA	94306-3001	421 Alma	550	2	0	2	2	\$10,020.02	\$10,020.02	
274	120-08-047	City of Palo Alto (High-Alma North Garage) attn: Joe Saccio	250	Hamilton Avenue 4th Floor	Palo Alto	CA	94303		0	0	0	0	0	\$0.00	\$0.00	
TOTAL														8,148	45,904,133	45,848,990

Carnahan, David

From: Fran Wagstaff <francawagstaff@gmail.com>
Sent: Tuesday, April 10, 2018 8:44 AM
To: Council, City
Subject: Affordable Housing Combining District

Thank you for taking this courageous step.
By doing so, you have greatly increased
opportunities for securing sites which are suitable for affordable housing. I applaud your actions!
Fran Wagstaff

April the 9th, 2018

Przemek Gardias

Presentation to the Palo Alto City Council on Affordable Housing Overlay zone.

Ad Hoc Affordable Housing Overlay Committee: Przemek Gardias, Doria Summa, Asher Waldfogel

Through a series of interviews over a very short period of time with affordable housing providers, market rate developers and community members we have observed that:

1. Affordable housing development below 60% AMI and above 60% AMI are in different financing markets, have different financial hurdles and metrics and need different solutions.
2. Under 60% AMI projects must cost under \$500K per door to compete for limited tax-credit financing.
3. Affordable housing providers believe they do not need to provide parking above .5 spaces/unit, but cities may finance additional parking based on demand studies.
4. Actual parking demand in affordable units is between .5 and 1.3 spaces per unit in Palo Alto. Parking standards need to meet actual demand.
5. Retail space does not qualify for tax-credit financing.
6. Affordable housing projects that retain retail will need additional sources of funding and/or zoning concessions.
7. Existing PAMC development transitional height standards limit building heights to 35 feet within 150 feet of residential districts. This is a concern, particularly along the El Camino Corridor.
8. Affordable housing providers want more certainty in the development process. A general process that requires site-specific zoning changes does not meet their needs.

Here are our recommendations:

RECOMMENDATION 1: We recommend the City pursue a development agreement with PAH to advance the Wilton Court project. We believe a serious negotiation over the Wilton Court project will inform how to write a better city-wide ordinance.

Despite a lack of a dedicated motion, there has been uniform PTC support for the Wilton project. The project may proceed under the PTC zone or the development agreement.

RECOMMENDATION 2: We recommend separating affordable housing into two work items: under 60% AMI (AH60) and 60% to 120% AMI (AH120).

Per the U.S. Department of Housing and Urban Development (HUD) annual publication on Low Income Housing Tax Credits (LIHTC), the annual median income (AMI) levels are set for projects financed with tax-exempt housing bonds. The highest AMI is 60%.

From PAH Danny Ross' email: [PAH] [...] development projects generally have a mix of income levels up to, but not exceeding 60% AMI. For [...] Wilton the majority of units will be in the 50% to 60% AMI range. Deeper affordability hurts the cash flow, and without vouchers lower AMI units would make the project infeasible.

RECOMMENDATION 3: For AH60 we recommend the following options for retail preservation

- I. Where retail is retained, offer a zoning (height) concession.
- II. Where affordable housing provider financing precludes retail: City or a 3rd party may participate in project financing, potentially in exchange for an ownership position.

- III. As a last resort, City may waive the retail requirement as provided by the retail preservation ordinance.

As retail space falls off the qualified area for the State of California Low-Income Housing Tax Credit Programs, retail inclusion lowers required project profitability. For this reason retail space financing needs to come from government sources, including local or private sources.

To spur investment in the retail space, we would allow ground floor of 13-15 ft high and residential floors above to go over the zone height limit.

Giving attractiveness and demand for the office space in Palo Alto, private capital may be used to fund retail ground floor. We recommend a conditional office use (in lieu of retail) for the period of 10 to 15 years. Upon the term expiry, the ground floor would automatically add to the city retail inventory.

RECOMMENDATION 4: For AH60 we recommend City financial contributions to develop parking to meet demand based on measured parking utilization rates of comparable properties. The City may exercise an option to build additional parking available to the public.

Per AB 744 the parking ratio for affordable housing requires no more than 0.5 parking spaces per unit. Excess parking is ineligible for the tax credit. For this reason additional parking needs to be externally funded. Funding may come from the government sources, including local or private sources. Governmental or private dollars may be exchanged into the right of use of the parking space. Thus funded parking excess may be redirected to satisfy neighborhood parking needs, of affordable housing tenants, of retail patrons or commuters out of the town. Expanding this idea, the city may ensure parking supply without dedicated investment on standalone parking garages.

RECOMMENDATION 5: We recommend maintaining the transition height standards in all the C districts adjacent to residential districts. We recommend a community process with outreach before changing transition heights for AH60 housing.

As Chapter 18.16 of Palo Alto Municipal Code (PAMC) Neighborhood, Community, and Service Commercial (CN, CC and CS) districts, defines development maximum heights within a distance (150 ft) of a residential district, proposed ordinance needs to reconcile with that requirement. A dedicated meeting with the community would identify any concerns and ensure voters' support.

RECOMMENDATION 6: We recommend an open space standard for AH60, but we recommend against roof gardens adjacent to low density residential districts.

RECOMMENDATION 7: We recommend folding AH120 work into the Housing Workplan effort. The regional consensus is to accomplish AH120 with inclusionary standards. We are not in a position today to make a recommendation on the right inclusionary standard.

RECOMMENDATION for a by-right process to acquire an AH60 overlay. Although this recommendation has not made into writing, it has been verbally iterated. Bi-right process would lower cost of AH application and speed up the development process.

In summary, please note that in the absence of public or private investment in parking or retail, the AH development proceeds on exclusive AH developer's terms. Such development would not be entitled to any height concession.

Dedicated AH60 zoning overlay would demonstrate commitment to the State mandated requirement to provide housing opportunities [...] for all income levels.

Carnahan, David

From: John Kelley <jkelley@399innovation.com>
Sent: Monday, April 09, 2018 6:15 PM
To: Council, City
Subject: April 9, 2018, Special Meeting, Agenda Item 7: I urge you to act decisively tonight to end the housing crisis that plagues Palo Alto
Attachments: Letter from Bonnie Packer - President League of Women Voters of Palo Alto dated April 2 2018.pdf; NYTimes editorial -- Opinion _ America's Federally Financed Ghettos - The New York Times.pdf

Honorable Liz Kniss, Mayor
Honorable Eric Filseth, Vice Mayor
Honorable City Council Members
City of Palo Alto
250 Hamilton Avenue
Palo Alto CA 94301

Re: April 9, 2018, Special Meeting, Agenda Item 7, "Title: PUBLIC HEARING:
Adoption of an Ordinance Amending Palo Alto Municipal Code Title 18 (Zoning)
to add a New Chapter 18.30(J) (Affordable Housing Combining District)
to Promote the Development of 100 Percent Affordable Housing Projects
Located Within One-half Mile of a Major Transit Stop or One-quarter Mile
of a High-Quality Transit Corridor by Providing Flexible Development
Standards and Modifying the Uses Allowed in the Commercial Districts
and Subdistricts."<*

Dear Mayor Kniss, Vice Mayor Filseth, and City Council Members,

I strongly urge you not to delay further but instead to vote tonight to demonstrate --- by deeds, not words --- that the City Council values diversity of many kinds and will act decisively to overcome the housing crisis that plagues our community.

I further urge you to take the specific actions described in the letter from Bonnie Packer, President, League of Women Voters of Palo Alto, to you dated April 5, 2018 (a copy of which is attached).

Finally, I emphatically recommend that you read the editorial that appeared in the *New York Times* print edition yesterday, "America's Federally Financed Ghettos" (available at https://www.nytimes.com/2018/04/07/opinion/sunday/americas-federally-financed-ghettos.html?rref=collection%2Fsectioncollection%2Fopinion-editorials&action=click&contentCollection=editorials®ion=stream&module=stream_unit&version=latest&contentPlacement=4&pgtype=sectionfront) (a copy of which is also attached).

That editorial supplies additional historical and social context, as well as abundant motivation and justification, for your acting immediately and decisively to end Palo Alto's housing crisis.

Respectfully submitted,

John Kelley

* See: <https://www.cityofpaloalto.org/civicax/filebank/documents/64347>



3921 E. BAYSHORE RD. • PALO ALTO, CALIFORNIA 94303 • 650-903-0600 • www.lwpaloalto.org

April 5, 2018

Palo Alto City Council

Re: April 9, 2018, Agenda Item No. 7: Affordable Housing Combining District Draft Ordinance

Dear Mayor Kniss and Council Members,

The League of Women Voters of Palo Alto (LWVPA) has come before you many times to show our support of your efforts to increase the supply of housing for all, particularly for those with very low, low and moderate incomes.

LWVPA urges you to adopt an affordable housing overlay ordinance that will create opportunities for, and eliminate barriers to, the development of affordable housing. The Affordable Housing Combining District Draft Ordinance, Attachment A to the staff report, will go a long way towards that goal. However, to ensure more affordable housing opportunities and units, we also urge you to include the following changes to that draft ordinance. We had asked the Planning and Transportation Commission (P&TC) to include these improvements which are reflected, for the most part, in the March 27 Minority Recommendation.

- Expand the scope of the combining district to include the Research Park and General Manufacturing Districts.
- Include language that allows some flexibility regarding the distances from the transit corridors. The language, "major transit stop or high-quality transit corridor," is too limiting and should be broader in scope.
- Allow the Planning Director to approve increases in the Floor Area Ratio (FAR) and height where appropriate, particularly in the areas around University Avenue and California Avenue.
- Allow the Planning Director to waive the retail requirements in all districts. Retail usually requires more parking which is expensive to provide. Moreover, the presence of retail in an affordable housing project severely complicates the funding opportunities. Thus, a retail requirement may make an affordable housing project infeasible, even with the benefits of the combining district.

For the last two bullets, LWVPA believes that it is important to streamline the entitlement process. To do so, the Planning Director, not the City Council, should have the authority to approve increases in FAR and height and to waive retail requirements where appropriate.

To demonstrate that the Council is serious about meaningfully addressing the housing crisis, we urge you to reject the majority recommendation of the P&TC. We believe the P&TC decision to not recommend at this time any ordinance to allow more affordable housing at this time is contrary to the City Council's priority on housing, ignores the housing crisis and flies in the face of the housing policies in the Comprehensive Plan and the Housing Element. With this decision, the majority turned a deaf ear to the professional testimony of many affordable housing experts and to the compelling testimony of those suffering from the lack of adequate housing in our city.

Thank you.

A handwritten signature in black ink that reads "Bonnie Packer".

Bonnie Packer
President, League of Women Voters of Palo Alto

The New York Times

EDITORIAL

America's Federally Financed Ghettos



Xia Gordon

By The Editorial Board (<http://www.nytimes.com/interactive/opinion/editorialboard.html>)

The editorial board represents the opinions of the board, its editor and the publisher. It is separate from the newsroom and the Op-Ed section.

April 7, 2018

Ben Carson, the secretary of housing and urban development, showed utter contempt for his agency's core mission last month when he proposed deleting

the phrase “free from discrimination”

(<https://www.nytimes.com/2018/03/28/us/ben-carson-hud-fair-housing-discrimination.html>) from the HUD mission statement. Yet Mr. Carson is not the first housing secretary to betray the landmark Fair Housing Act of 1968 — which turns 50 years old this week — by failing to enforce policies designed to prevent states and cities from using federal dollars to perpetuate segregation.

By its actions and failure to act, HUD has prolonged segregation in housing since the 1960s under both Democratic and Republican administrations. The courts (<http://www.prrac.org/pdf/HUD50th-CivilRightsTimeline.pdf>) have repeatedly chastised the agency for allowing cities to confine families to federally financed ghettos that offer little or no access to jobs, transportation or viable schools. The lawsuits, filed by individuals and fair housing groups, have forced the agency to adopt rules and policies that have been crucial in advancing the goals of the Fair Housing Act.

Mr. Carson was named in such a lawsuit filed last month by the nonprofit Texas Low Income Housing Information Service. The suit accuses HUD of illegally funneling federal money to the city of Houston (<http://www.relmanlaw.com/civil-rights-litigation/cases/CityOfHouston.php>), despite a 2017 finding by HUD itself that the city was flouting federal civil rights laws by allowing racially motivated opposition to stop affordable housing projects in white neighborhoods. In a detail reminiscent of the Jim Crow South (<http://www.relmanlaw.com/docs/HoustonComplaintFiled.pdf>), the plaintiffs argue that Houston discriminates even at the level of flood relief, maintaining “entirely different (and markedly inferior) drainage systems in predominantly minority neighborhoods, exposing the residents of those neighborhoods to increased risk from storms.”

The next round of lawsuits against Mr. Carson’s HUD will almost certainly challenge his recent decision to suspend until 2020 (<https://www.nytimes.com/2018/01/04/upshot/trump-delays-hud-fair-housing-obama-rule.html>) rules introduced under the Obama administration that require communities to analyze housing segregation and submit plans to address it as a condition for receiving billions of dollars in federal aid.

FEDERALLY SPONSORED SEGREGATION

Critics of the Fair Housing Act have glibly attempted to dismiss attempts to end segregation as “social engineering” — as if rigid racial segregation in housing were a natural phenomenon. In fact, the residential segregation that is pervasive in the United States today was partly created by explicit federal policies that date back at least to World War I. It is now widely acknowledged

that the federal insistence on segregated housing introduced Jim Crow separation in areas of the country outside the South (<https://www.nytimes.com/2016/01/10/books/review/the-defender-by-ethan-michaeli.html>) where it had previously been unknown. It stands to reason that dismantling a system created by a set of government policies will require an equally explicit set of federal policies.

The scholar Richard Rothstein exposed the roots of this shameful process in his recent book "The Color of Law: A Forgotten History of How Our Government Segregated America (<https://www.nytimes.com/2017/06/20/books/review/richard-rothstein-color-of-law-forgotten-history.html>).” He reported that the government’s first effort to build housing for defense workers near military installations and factories during World War I was founded on the premise that African-American families would be excluded “even from projects in northern and western industrial centers where they worked in significant numbers.”

The same toxic pattern prevailed under Franklin Roosevelt’s New Deal, when the government created the first public housing projects for nondefense workers, building separate projects for black people, segregating buildings by race or excluding African-Americans entirely. Particularly telling is the fact that racially integrated communities were razed to make way for Jim Crow housing.

The federal insistence on rigid racial separation found its most pernicious expression in the Federal Housing Administration, created in 1934 (<https://www.propublica.org/article/living-apart-how-the-government-betrayed-a-landmark-civil-rights-law>) to promote homeownership by insuring mortgages. As the sociologists Douglas Massey and Nancy Denton document in “American Apartheid: Segregation and the Making of the Underclass,” (<http://www.hup.harvard.edu/catalog.php?isbn=9780674018211>) the government typically denied mortgages to African-Americans, shutting out even affluent black people from the suburban homeownership boom that remade the residential landscape during the middle decades of the 20th century.

Government at all levels embraced racial covenants that forbade even well-to-do African-Americans from purchasing homes outside of black communities. Cut off from homeownership — the principal avenue of wealth creation — African-Americans lost the opportunity to build the intergenerational wealth that white suburban families took for granted. The vast wealth gap that exists today between whites and African-Americans has its roots in this era.

The argument for what became the Fair Housing Act emerged forcefully in the

1968 Kerner Commission

(<http://www.eisenhowerfoundation.org/docs/kerner.pdf>) report, which

blamed segregation in large measure for the riots that ravaged the country in the 60s and called for national fair housing legislation. The housing law might well have died in committee had the country not erupted in fresh violence after the assassination of the Rev. Dr. Martin Luther King Jr. on April 4, 1968. It was signed into law a week later.

The housing act put the federal government on record as supporting open housing and prohibiting the pervasive discrimination that had locked most African-Americans out of decent accommodations and homeownership. But the version that passed in 1968 had been declawed — stripped of enforcement provisions that would have given HUD strong authority to root out discrimination. Nearly a quarter-century would pass before Congress strengthened the law. So during that time, African-Americans were left subject to the harsh discrimination the original act was supposed to preclude.

This progressive sounding law — which requires entities that receive federal money to “affirmatively further” fair housing goals — was consistently undermined by officials of both parties who had little appetite for confronting entrenched segregation.

That realization came home with particular force to George Romney, Richard Nixon’s HUD secretary, who initially took the law at its word and tried to enforce it by turning down grant applications from communities that continued to segregate themselves racially.

When white communities complained directly to the Oval Office

(<https://www.propublica.org/article/living-apart-how-the-government-betrayed-a-landmark-civil-rights-law>), Nixon shut down Romney’s effort and eventually forced him out of government. Subsequent administrations shied away from enforcing the law in ways great and small — but the Reagan administration sold it out in an egregious fashion that angered even

Republicans in Congress. The administration conspired with the real estate industry to undermine HUD’s already limited powers, brought cases that attacked integration programs and showed scant vigor in enforcing civil rights laws.

THE NEXT FAIR HOUSING FIGHT

The Fair Housing Act received new life three years ago when the Supreme Court endorsed the doctrine known as disparate impact (<https://www.nytimes.com/2015/06/26/opinion/the-supreme-court-keeps-the-fair-housing-law-effective.html>), ruling that housing discrimination did not have to be intentional to be illegal. The court reminded the country that the statute does indeed bar governments from spending federal money in a way that perpetuates segregation.

Soon after, the Obama administration issued (<https://www.nytimes.com/2015/07/12/opinion/the-end-of-federally-financed-ghettos.html>) a long-awaited rule that required state and local governments to affirmatively further fair housing goals by making efforts to address the cumulative results of the discrimination that historically shut African-Americans out of many communities.

The common-sense rule rightly breaks with the laissez-faire approach of the past, making it clear that compliance with civil rights and fair housing laws means abandoning the strategy of dumping affordable housing in ghettos — and giving poor residents access to areas that offer greater opportunity. To that end, communities that receive HUD money are being asked to consider data on segregation and concentrations of poverty when making affordable housing decisions.

The fact that Congress has not overturned the rule reflects a growing awareness on both sides of the aisle that ghettoizing poor people is counterproductive — and that the country has an interest in giving low-income families access to areas that further opportunity. Later this month, for example, the House Financial Services Committee is scheduled to hold a hearing on a draft bill that would increase mobility for families receiving federal housing vouchers, improving their job and educational opportunities.

The hearing is no doubt related to a widely cited Harvard study showing (http://www.equality-of-opportunity.org/images/mto_exec_summary.pdf) that young children whose families had been given housing vouchers to move to better neighborhoods were more likely to attend college and had higher incomes as adults than children whose families had not been given the vouchers. The data show that changing the circumstances in which poor families live can be crucial to breaking the cycle of intergenerational poverty.

This brings us back to the Fair Housing Act of 1968, which was intended to break down the walls around the country's ghettos so that at least some people could forge successful lives elsewhere. If the country keeps betraying this

landmark law, it will continue to squander a powerful tool for reducing lethal concentrations of poverty and for opening the door to upward mobility for the poor.

A version of this article appears in print on April 7, 2018, on Page SR8 of the New York edition with the headline: America's Federally Financed Ghettos. Order Reprints (<http://www.nytreprints.com/>) | Today's Paper (<http://www.nytimes.com/pages/todayspaper/index.html>) | Subscribe (<https://www.nytimes.com/subscriptions/Multiproduct/lp8HYKU.html?campaignId=48JQY>)



Carnahan, David

From: Barbara Carlitz <barbara.carlitz@gmail.com>
Sent: Tuesday, April 10, 2018 2:06 PM
To: Council, City
Subject: Baptist church conditional use permit

I have sent this to city manager and project managers and am sending to each of you as well:

I write as a neighbor of the First Baptist Church. I have lived within two blocks of the church for 47 years, and I heartily support the granting of a conditional use permit.

Reasons:

The church has always been a good neighbor. The only difficult traffic snarls, parking issues, or bicycle safety issues I have observed were many years ago when the single Sunday morning service attendance was much larger.

We have NO other "community center" type building in old Palo Alto — no public school, fire station, other church where community meetings or classes might be held. Surely our neighborhood can accommodate one public gathering spot, educational building, voting center etc.

The inclusiveness of the church on LGBTQ and immigration fronts and its willingness to share space reflects the best of Palo Alto's long time reputation for tolerance.

Although I may or may not be able to attend tomorrow's meeting, I'd like my support to be known.

Barbara Carlitz

Carnahan, David

From: Val Stinson <valstin@aol.com>
Sent: Friday, April 06, 2018 9:53 AM
To: Council, City
Subject: Bike roundabouts

Please cease and desist the creation of roundabouts and mini roundabouts on Ross Rd and elsewhere in the city, including those that are already approved and, or in progress.

They are dangerous to bike riders. I reference a study that is now being discussed on Nextdoor.

Thank you

Valerie STINSON
Greenmeadow Way

Sent from my iPhone

Carnahan, David

From: Winter Dellenbach <winterdell@earthlink.net>
Sent: Sunday, April 08, 2018 12:18 PM
Subject: Buena Vista update

Hi Friends of Buena Vista - Here is a short update as to what is happening with Buena Vista.

I was just there - It is spring break, so lots of kids are home, full of chocolate bunnies, running around playing ball, riding skate boards now that the sun is out. Some families are out of town visiting family and friends. The leaves are coming out on the big Valley Oaks - some of the few big trees left on the property that was once full of big trees. We hope for a mass tree planting there that will offer cool shade, animal habitat, relief from the asphalt while adding beauty as part of the infrastructure upgrade that will take place. Did you know that Buena Vista is 92 years old this year? Past time for upgrades.

In the strip mall fronting El Camino, still owned by the Jisser family, there is now a very nice coffee bar, the Baron Barista, that (sadly) replaced Jamba Juice. It offers a good inside meeting place adjacent to BV which came in handy when I and BV resident and Board member Maria Martinez met with a group of Stanford undergrads and grad students a week ago. The class was focusing on diversity and housing equality issues and touring Bay Area places they thought would enlighten them. They wanted to hear about the BV community, their and their children's lives, residents and the wider struggle to save BV, etc. We dropped by the BV Youth Scholars Program (formerly the Homework Club) to meet Deborah Farrington Padilla and some of the kids streaming in on their bikes or with parents. The cats and dogs were almost as happy to see the students as the students were to see the BV pets - clearly they missed their pets they left at home. I am always delighted to take people on tours at BV as there is so much to learn from being there. I always insist that we meet residents, as BV is nothing without its heart and soul - its community of people.

We met onsite Manager, Cassy Husted. She is a wonderful addition to BV. She creates a BV newsletter which residents are invited to contribute to. News, recipes, updates, etc. There is also now an onsite maintenance person, and Travis, a night security guard. The place is cleaner, less cluttered and the many container gardens are in Spring growth.

As you know, the property was bought by the Housing Authority of Santa Clara Co. who then contracted with Caritas, a non-profit that owns and operates 22 affordable mobile home parks in California to manage BV. Both Housing Authority and Caritas are doing a good job of fitting a lot of pieces together quickly. It's a challenging time of transition between the struggle to save BV and now stabilizing it. Caritas had to get to know the residents, hire a good onsite manager, make needed repairs, and see that better rules and regulations were drafted, etc. Cheers for Caritas, the BV Board of the Mobile Home Assoc. and all residents who are working together well day to day. Longer term planning is in the works between Housing Authority and Caritas for the infrastructure upgrade and replacement of homes, with work starting in 2020 - if things go as projected of course.

I have gotten quite a few emails asking me questions about a recent news article - will BV remain affordable to residents, is there a crime problem there, and more. The article was confusing to many and embarrassing to BV residents given the feedback. It came from a meeting between residents, their attorney, and Caritas. The meeting was meant as an update to residents by Caritas of mostly ongoing matters, plus answers to questions previously emailed by residents to Caritas. That a reporter was there was not generally known to residents, to the Board, or Caritas till later in the meeting, so what was said in the meeting to update residents by Caritas or answer resident's questions was expressed in a sort of "short hand" devoid of context but understood by residents because the subject matter had been discussed at past meetings. Some of this short handed information was in the article, so here I want

to clarify some of parts so you will have a better idea of what was meant. There are other statements about finances and affordability that seem a bit confusing or longwinded that I thought I could also clarify a bit.

- There is no drug dealing problem at BV. Residents are mortified if you, their supporters, think of the Buena Vista community that way. That is not who they are. Drugs were talked about at the meeting as an issue. But the actual story is that Caritas inherited this issue before and after they took over management - homeless people would sleep in the community bathrooms, laundry room and even took over vacant mobile homes, some dealing drugs to outsiders - it became a known "scene". The previous owner did little, so the BV Board tried to deal with it, finally even asking to meet with the PA Chief of Police (I attended that meeting) and asking the police for help. Some was given, but what was finally effective was when Caritas responded with a security guard. This was the drug dealing problem referred to at the meeting. He moved the people out of the bathrooms/laundry room and vacate homes and still needs to be vigilant to know that it is ended.

- The property *will* remain affordable to residents now and in the future. That was and is the promise to residents and the legal commitment for this deed restricted property. While the financial specifics may not all be known now, as the planning itself is in early days, all will be worked out to achieve the upgrades and improvements. This is what Caritas and the Housing Authority are in the business of doing.

- The BV Board was invited by Caritas to draft the Rules and Regulations that will govern BV resident's in their day to day activities. The Board continues to act as an advisory Board to Caritas which benefits both entities, residents and management. R&R's regulate such things as where to park, speed limits, dogs needing to be on leash, noise, unattended children, where kids play, trash, etc. Unused cars are being hauled off and parking spaces assigned.

- An announcement made at the meeting was that eventually all homes would be replaced. I believe the homes will not be replaced with other mobile homes, but possibly with high quality manufactured housing on a permanent foundation, don't all look alike, and would cut down greatly on move out time by a resident. Mobile homes will not be replaced with apartments or single family homes.

Struggle to Transition to Stability to Change.

There is much more to come for Buena Vista, much more to be worked out, so more to be known. I will keep you informed. But for now, it is transition to stability, which is a very sweet place to get to after 5 years of hard struggle that so many of you were a part of. Residents needed you to keep the faith with them then, and they need you to keep your faith in them now and in the future as Buena Vista moves toward change.

Winter Dellenbach
Friends of Buena Vista
fobv.org

Carnahan, David

From: S Anthony <wushujia00@gmail.com>
Sent: Sunday, April 08, 2018 2:14 PM
To: Council, City
Subject: Bulbouts & roundabouts

With all due respect, these make Ross Rd and the intersections more dangerous, especially to bikes. If your goal is to have cars totally stopped while bicyclists proceed thru roundabouts or bulbouts, then you've succeeded. The bulbouts on Ross have just enough room for 2 cars to cross. I had to stop completely to make sure bike riders were safe. There's no other place for them to go when cars are present. This is really shoddy.

Creating smaller access to roundabouts due to bulging street corners defies reason. Mountain View has roundabouts in residential areas that work much better and seem safer...and have wide access to them, along with stop signs to make right of way clear if when there are multiple cars involved.

Please stop construction in PA and perhaps reverse some of the damage that's been done by de-constructing these hazards.

Sincerely,
Marie & Don Anthony

Carnahan, David

From: Robert Finn <rfinn@stanford.edu>
Sent: Tuesday, April 10, 2018 4:16 PM
To: Council, City
Subject: comments
Attachments: noiseagain.pdf

To PACC: I am enclosing the statement I read as a “public comment”, at the initial of two meetings April 9. I would like the statement to be available in detail on the formal records, and I hope that will be feasible.

With my thanks, Robert Finn

Palo Alto 94301
04/10/2018

**Message read to: Palo Alto City Council,
at its semi-open meeting Apr. 9, 2018:**

Prior to 2014 the airplane landing system at SFO worked superbly and displayed no major fault. During that same year, despite only small increases in air traffic, there was a huge jump in disturbing airplane noise. That coincided with adoption of Nextgen, although the public was then not consulted or even informed that changes were occurring.

Adverse reaction to the changes surfaced despite the attempted silence, and it led to formal hearings, via the "Select Committee". This committee seems to have felt that its primary objective was to act as public relations agent for the FAA.

My assertion is supported by the emphasis the committee put into its report, that it could not consider return to pre-Nextgen procedures, on the ground that the FAA had informed them it was "required by law to adopt new and advanced technology". (Sec. 2.17)

I can imagine Congress *authorizing* new technology, but the thought of them *requiring* it stretches my imagination. And it seems not to have occurred to committee members to ask why the earlier system should be less suited than is Nextgen to advanced technology. What motivated the Committee to defer to and even display with emphasis such unclear, sloppy and misleading language?

The FAA has made ghastly blunders, and what they apparently fear most is having the blunders exposed. They have been temporizing with us, manipulating us and giving us a classic runaround. They have been distracting our attention with the objective of having us overlook crucial legal deadlines. That happened to Georgetown, please don't let it happen to us.

Robert Finn
rfinn@stanford.edu

Carnahan, David

From: Michael Tierney <mtierney99@yahoo.com>
Sent: Sunday, April 08, 2018 6:12 AM
To: Council, City
Subject: Concrete bulbouts

Hi, I am just writing to express my concern for the new concrete bulbouts. I find it hard as it is to avoid the bicyclists on our streets while driving. The idea of partially merging with the bike lane at some of these new constructions is puzzling. And scary.

So, scary puzzling. And that's the worst kind of puzzle.

Thank you for your consideration

Mike Tierney
South Palo Alto

Carnahan, David

From: Dave Benson <dbenson@sbi-i.com>
Sent: Sunday, April 08, 2018 9:39 AM
To: Council, City
Subject: Dangerous sections of the bike boulevards

I ride my bike every day down Ross Road from Loma Verde to Moreno and then to the frontage road. I am 79 years old and I can state unequivocally that I have never seen a more dangerous situation than the cement narrowing sections on the Ross Road bike boulevard I have to navigate every day. Adding more speed lowering bumps is a great idea, but the cement narrowing sections are just accidents waiting to happen. Cars just do not care about bikers trying to navigate those narrowing sections, I have been passed a couple of times so far by autos from behind that did not yield to my bike while trying to go through those sections. I am opposed to building any more of those narrowing sections on Moreno and Louis Road and support eliminating them on Ross Road.

David Benson
3165 Manchester Ct
Palo Alto

Carnahan, David

From: aram james <abjpd1@icloud.com>
Sent: Monday, April 09, 2018 12:17 AM
To: dcbertini@menlopark.org; Jonsen, Robert; gkirby@redwoodcity.org; Watson, Ron; Constantino, Mary; Council, City; wilpf.peninsula.paloalto@gmail.com; 51swampdog@gmail.com; panaretica@gmail.com; citycouncil@menlopark.org; Kniss, Liz (internal); paloaltofreepress@gmail.com; HRC; stevendlee@alumni.duke.edu; Kilpatrick, Brad; Carnahan, David; cbolanos@smcgov.org; bos@smcgov.org; chuckjagoda1@gmail.com; rpichon@scscourt.org; sscott@scscourt.org; mharris@scscourt.org; jseybert@redwoodcity.org; Keene, James; mdiaz@redwoodcity.org; myraw@smcba.org; sdremann@pawEEKLY.com
Subject: Federally financed Ghettos and the bizarre Ben Carson

<https://mobile.nytimes.com/2018/04/07/opinion/sunday/americas-federally-financed-ghettos.amp.html>

Sent from my iPhone

Carnahan, David

From: Martin Eisenring <martin@eisenring.com>
Sent: Wednesday, April 11, 2018 3:50 AM
To: Kniss, Liz (internal); Council, City
Cc: Müller Dolfi
Subject: Follow-up: Introduction, CV
Attachments: CV Martin EISENRING_2018 (0465411).pdf; 18.03.14 Empfehlungsschreiben Martin Eisenring.pdf

Dear Ms Kniss,

I hope you are well.

In reference to the Email from Mr. Dolfi Müller, Mayor of the City of Zug in Switzerland, from March 23rd, I would like to kindly ask again if you (or someone of your team) would be interested in a meeting?

In the appendix I have attached my CV and **the letter of the Mayor**.

Sincerely yours,

Dr. Martin Eisenring



Dr. Martin Eisenring
Attorney-at-law & Notary Public
Unter Altstadt 28
P.O. Box
CH – 6301 Zug
Switzerland

Martin Eisenring
Dr.iur., MLP-HSG
CAS Commodity Professional

Phone +41 41 710 26 28
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E-Mail martin@eisenring.com
Web www.eisenring.com

This e-mail was sent on behalf of an attorney-at-law who is registered with the Cantonal Registry of Zug attorneys. It is intended only for the addressee named above and may be accessed, read, printed, retained, copied or disseminated solely by such addressee and its designates. This e-mail may contain information that is privileged or confidential. If you have received this e-mail in error, please notify us immediately, destroy any print-outs and delete all electronic files of this e-mail. Electronic mail may be manipulated and/or accessed by unauthorised persons. We therefore disclaim any liability for the contents and rule out the legal validity of electronic mail.

Von: Martin Eisenring

Gesendet: Freitag, 23. März 2018 15:58

An: liz.kniss@cityofpaloalto.org

Cc: Müller Dolfi <Dolfi.Mueller@stadtzug.ch>

Betreff: Introduction, CV

Dear Ms Kniss,

I am writing to you with reference to the e-mail below from the Mayor of Zug, Mr. Dolfi Müller.

Additionally to the letter sent by the Mayor, I wanted to send you my current CV. You may find it attached. I would also like to emphasize personally that I would be very pleased to meet you or someone from your team for an open and non-binding exchange during my stay in Palo Alto.

I wish you a nice weekend and please feel free to contact me if you need any further information.

Sincerely yours,

Dr. Martin Eisenring



Martin Eisenring
Dr.iur., MLP-HSG
CAS Commodity Professional

Dr. Martin Eisenring
Attorney-at-law & Notary Public
Unter Altstadt 28
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This e-mail was sent on behalf of an attorney-at-law who is registered with the Cantonal Registry of Zug attorneys. It is intended only for the addressee named above and may be accessed, read, printed, retained, copied or disseminated solely by such addressee and its designates. This e-mail may contain information that is privileged or confidential. If you have received this e-mail in error, please notify us immediately, destroy any print-outs and delete all electronic files of this e-mail. Electronic mail may be manipulated and/or accessed by unauthorised persons. We therefore disclaim any liability for the contents and rule out the legal validity of electronic mail.

Von: Müller Dolfi <Dolfi.Mueller@stadtzug.ch>
Datum: 23. März 2018 um 13:07:52 MEZ
An: "liz.kniss@cityofpaloalto.org" <liz.kniss@cityofpaloalto.org>
Kopie: 'Martin Eisenring' <martin@eisenring.com>
Betreff: WG: Empfehlungsschreiben

Dear Ms Kniss,

I hope this e-mail finds you well.

Please find attached a scan of a letter from me – mayor of the city of Zug, Switzerland – addressed to you.

Many thanks for your consideration.

Sincerely yours,

Dolfi Müller

Stadtpräsident
Stadthaus, Postfach 1258
6301 Zug
Telefon +41 41 728 21 01
<http://www.stadtzug.ch>

Stadt Zug
Stadtpräsident

Stadt Zug, Stadtkanzlei, Postfach 1258, 6301 Zug

Liz Kniss
250 Hamilton Avenue
Palo Alto, CA 94301

Stadthaus am Kolinplatz
6301 Zug
www.stadtzug.ch

Dolfi Müller
Mayor of the city of Zug
+41 41 728 21 01
dolfi.mueller@stadtzug.ch

Zug, March 14, 2018

Dear Ms Kniss,

I am writing to you in my capacity as mayor of the city of Zug, Switzerland.

The city of Zug is the capital of the Canton of Zug, a community of approximately 125'000 residents, located in the greater Zurich area and one of the most popular areas to live and do business in Switzerland.

Zug may be a small city with 30'000 inhabitants but more than 125 nationalities are represented, giving it a vibrant and cosmopolitan atmosphere. With its spirit of openness, very business-friendly mentality, the city and the canton of Zug have attracted numerous foreign companies. Since 2013, the canton of Zug has become a hub for FinTech start-ups with investors flocking to the region. Since then, Zug has also been known as the Crypto Valley.

Both town and canton have been focused on extending its infrastructure with forward-looking projects: particularly in the education, "Circulago" (energy), health, geriatric care, leisure and sport sectors, as well as on supply and disposal issues. Furthermore, the citizens of Zug have adopted a popular initiative to establish the values of a 2000-watt society in the long term. The interim goal is to reduce CO₂ emissions to two tons per person/year and energy consumption to 3500 watts by 2050.

Zug's economic success is reflected in the canton's rapid growth in employment and population. However, this steep growth trajectory also brings challenges for the future: affordable apartments, public transportation, urban plan, etc.

A member of the city of Zug Parliament and an independent Lawyer, Dr. Martin Eisenring with his family will be visiting your city and the region of Silicon Valley from mid-April till mid-July 2018 to maintain and expand his professional network. He will also organize presentations in cooperation with the renowned law firm Hopkins & Carley.

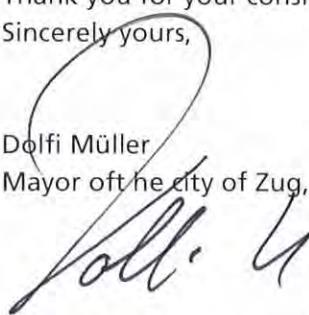
Dr. Eisenring's long-term goal is to build a bridge of collaboration and exchange between the Silicon Valley and the Crypto Valley.

We believe that the canton of Zug and the city of Palo Alto share similar challenges (e.g. high land prices, high capacity utilization of public transport, digitization, etc.) and we would be very pleased if you would find the time to meet Dr. Eisenring during his stay.

If you or a member of your team are interested in such a noncommittal first meeting, which I hope very much, I kindly ask you to contact Dr. Eisenring directly. Please find his contact data on the attached CV.

Thank you for your consideration and Dr. Eisenring looks forward to hearing from your office.
Sincerely yours,

Dolfi Müller
Mayor of the city of Zug, Switzerland





CURRICULUM VITAE

Summary

Broad legal background with more than 20 years' experience in corporate and commercial law in a global market.

Proven ability to represent clients in a complex and challenging environment. Providing pragmatic and efficient solutions in the fields of corporate law, pension funds, commodity trading, private equity, tax law, art law, foundations and as active board member.

Solid interpersonal and communication skills in building key alliances and partnerships having dealt with a diversity of clients, corporates and individuals.

Martin Eisenring

Dr.iur, MLP-HSG
CAS Commodity Professional
Attorney-at-law & Notary Public

Born 1970
Married, two children

Language:

German – native speaker
English – fluent
French – fluent
Spanish – basic skills

Address:

Dr. Martin Eisenring
Unter Altstadt 28
CH-6300 Zug / Switzerland

Email:

martin@eisenring.com

Phone:

(Tel): +41 41 710 26 28
(Fax): +41 41 710 28 27

Education

- > Course in „Private Equity and Venture Capital“, Università Commerciale Luigi Bocconi, Milano, 2015
- > Certificate of Advanced Studies (CAS) in „Commodity Professional“, University of Lucerne, 2014
- > Executive Diploma in „Management for the Legal Profession“, University of St. Gallen, Graduate School of Business, Economics, Law and Social Sciences (HSG), 2007 - 2009
Honours: Scholarship from Henri B. Meier Foundation
- > Course in „Principles of International and Comparative Taxation“, IBFD International Tax Academy, Amsterdam, 2009
- > PhD (Dr.iur.), University of Zurich (Prof. Dr. Hans-Michael Riemer), 1997 - 1999
Honours: Magna cum laude
Thesis: Responsibility for Asset Management of Pension Funds
- > Master of Laws (lic.iur.), University of Fribourg, 1992 - 1996
Honours: Cum Laude
- > Exchange Semester, University of Paris IV, Sorbonne, 1993

Work History

- > Senior and Founding Partner EISENRING Attorneys-at-law & Notaries Publics, Zug and Zurich, 2017 – present
- > Visiting Legal Advisor Hopkins & Carley, Palo Alto, 2018
- > Legal and Compliance Consultant Aravis Private Equity, Zurich, 2017 – present
- > Legal Advisor Crypto Explorers, Zug, 2017 - present
- > Senior Partner Nützi Eisenring & Partners Ltd., Zug, 2015 - 2017
- > Managing Partner of Zug Office (Responsible for Compliance and KYC Procedures) Bratschi Wiederkehr Buob, 2006 - 2015
- > Founding and Managing Partner Eisenring, Zimmerli & Partners In 2007 merger with Bratschi Wiederkehr Buob law firm, 2004 - 2006
- > Senior Corporate Governance Analyst, Senior Marketing Manager and Compliance Officer at Ethos Investment Foundation for sustainable Investments, Geneva, 2001 – 2004

- > Associate Lawyer, mainly in the pension-fund area Zürcher, Blickenstorfer & Widmer, Attorneys-at-law, Zurich, 2000 - 2001
- > Practical Courses at Courts in Zurich and Zug, 1999 - 2000

Other Leadership and Volunteer Activities

- > Member of Parliament of the City of Zug, 2007 - present
Head of parliamentarian group of the Christian Democratic Party
- > Visiting member of the Board of Directors, Zug Commodity Association, 2015 - present
- > President of the Christian Democratic Party of the City of Zug, 2006 - 2009
- > Member of the Board of Directors of IGBS International Games Broadcast System AG in Zug, 2005 - present
IGBS is an important provider of Broadcasting Services for sports Events focusing on Asian Markets
- > Member of the Board of Directors and legal adviser to OTI Greentech Group AG (Switzerland), 2014 - present
OTI Greentech is an international CleanTech Company, providing engineering services, sustainable products and solutions in the Maritime, Energy and Industrial sectors
- > Member of the Board of Directors of Gimag Immobilien Ltd., 2005 - present
Gimag Immobilien Ltd. is specialized in the acquisition and holding of real estate in Germany
- > Managing Director (2006 - 2010) and legal advisor to Cadenza Records Ltd., Geneva, 2006 - present
Cadenza Music is a recording label and producer of mayor events of electronical music worldwide
- > Member of the Swiss lawyers Association, 2001 - present
- > Member of the Self-Regulatory Organisation of the Swiss Bar Association and the Swiss Notaries Association (SRO SAV/SNV), 2006 - present
- > Member of the Crypto Valley Association, 2017- present
- > President of the Board of Directors (2006 - 2012) of Hochwacht Zug, Athletics Association
- > Various Memberships at Board of Directors and foundation Councils

Publications / Teaching

- > Commentary to Art. 80-89a ZGB (Law of Foundations), in "Handkommentar zum Schweizer Privatrecht", Schulthess Verlag, Zürich, 1st (2008), 2nd (2013) and 3rd Edition (2016)
- > Lecturer at the Certificate Course of Advanced Studies (CAS) in „Commodity Professional“, University of Lucerne, 2015 to Current
- > Leadership in Pension Funds, in: Schweizer Personalvorsorge 05/2005
- > „Good Corporate Governance - Die richtige Organisation der Checks & Balances“, published in BILANZ Management, 02/2002
- > „Responsibility for Asset Management of Pension Funds“, Zürcher Studien zum Privatrecht, Vol. 153, 1999

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Monday, April 09, 2018 11:38 PM
To: paloaltofreepress@gmail.com; stevendlee@alumni.duke.edu; HRC; Jonsen, Robert; Council, City
Subject: From the archives discussions about the Palo Alto HRC re community policing and related issues circa 2005—or the more things change the more they stay the same

<http://ccin.menlopark.org/16248.html>

Shared via the [Google app](#)

Sent from my iPhone

Carnahan, David

From: aram james <abjpd1@icloud.com>
Sent: Sunday, April 08, 2018 2:42 PM
To: paloaltofreepress@gmail.com; stevendlee@alumni.duke.edu; HRC;
51swampdog@gmail.com; Jonsen, Robert; Binder, Andrew; dcbertini@menlopark.org;
Council, City; citycouncil@menlopark.org; council@redwoodcity.org;
wilpf.peninsula.paloalto@gmail.com
Subject: Here is the latest in a long and historical record of the PAPD -being accused of
unnecessarily attacking African Americans

<http://padailypost.com/2017/05/06/suit-police-dog-mauled-teen-officers-accused-of-just-standing-by-during-attack/>

Shared via the [Google app](#)

Sent from my iPhone

Carnahan, David

From: chuck jagoda <chuckjagoda1@gmail.com>
Sent: Saturday, April 07, 2018 11:50 PM
To: Aram James; Laura Lee Chiu-STB Coalition; Stop the Ban Google Discussion Group; Jen Hoey Padgett; Housing 1000; Kelcy Fleming; Loquist, Kristina; Chris Richardson; Gregorio, Rose; Greg@streetsteam.org; Eileen@streetsteam.org; Eileen Altman; Marie Baylon; Blaine Dzwonczyk; Bains, Paul; Paul George @ PPJC; WILPF Peninsula Palo Alto; dprice@padailypost.com; Robert Norse; Roberta Ahlquist; Robert Aguirre; Dolci, Bob; Council, City
Subject: homeless victory looking hopeful

<https://kpfa.org/episode/pushing-limits-april-6-2018/>

--
This bulletin brought to you by the Palo Alto Poverty Press

Chuck

Carnahan, David

From: Deborah Goldeen <palamino@pacbell.net>
Sent: Tuesday, April 10, 2018 2:34 PM
To: Council, City
Subject: Housing

If you are lost in the wilderness, you have three concerns: food, water and shelter. Of the three, shelter is number one. A lot of people don't know that. I think this has something to do with why the subject is so very important.

I've listened to council debates on development for decades; most of it intelligent, diligent and thorough. Sometimes the developments work, sometimes they don't and darned if I can tell why. All I know is most of the time council does it's best and that you all work really hard. Keeping the good thought that the zoning modification gets the results it is intended to.

Deb Goldeen, 2130 Birch St., 94306, 321-7375

Carnahan, David

From: Linnea Wickstrom <ljwickstrom@comcast.net>
Sent: Tuesday, April 10, 2018 12:59 PM
To: Council, City
Cc: Linnea wickstrom
Subject: HURRAH for the City Council!

I applaud the passage of the new AH Combining District ordinance! You heard those of us who have spoken again and again in favor of such an ordinance, and you did the right thing for our city.

I could not stay last night for all the speakers and all the discussion so I was very pleasantly surprised to see, in the *Palo Alto Online* article, that you also asked Staff to look into "including moderate- and high-density residential zones, RM-15 and RM-30, respectively, in the new combining district." Expanding AH-qualified zoning to areas that are already high-density would be a great addition to the ordinance.

Let's get started!

Sincerely,
Linnea Wickstrom
Per Maresca
Peter Maresca

Carnahan, David

From: leConge Ziesenhenne, Monique
Sent: Monday, April 09, 2018 3:20 PM
To: City Staff
Cc: Council, City
Subject: Library Strategic Plan draft

Hello! Happy National Library Week!

The Palo Alto City Library is in the process of updating the Strategic Plan, for 2018-2021. This draft was reviewed by the Library Advisory Commission, and based on their recommendation, the [draft](#) plan is now available to the community for their feedback. Please look at the plan and, as a library stakeholder, please send comments to Gayathri Kanth, Assistant Library Director at Gayathri.kanth@cityofpaloalto.org to be considered as we finalize the plan.

A library customer survey has also been included in the Strategic Plan draft survey. A separate survey on technology needs in the Library will be conducted in the fall of 2018. The survey will be available from April 8 - 21. Here is the link:

<https://library.cityofpaloalto.org/customer-satisfaction-survey/>

Please encourage community members to participate in the survey.

Please let me know if you have any questions.

Thanks,

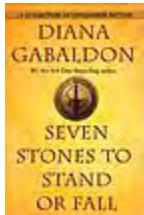


Monique le Conge Ziesenhenne, PhD | Library Director & Interim Director of Community Services
270 Forest Avenue | Palo Alto, CA 94301
D: 650.329.2403 | E: monique.ziesenhenne@cityofpaloalto.org

Please think of the environment before printing this email – Thank you



What I'm Reading Now:



Seven Stones to Stand or Fall by Diana Gabaldon

Carnahan, David

From: Mark McBride <mark.mcbride@gmail.com>
Sent: Monday, April 09, 2018 5:31 PM
To: Council, City
Subject: Message from the City Council Home Page

I wanted to send a note in strong support of the proposed chapter 18.30(J) that is up for discussion at tonight's city council. I live in Evergreen Park, would be less than a block from some of the proposed overlay zone, and am still firmly in favor of reducing impediments to building housing (even better if that housing is affordable).

First, adding additional housing that supports people at a variety of life stages and income levels creates a more vibrant, close knit community.

Second, the larger retail areas proposed here are perfect for building higher density, less car reliant housing that is symbiotic with the commercial aspects of those zones. Encouraging residential development in the Stanford Shopping and Town and Country areas is great.

Third, encouraging residential development along the University and Cal Ave corridors is even better. These are both neighborhoods that are perfectly livable without cars, extremely convenient to a wide range of jobs, and create an opportunity for people who work here to live here.

If anything I'd like to see a more permissive version of this measure that expands beyond the flagged commercial zones.

--Mark

Carnahan, David

From: Taylor Veach <taylor.veach@sjsu.edu>
Sent: Friday, April 06, 2018 10:11 AM
To: Council, City
Subject: Message from the City Council Home Page

To Whom it may concern:

My name is Taylor Veach and I am a Masters in Social Work student at San Jose State University. As part of one of my assignments, I am looking to schedule a quick meeting with any member of city council (10-15 minutes) to discuss my concern on the suicide rates in the youth population in the city of Palo Alto. I am wondering if you have any availabilities for early April? Preferably the afternoon of April 9th, or anytime April 12th?

Thank you very much,

Taylor

Carnahan, David

From: Marie Macy <marie_macy@yahoo.com>
Sent: Sunday, April 08, 2018 5:18 PM
To: Council, City
Subject: my neighborhood, my neighbor Castilleja

Dear Councilmember:

Allowing a school, already over-enrolled for the last 15 years, to further expand and further alter my neighborhood, does NOT equal supporting women's education.

And opposing a further grab on the part of the school does not equal opposing women's education. The inference of Castilleja's signage is offensive.

Over the 34 years we have lived next to the school we have seen it go from a boarding school to a school attended by day students, many of whom appear to have cars of their own to drive themselves to and from school. My family has seen the second block of Melville (yes, there was a second block of Melville) go from a quiet cul de sac where my children played and learned to ride their bicycles to part of Castilleja! Like magic, it just disappeared one day. Don't let this happen again to this little residential neighborhood. Why does Castilleja merit special privileges, special considerations, to over-build on their small lot?

Sincerely,

Marie Macy
Melville Ave

Carnahan, David

From: Downtown Streets Team <eileen@downtownstreetsteam.ccsend.com> on behalf of Downtown Streets Team <eileen@peninsulahcc.org>
Sent: Tuesday, April 10, 2018 3:06 PM
To: Council, City
Subject: NEWS ALERT: DST recognized as California "Best Practice" for ending homelessness



NEWS ALERT!

Downtown Streets Team recognized as California "Best Practice" model to end homelessness

The League of California Cities is encouraging communities to replicate DST's innovative model in their local neighborhoods.



"Our Homelessness Task Force spent more than a year looking at some of the best local programs that are helping people transition into supportive housing," said Darby Kernan, Deputy Executive Director for Legislative Affairs at the California State Association of Counties.

"Downtown Streets Team is one of those programs that is helping people get off the streets and address the root cause of their homelessness, too."

See the full Homelessness Task Force Report [here!](#)

KNOW THE FACTS:

The average **annual public cost** of a "persistently homeless individual" is **\$83,000**.

By comparison, it costs Downtown Streets Team **\$14,600** to help someone move into housing and employment.

Homelessness is an experience, not an identity. At DST we believe that through collaboration, partnership, and building strong communities, **we can end homelessness.** We believe it because we see it happening!

Join the movement to end homelessness through the dignity of work.

Email us! Development@StreetsTeam.org



755

recently homeless
individuals secured
EMPLOYMENT
(averaging 9 jobs per
month lasting 90+ days)!

821

Team Members secured
HOUSING
(averaging 8 people
housed per month)!

96%

of Team Members reported
improved self-esteem,
PRIDE and a sense of self-
worth since joining our
Team.

1.8 Million

CIGARETTE BUTTS

collected from our city streets to be upcycled and made into park benches.

5.2M

gallons of **TRASH** removed from our streets, parks and public spaces.

Help us continue to change lives.



Want more information on DST's innovative program? Contact Chief Programs Officer, Chris Richardson (Chris@StreetsTeam.org)

Your generous financial contribution directly impacts your local Team!

Click to DONATE and designate your funds.

VISIT OUR WEBSITE

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Downtown Streets Team, 1671 The Alameda, Suite 306, San Jose, CA 95126

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Carnahan, David

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
Sent: Monday, April 09, 2018 7:42 PM
To: Council, City; Planning Commission
Subject: News that impacts Quality of Life on the Peninsula

Neilson Buchanan and John Guislin
Co-Editors, SF Peninsula Residents Association Newsletter

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com



In this Issue

J2H RATIOS - PART 2

Dear Readers,



Our last issue featured the Brisbane and Santa Clara paradoxes. This week we move you to South San Francisco and Cupertino. Once again our theme is **Anti-Gravity Economics known as J2H ratios.**

To Subscribe Click Here



Anti-gravity hiding in plain sight

"The Bay Area is defying gravity," said Director of the UCLA Anderson Forecast. Another UCLA economist reported our the region "is the most dynamic, most robust metro area." Good news weighed must have heavily upon the audience.

All economists always hedge; so here are their other perspectives. "Too much retail...too many retail jobs." "Tech jobs more volatile than non-tech." "Expensive housing market...perhaps the greatest peril." "Tech boom could create a wider chasm between economic haves and have nots."

Topping it off Lt. Gov. Gavin Newsom said, "We have economic bifurcation.....Palo Alto versus East Palo Alto...Tenderloin versus the Marina District....two different worlds in one city."

[SJMercuryNews](#)

Ed. Comment: Job growth is out of sync with transportation infrastructure. Infrastructure imbalance will create political upheaval. What kind of upheaval will be determined by the voters.

Indigestion

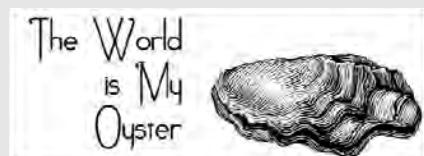
Cupertino's jobs/housing ratio is swinging into full debate in Cupertino. Here is a good glimpse of what is evolving.

[SFChronicle](#)

Ed Comment: Keep your eye on an issue beyond housing shortages. Is anyone accountable for overall infrastructure? Cupertino's fragile transportation infrastructure is just one example of the Peninsula's indigestible job growth.



Are your eyes bigger than your stomach?



Digging for housing

A development company proposing a transformative project along Oyster Point in South San Francisco is backing away from housing. Why?... Pushback from the local biotech industry.

[SMDailyJournal](#)

Ed. Comment: Are bio-tech companies are opening up their shells for housing at Oyster Bay? No, they seem to be clamping up for housing.

We are looking for better leadership and better trends, but Oyster Bay plunged us into murky waters. To paraphrase *The Rime of the Ancient Mariner*, "**Housing, housing everywhere but not a home to buy.**" For the record, we think South San Francisco and its bio-tech titans have some explaining to do. There is no plausible evidence that housing supply can catch up with the number of jobs being created by short-term focused CEOs. If a bird, any bird, even an albatross, leads us out of the housing jam, we will praise the bird.

Chilled out?

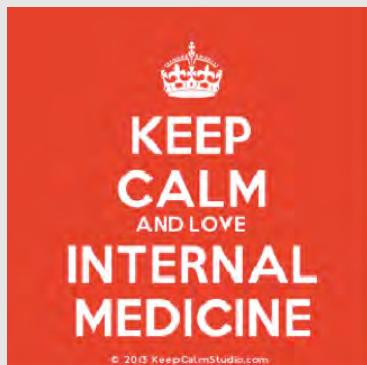
Sen. Wiener's bill was chilled by San Francisco Board of Supervisors. This polarizing bill "that would force California cities to allow taller apartment buildings by BART stops and other transit hubs has been pummeled with opposition from local officials."

"....San Francisco Board of Supervisors voted to oppose Wiener's bill, joining smaller cities such as Lafayette, Cupertino, Palo Alto and Milpitas. A week earlier, the Los Angeles City Council took the same stance, unanimously, with one councilman calling the legislation "insanity."

[SJMercuryNews](#)



Ed. Comment: SB827 and other related legislation will be in active committee debate by state legislature dominated by one party. These bills challenge conventional economics. And they would alter balance between state and local government. Our prediction: Profound and interesting test of government. What does Wiener really want?



Whom to trust?

Google's former motto "Don't Be Evil" resides in the minds of thousands of Google employees. Over 3,000 employees signed a protest letter highlighting Google's involvement with a Department of Defense project. The letter stated "We cannot outsource the moral responsibility of our technologies to third parties. Google's stated values make this clear: Every one of our users is trusting us. Never jeopardize this. Ever. This contract puts Google's reputation at risk and stands in direct opposition to our core values."

[SJMerryNews](#)

Ed. Comment: Internalizing corporate ethics could be the best cure for pain felt by some of our Tech Titans. Google may need two slogans. "Don't be evil" and "Do the right thing." If one smart slogan is good, then two should be better. If Google needs government business, we suggest knocking on the door of the EPA.

156 Mayors come clean on green

Climate change seems to be one of the foremost concerns for U.S. mayors: Eight out of 10 said it was important that their cities to address the issue. But roughly half view the lack of funding as the most significant barrier to making progress on this front—more than political opposition at the state and federal level and lack of public support.

[CityLab](#)

Ed comment: Mayors can't turn green without green in their pockets. Many of us fret about the environment, EPA and future generations;



however, this survey of mayors is most revealing. The road to hell is paved with good intentions.

Nowhere in the US is lack of transportation infrastructure more severe than the Peninsula and we see job creation outpacing any solutions for transportation infrastructure. We are in the same boat as the 156 mayors....searching blindly for sources of funding. One thing is obvious: Traffic congestion will get worse before it gets better...if ever.

Los Angeles Times

Los Angeles Times speaks out

Los Angeles Times speaks out. "Facebook finally steps up on privacy. Now it's Congress's turn."

[LATimes](#)

Ed. Comment: The full story will be more than Facebook. We remain uncomfortable with the group thinking in Silicon Valley and its one company towns.

Success of SFPRA newsletter success depends upon its readers. Please feel free to forward the newsletter to your friends and neighbors. Ask them to subscribe at no cost by clicking the subscribe button above or by emailing cnsbuchanan@gmail.com.

Editors Neilson Buchanan and John Guislin are unpaid, private citizens on the SF Peninsula and have no ties to developers or government organizations.

[Our Web Site](#)

Neilson Buchanan | Downtown North, Palo Alto, CA 94301

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Carnahan, David

From: Stafford, Joseph <josephstafford@cardinalhotel.com>
Sent: Thursday, April 05, 2018 4:55 PM
To: Council, City; City Mgr
Cc: Hur, Mark; Stephanie Wansek; Christopher Custer; Young, Jarrod
Subject: Parking Decal issue with RPP parking program

 [Cardinal Hotel employees RPP communications.pdf](#)

 [Scannable Document on Apr 5, 2018 at 4_30_34 PM...](#)

To whom it may concern,

I am currently an employee working in downtown Palo Alto and have a major issue with the Zone 5 Parking Decal. I have been in contact with Jarrod Young, Assistant Manager SP+ and Mark Hur, Parking Operations Lead in Planning & Community Environment-Transportation. Jarrod has been very helpful and understanding but Mr. Hur's responses have been far from satisfactory and have not helped nor solved the issue.

I am writing to you because Mark Hur stated that:

"Program design and enforcement were reviewed and approved by City Council in the [Administrative Guidelines](#) back in 2015, which states:

Other Policies

5. The permit must be affixed on the outside of the rear windshield driver's side lower left corner, or left side of the bumper. Do not place your permit in any other location. Placing your permit in another location or behind tinted windows shall invalidate your parking exemption."

I have a sticker decal for Zone 5 but I do not want to affix it to the outside of my new car which is the only option allowed in the RPP program. Under city policy, sent to me by Mark Hur, I can not tape the permit to the inside of my car (driver side). Even though, an attendant can visibly see and scan the permit through the windshield. Before receiving my permanent decal, I had a Temporary Permit, which was placed on the driver side dash and not a single issue resulted from this. Regarding the placement of the new permit, I received a citation on Friday, "violation of posted RPP Permit", in the amount of \$53. And on Monday I received an "Informational Warning". I would have expected the warning before the citation. This makes no sense and I have contested, ticket number R100034514.

In his response to my initial outreach, Mark Hur wrote, "As an alternative, we offer transferable hanging permits at an additional cost". The cost for the hanging tag permit is \$365, making the "additional costs" \$315- more than 6x I paid for the decal! This is not a reasonable option to propose.

For a lower income employee, I can not afford to spend \$365 for a six month permit. There is simply no excuse or justification to charge someone this much money to transfer the permit over. A hanging permit (at a nominal fee) would be a reasonable solution to what I feel should not be such a contentious, complicated and time consuming issue.

I also have a co-worker who can not fix his decal to his vehicle because it is prohibited in his lease agreement. Additionally, my manager, Stephanie Wansek, has also spent time communicating with the SP+ administrators and Mark Hur. I will attach my communications with Mark Hur and my manager's communications as well.

I want to thank you for your attention to my issues stated in this email.

Best regards,

Joseph Stafford



Notice of Confidentiality: This communication is intended ONLY for the recipient(s) identified in the message, and may contain information that is confidential, privileged, or otherwise protected by law. If you are not the intended recipient, please disregard this communication and notify the sender.

Carnahan, David

From: Nadia Naik <nadianaik@gmail.com>
Sent: Wednesday, April 04, 2018 2:58 PM
To: Council, City
Cc: Keene, James; Shikada, Ed; Gitelman, Hillary; Mello, Joshua; De Geus, Robert; info
Subject: Peer Review of HSR Business Plan and State Rail plan support more immediate regional coordination
Attachments: Final CARRD Public Comment for PA Rail Committee for March 21 2018 (Initial Screening of Master List) (1).pdf; Peer Review Group Letter on DRAFT 2018 Biz Plan - PDF signed reduced.pdf

Dear City Council Members and City Staff,

As you know, CARRD has been advocating for a more regional approach to grade separations given that the Caltrain corridor has been identified as a main economic generator for the State and the emerging connections between Caltrain and other rail systems. Now more than ever, we believe the City needs to take a more aggressive approach on this issue. This week, both the CA senate and assembly Transportation committees discussed the importance of having a cohesive and coordinated plan for funding and building grade separations.

Highlighted below highlight are comments from the recently released HSR Peer Review Group and the recent State Rail Plan that emphasize this approach.

Attached is the latest comment letter from the legislatively mandated California High Speed Rail Peer Review Group regarding the Draft 2018 HSR Business Plan. The letter describes that the HSR project is essentially at a turning point where the Governor and the Legislature must make a decision about what to do given the lack of funding to connect the Central Valley segment to the Bay Area and then to LA. Whether the program continues or not, there are still impacts for the Peninsula.

On page 5, the Peer Review group discusses the issue of freight on the Peninsula. (Bolding, underlining and highlighting are mine).

Interaction with the Bookend Operators

The Authority has decided to expand the blended operations with Caltrain from San Francisco to Gilroy, and with Metrolink from Burbank to Anaheim, an approach that we consider appropriate both because of limited funding, and because this will have significant immediate benefit to current riders. This approach underlines the need for a clear and fully agreed upon set of operating agreements with the two agencies and with the Union Pacific and BNSF railroads. The existing memoranda of understanding have launched the process, but the Authority should move as quickly as possible to convert the general understandings into specific agreements on ownership, rights of access, costs of access, maintenance responsibility, and dispatching and scheduling decisions, among others. The Authority has already seen how negotiations of final agreements with freight railroads tend to increase estimates of cost and schedule. Any added impacts of these agreements with the commuter operators and the freight railroads should be identified and managed as soon as possible.

At the last Rail Committee, CARRD recommended that the City ask the new consultant to provide estimates on what other project (and subsequent cost) alternatives are available if there was light freight or no freight instead of heavy freight on the Caltrain line before the city eliminates alternatives. (see pg 8 of attached CARRD

comment) Analysis generally shows that heavy freight has significant impacts on the grade separation alternatives, construction impacts and relative costs. By directing the consultant to explain the impacts and ballpark the construction impact and cost differences, the City would have quantitative and qualitative comparisons for use by the City Council to decide which alternatives should be studied in more detail.

To date, at a State level, there has not been any specific information available to decision makers to evaluate the impacts of low use, heavy freight operations on the Peninsula's critical passenger rail system. By providing analysis at this critical juncture, the City of Palo Alto has the unique opportunity to help inform the State's decisions directly. The Peer Review Committee's comments are clearly encouraging decision makers to focus on this issue ASAP, which means the City should move expeditiously if it seeks to influence the process.

On page 6 of the letter, the Peer Review group makes it clear that the State should play a role in helping plan for grade separations on the Peninsula. (Bolding, underlining and highlighting are mine).

Grade Crossings

In prior letters we urged that a broad program of grade crossing elimination be developed. The dangers of the interactions of heavy highway traffic and dense, high-speed, conventional and commuter rail passenger traffic moving through rail/highway grade crossings cannot be overstated. Now that the Plan envisions operation over grade crossings in the San Jose to Gilroy area and plans for joint operations over the grade crossings in the Burbank to Anaheim territory, the need for a program to eliminate grade crossings is even greater. This is not a problem that the Authority alone can or should solve. Resolution will be expensive, it will take time, and there may well be a need for prioritizing of funds by crossing exposure and acceptance of interim solutions. Local governments, the state, Caltrain, Metrolink, the freight railroads and federal authorities all have roles to play. A coordinated program over a reasonable period of time to reduce the danger at grade crossings should be developed and implemented. The Legislature may want to request that Caltrans take the lead in forming such a program.

The State Rail Plan released last year, for the first time clearly articulates the State's goals regarding statewide planning and coordination for freight and passenger rail. Page 111 of [the State Rail Plan](#) has identified grade separations as an "immediate deficiency" and explains that in order to continue to support the growth of the Caltrain corridor, investment in grade separations should be considered. Similarly, on pages 149-150, the plan identifies the following areas for further consideration:

- *Complete study of the Dumbarton alignment to connect the Peninsula and East Bay within a regional network, including alternatives for both Integrated Express Bus and Rail service.*
- *Study to address alternatives for meeting capacity needs through Niles Canyon and across Altamont Pass to support growing freight and passenger train volumes as part of a regional network.*

Both of these areas of study could impact the freight traffic along the Caltrain corridor and thus impact the choices for grade separations. Page 157 describes Service Goals and Improvements for the SF Bay Area, specifically:

- *Improve San Francisco to San Jose corridor capacity through first phase of investments in grade separations, grade crossing improvements, and level boarding at priority locations.*

And describes that analysis is need to:

- *Plan for full grade separation and level boarding on corridor between San Francisco and San Jose to improve corridor capacity and safety by 2040.*
- *Assist communities throughout the East Bay, South Bay, Peninsula, and Tri-Valley in better connecting transit systems to rail, and enhancing station area functions.*
-

Note that in the attached CARRD comments (pg 10-11), we advocated for Station Area Planning to be included as part of Palo Alto's criteria since we believe it offers a critical opportunity to attract additional funding from State and regional partners. The State Rail Plan and the SPUR report we cited in our comments support this position.

There are 42 remaining grade separations between San Francisco and San Jose that need to be grade separated or eliminated (and more if we consider crossings to Gilroy). In order for Caltrain to run a robust system in the future the entire corridor will require separations.

We would like to reiterate our recommendation that the City should be working more closely with Caltrain, Stanford, legislators, CALSTA and the State Rail Plan officials to develop a funding and planning strategy for grade separations along the Caltrain corridor. A patchwork of funding sources will likely be needed to weave together a strategy for funding grade separations in Palo Alto, thus we would urge the City to use our lobbyist in Sacramento to work on this specific issue at this critical juncture.

If you have any questions, please let me know.

Regards,
Nadia Naik
CARRD

California High-Speed Rail Peer Review Group

Stacey Mortensen

Lou Thompson
Chairman

Martin Wachs

March 30, 2018

The Honorable Toni G. Atkins
Senate President Pro Tem
State Capitol Building
Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol Building
Room 219
Sacramento, CA 95814

The Honorable Patricia Bates
Senate Republican Leader
State Capitol Building
Room 305
Sacramento, CA 95814

The Honorable Brian Dahle
Assembly Republican Leader
State Capitol Building
Room 3104
Sacramento, CA 95813

Dear Honorable Members:

The California High-Speed Rail Authority's draft 2018 Business Plan marks a critical decision point for high-speed rail in California. Although the Authority's work to date is in accord with earlier program and funding actions by the Legislature, the 2018 draft Plan highlights the fact that there is a continuing and growing funding gap that must be addressed in order to complete service between San Francisco and Bakersfield and eventually to Los Angeles and Anaheim in Phase I of the system. This is only in part because costs have gone up since the 2016 Plan and they may well continue to do so. It is also not surprising that the project schedule has slipped and may well slip further, nor is it unexpected that compromises continue to be made with respect to expected system performance. The table below illustrates the general magnitude and direction of change from Business Plan to Business Plan.

Evolution in Capital Costs, System Size and Demand, Revenue and Net Revenue Forecasts

(Revenue Projections for the Year 2040 re-stated in 2017\$)

Capital Cost, Demand and Revenues are Medium Level Estimates

Business Plan	Ph I Capital Cost (\$ Billions)	Miles	Capital Cost/Mile (\$Millions)	Demand (Millions)	Gross Revenue* (\$Millions)	Net Revenue** (\$Millions)	Ratio: Net/Gross (%)	Schedule: SF to LA 3 stops
2012	61.0	490	124.5	26.4	1,948.5	1,076.3	55.2	na
2014	61.4	490	125.3	34.9	1,766.0	843.3	47.8	3:08
2016	57.9	520	111.3	42.8	2,512.5	1,566.0	62.3	3:10
2018 draft	67.5	520	129.8	42.0	2,561.0	1,610.0	62.9	3:32 ***

* Farebox revenue plus ancillary revenue

** Gross Revenue minus O&M Costs and ongoing capital replacement

*** To be revised in Final 2018 Business Plan

None of the changes since the 2016 Business Plan are surprises given the history of the project and experience with similar projects worldwide. These patterns result from the enormity and complexity of the project and the inherent uncertainty surrounding it. The changes do not necessarily reflect badly on the competence or honesty of management and many of the changes resulted from issues that were highlighted as risks in earlier plans. They follow the well-established trajectory of most mega-projects that start from a grand *vision* and end up, eventually, forming a more realistic picture of the actual challenges. Public comment is likely to focus on cost escalation, schedule changes, and modifications to system design, but the Peer Review Group would like to highlight questions that are in our opinion more fundamental.

The 2018 Plan poses critical questions because it starkly underlines the need for decisions on the future of the program. Growth in expected costs is of concern even before considering the fact that the most complex and costly parts of the construction (tunneling, for example) have yet to be started, and there is an inadequate and uncertain stream of money to finance the project. There has always been a gap that will have to be filled from unidentified sources, but earlier Plans held out the hope that there would be a set of construction cost estimates, public financial resources, and operating income projections that would elicit enough private investment to build at least a significant operational part of the system without major additional state or federal grants or loan programs. Our earlier comments noted that the expressions of interest from potential private sector investors had made it clear that an added role of the state in guaranteeing the income flow of the Authority would be needed, no matter what other sources were identified.

The Group has comments on the Plan's details attached below, but more importantly we urge the Legislature to respond to the 2018 Plan by focusing instead on the key questions of whether the project should proceed and, if so, what would a revamped project look like and how can it realistically be financed? It will be essential to develop a realistic program of project finance by revenue source and agency (local, state, federal, private) and a realistic discussion of the predictability of funds generation.

The Authority can no longer be expected to deliver a project for which the proposed scope is not matched by adequate and reliable funding. The Legislature will need to consider how adequate

and reliable funding can be provided if the project is to continue. The issue is two-fold: current funding is not sufficient to complete even the San Francisco to Bakersfield section; and the primary source of added funding – Cap and Trade – is too volatile to support monetization by the private sector except at a high risk premium.

The 2018 Plan does not clearly lay out the Legislature's choices or the actions needed to implement the chosen option. This increases the risk that the mismatch between the desired outcome and available funding will continue to grow to the detriment of the project and the state. In broad terms, the choices appear to be:

1. End the project, pay the remaining contractor charges, retain purchased property for state uses where needed and otherwise sell it or return it to its former owners and scrap any work already done. In practice this would not be practical because the work done so far would have no utility and the federal ARRA money would probably have to be repaid.
2. Complete the existing committed work in the Central Valley and provide connections to the existing San Joaquin service so that use could be made of the investment and the ARRA funding would not need to be repaid. Complete all contracted commitments to local authorities on the Peninsula and in the Los Angeles basin including Phase I environmental clearances. After doing so, end the project. This appears to be the minimum feasible program, though it would leave Cap and Trade appropriations unspent.
3. Complete existing work as described above and, using Cap and Trade receipts provided under current policies, add improvements in electrification from San Jose to Gilroy and upgrade Los Angeles Union Station and the Los Angeles to Anaheim lines. Complete planning and engineering for the Pacheco Pass tunnels and all environmental clearances needed. Defer other commitments for future consideration but continue to pursue potential financial options such as state guarantees of the share and level of Cap and Trade flows. This is basically the program status in the draft 2018 Plan. If the Legislature chooses this approach, it may want to commission a review of the program before authorizing further commitments.
4. Reconfirm the state's commitment to completion of an agreed version of Phase I as contemplated in Proposition 1A and provide the Authority with adequate and reliable sources of financing to complete the project. A workable funding plan should be based on the understanding that the project's schedule and costs are likely to change as the project evolves.

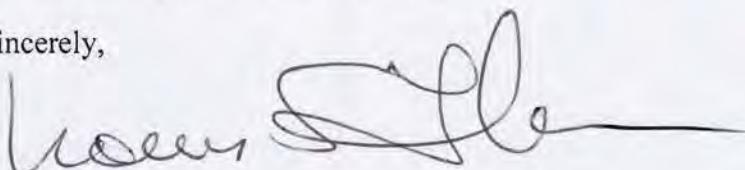
In considering these options (or others the Governor, Authority or Legislature may define), the Legislature will need to reassess the *vision* embodied in Proposition 1A and the reality it is turning into. If the Legislature opts to continue the project beyond the Central Valley segment and the existing commitments to the bookend areas, it may want to request that a study be commissioned to revalidate the role of high-speed rail in the future transport network of California and reaffirm the priority that transportation, and high-speed rail, have in comparison to other spending needs of the state. This would be especially important if, for example, the Legislature considers changing the share of Cap and Trade receipts dedicated to high-speed rail. An essential element of the study would be a full discussion of the role of high-speed rail within the state's overall rail plan and plans for highways and airports. This should also be based on inputs from the Authority's early operator, who could provide more detail and justification for

the projections of services and financial/economic performance of the system for the options being considered.

As stated in previous letters the PRG believes that rail passenger service, including high-speed rail service, is important to the economic growth of the State and can play a central role in the State's future transport network. Enhanced passenger rail service – high-speed, conventional and commuter – will be needed in California just as it is useful in other regions of the country and around the world. There is little doubt that better rail service can be achieved if the various providers (not just the Authority) are given appropriate policy guidance and financial support. Unfortunately, the high-speed rail program as it is currently defined and financed will not be able to support the role that high-speed rail could have in the state's future transportation system.

Please let us know if you have any questions, need any further information, or would like to meet with the Group to discuss this letter.

Sincerely,



Louis S. Thompson
Chairman, California High-Speed Rail Peer Review Group

cc: Hon. Jim Beall, Chair, Senate Transportation and Housing Committee
Hon. Anthony Canella, Vice Chair, Senate Transportation and Housing Committee
Hon. Jim Frazier, Chair, Assembly Transportation Committee
Hon. Vince Fong, Vice Chair, Assembly Transportation Committee
Brian Ennis, Secretary, California State Transportation Agency
Mac Taylor, State Legislative Analyst
Ken Alex, Director, Governor's Office of Planning and Research
Dan Richard, Chair, California High-Speed Rail Authority
Brian Kelly, Chief Executive Officer, California High-Speed Rail Authority
Members, California High-Speed Rail Peer Review Group

Detailed Comments

Early Operator

The draft Plan does not incorporate the input of the early operator recently contracted by the Authority. The Authority states that the early operator will be asked to assess the reasonableness of the cost estimates and ranges presented and “[w]hen that assessment is complete, this information will be publicly available.” (page 32 of draft Plan). There are a number of areas where the input and advice of the early operator will be very important, including capital and O&M costs, cash flows and the business model as discussed below. If at all possible, this input should be included in the final 2018 Business Plan. If inclusion in the final Plan is not possible, the Authority should commit to an agreed date when the assessments will be available because the inputs are likely to have a significant impact on the project and this may affect the Legislature’s continuing evaluation of the program.

Business Model

The Authority’s discussion of its proposed business model needs better definition and explanation in the final Plan. This is an area in which the early operator will be able to assist based on experience with rail passenger business models elsewhere in the world. For example, the Authority states “The rail infrastructure provider will interface with the system operator and will be responsible for integrating other elements of the high-speed system (high-speed rail trains, civil works and facilities) so that the system works seamlessly. The rail infrastructure provider is intended to be a key long-term partner and also [to] be responsible for maintaining the underlying civil works of the system.” (page 27 of the draft Plan) The Authority should elaborate on how this would actually be implemented in practice. Would there be a separate contractor or concessionaire who would own and maintain the infrastructure and charge a fee for use while paying the Authority a fee? How would the charges be established and regulated? How would the various service providers interact with the infrastructure provider? There is no single, “right” answer to these questions, and the business model need not be defined in complete detail, but the Authority needs to present a clear and consistent concept of its business model in order not to make decisions now that will foreclose future choices.

Interaction with the Bookend Operators

The Authority has decided to expand the blended operations with Caltrain from San Francisco to Gilroy, and with Metrolink from Burbank to Anaheim, an approach that we consider appropriate both because of limited funding, and because this will have significant immediate benefit to current riders. This approach underlines the need for a clear and fully agreed upon set of operating agreements with the two agencies and with the Union Pacific and BNSF railroads. The existing memoranda of understanding have launched the process, but the Authority should move as quickly as possible to convert the general understandings into specific agreements on ownership, rights of access, costs of access, maintenance responsibility, and dispatching and scheduling decisions, among others. The Authority has already seen how negotiations of final agreements with freight railroads tend to increase estimates of cost and schedule. Any added impacts of these agreements with the commuter operators and the freight railroads should be identified and managed as soon as possible.

Grade Crossings

In prior letters we urged that a broad program of grade crossing elimination be developed. The dangers of the interactions of heavy highway traffic and dense, high-speed, conventional and commuter rail passenger traffic moving through rail/highway grade crossings cannot be overstated. Now that the Plan envisions operation over grade crossings in the San Jose to Gilroy area and plans for joint operations over the grade crossings in the Burbank to Anaheim territory, the need for a program to eliminate grade crossings is even greater.

This is not a problem that the Authority alone can or should solve. Resolution will be expensive, it will take time, and there may well be a need for prioritizing of funds by crossing exposure and acceptance of interim solutions. Local governments, the state, Caltrain, Metrolink, the freight railroads and federal authorities all have roles to play. A coordinated program over a reasonable period of time to reduce the danger at grade crossings should be developed and implemented. The Legislature may want to request that Caltrans take the lead in forming such a program.

Schedule Trip Time Changes

Although Proposition 1A required that the system be **designed** so that a train could run from San Francisco to Los Angeles in 2 hours 40 minutes or less, continuing changes in plans, all of which have reduced speeds and increased potential trip times, will make it more difficult to meet this requirement. In past Business Plans, the Authority took the position that the “pure run time” as reflected in their train performance calculator results indicated that the 2:40 time could be met for a non-stop train from San Francisco to Los Angeles, but none of the planned schedules included non-stop service. The three-stop **scheduled** trip time from San Francisco to Los Angeles was shown as 2:55 in the 2009 Business Plan (page 66, Table A), 3:08 in the 2014 Business Plan (page 8 of 2014 Service Planning Methodology) and 3:10 in the 2016 Business Plan (page 5 of 2016 Service Planning Methodology). It is now shown at about 3:30 in the draft 2018 Business Plan (page 5 of 2018 draft Service Planning Methodology) though we have been informed that this will be revised in the final Plan. The proposed schedules must be consistent with the actual demand modeling in the plans in order that the revenue and O&M forecasts will match the conditions needed to fulfill the schedule. At the same time, the revised schedules illustrate the risk of reduction in system performance due to added maximum speed limitations in a number of areas.

Overall Variability

A common thread through all our previous letters has been that all of the forecasts of construction cost, O&M costs, revenue and cash flow, and completion schedule should be presented as having a wide range of potential outcomes. The experience gained so far has confirmed this point, as the draft 2018 Plan states. We fully support the Authority’s move to show all projections in terms of ranges and not just point estimates.

For example, on page 18 there is a discussion of international experience with tunneling without furnishing any information on cost experience. If the Authority is learning from international experience, given the enormous contribution of tunneling to the cost uncertainty of the project, it might be especially helpful to include preliminary insights about the ranges of unit costs from these experiences as compared with the Authority’s estimates. The Authority expects to build over 44 miles of tunnels, which is likely the largest single project cost component, so a clearer

perspective on the tunneling estimates would help in building confidence the projected costs will fall within the estimates.

More broadly, all future projections should acknowledge that costs, revenues, system performance and completion schedules are still subject to a lot of uncertainty, even after the various contingency allowances are applied. Any funding plans for the system should take into account the possibility that the actual outcomes could be at the unfavorable end of projected ranges.

Urban/Regional Development and Potential for Value Capture by High-Speed Rail

The Draft Business Plan argues (page 1) that high-speed rail will contribute to resolving the state's affordable housing problem and repeats the assertion (pages 11-12), under the heading "Benefits to Disadvantaged Communities." High-speed rail is presented as a catalyst for infill development and for sustainable infrastructure that can make communities safer places to live and the Plan suggests that high-speed rail can benefit lower income communities. The Group considers the relationships between the construction of high-speed rail and land use changes near the stations to be a matter of enormous policy significance and notes that this issue receives inadequate attention in the Draft. Our concern is that the claims, though potentially credible, are not supported by evidence. It is possible, as speculated in the draft Business Plan that people will move to lower-cost housing close to stations while working in Silicon Valley or San Francisco. It could equally be argued that high-speed rail will bring urban sprawl to the central valley and will replace inexpensive housing with luxury market rate development. Because of the significance of the issue of the impact of high-speed rail on regional development, we recommend that better and more detailed studies be undertaken before this issue can be resolved with confidence.

Similarly, the plan mentions (page 72) the creation of a Transit and Land Use Committee that is pursuing station area development. References appear to the possibility in the future of value capture financing, to the creation of station area development corporations, and to interest in federal programs such as the federal program of "opportunity zones." We do not argue with the potential importance of these possibilities, but they are not well enough defined or established to give us any confidence in their future role. Much more needs to be done before they can be taken seriously as elements of system planning or finance.

Data are provided on page 5 to demonstrate that Los Angeles has a serious traffic congestion problem (clearly true). The Authority asserts that high-speed rail will contribute to the alleviation of that problem, even though the plan makes no commitment to initiate service in the coming decades in Southern California and provides no analysis to show the contribution that high-speed rail or mass transit will make in future. The Authority should consider removing this discussion from the final Plan. Exhibit 1.3 compares travel times by automobile, conventional rail, and high speed rail. Air travel should be added in the comparison for longer trips like those between San Francisco and Los Angeles.

To: Palo Alto Rail Committee
From: CARRD
Date: March 2018
Subject: Comments on Initial Screening of the Master List of Ideas for the Connecting Palo Alto Rail Program

We appreciate the effort the city has made in trying to get as many people as possible to engage with this topic. We offer the following comments and recommendations to help improve public participation and the City's process as we move forward through the elimination of alternatives. We will go into the following points in depth, but at a high level, here is the summary of comments and recommendations

Process Recommendations:

1. The Rail Committee must follow their Charter and make recommendations to City Council before any alternatives are eliminated.
2. The Master List of Alternatives is unclear and should include more graphics to help citizens understand the alternatives.
3. Staff's addendum to criteria requires review by City Council per Rail Charter
4. Allow the public and City Council time to comment on the scoring methodology and how weighting of the criteria was used to eliminate before moving forward
5. Technical Advisory Committee Members and Key Stakeholders should provide more detailed feedback on criteria, scoring and weighting of criteria, and this should be reviewed by City Council, before the elimination of alternatives can begin
6. Amend the TAC to ensure domain expertise
7. Funding Feasibility is unclear
8. Funding/Financing paper and public comments should be reflected in a final document that forms the basis of the "Funding Feasibility" criteria
9. Use a more robust system to classify and sort considerations to develop criteria and identify responsible parties for decision making per CSS principles

Criteria Recommendations:

1. Criteria that incorporates Comp Plan Goals should be included
2. Calculate the impact and alternatives of heavy freight on grade separations and related impacts:
3. Station Access and Station Areas should be considered in the criteria
4. Criteria should include recommendations from the SPUR Caltrain Corridor Vision Report
5. Criteria should take into consideration future track upgrades that might be necessary (TAC should verify what's needed)
6. Criteria for bike/ped crossings should consider vertical height of existing tracks as well as circulation of bikes and cars
7. Less tangible, value based, criteria must be developed to eliminate alternatives:

On-going Process Recommendations:

1. Database of public comments should be made public
2. Glossary is a helpful, please continue

If there are any questions, please don't hesitate to contact us: info@calhsr.com

Process Recommendations:

1. The Rail Committee Charter requires recommendations to City Council before any alternatives are eliminated.

The staff report recommends “the Rail Committee take up an action item to move forward with the early elimination of Ideas at its first meeting in April.” It appears, however, that eliminating criteria before having identified all of the alternatives for evaluation goes against the Rail Committee Charter.

On 12/4/17 the Rail Committee adopted an addendum to the Rail Committee Charter ([Staff Report 8675](#)) in which they adopted language to improve community engagement. The adopted language from that report: *“The City Council is committed to robust community engagement regarding grade separations along the Caltrain corridor and has requested that the Rail Committee conduct meetings to engage directly with community stakeholders to support the decision-making process. These meetings will be formatted to allow for and encourage dialog and to supplement other regular meetings of the Committee as well as larger community workshops, focus group meetings, and other forms of engagement utilized to develop a Context Sensitive Solution for the rail corridor. The Rail Committee will ultimately formulate recommendations to the City Council. The stakeholder input that the Committee receives will help shape and inform those recommendations and the Council’s decisions.”*

The Staff report also explains “The Rail Committee will provide a recommendation to the City Council at each decision point based on community input as well as data and analysis developed by a team of staff and consultants.” The following graphic describing the process was included in the report.



The current staff report (9052) is recommending that the Rail Committee simply receive the report on the “Initial Screening of the Master List of Ideas” but it doesn’t recommend any action until early April. At the Trenching/Tunneling Community Meeting, a Powerpoint presentation given by Staff described that the “Master List” was developed in January 2018, however this list was not made available to the public until now.

Based on the process described by the Rail Committee Charter, the “Master List of Alternatives” which would represent “Identify Alternatives for Evaluation” in the graphic above. The “screening of alternatives” clearly falls in the next step described as “Evaluate and Refine Alternatives.” Before proceeding to step 3, the full City Council should be updated on what has happened in Step 2 and they should be allowed to opine. Additionally, the public should be allowed time to review the entire list of alternatives before proceeding to the elimination phase.

While the Master List of Alternatives is extensive, it does not include all possibilities. For example, Alternative WVR is described as a “Citywide railroad viaduct from Menlo Park city limits to Mountain View city limits within existing rail corridor with two new elevated stations.” A similar variation of this alternative could include NOT building elevated stations but instead

using existing stations. This is not included on the list. There are multiple examples of this type of variability that should be addressed by the public and the full City Council before any alternatives are eliminated.

2. The Master List of Alternatives is unclear and should include more graphics to help citizens understand the alternatives.

The Master List of Alternatives provides a technical description of a number of grade crossing alternatives that are difficult to understand without graphics. For example, on page 11, alternative MDA is described as “No grade separation at Meadow Drive crossing; depress Alma Street into trench within existing Alma Street right-of-way under Meadow Drive (no connection between Meadow Drive and Alma Street)” is very difficult for most people to understand without a graphic representing what that would look like. The Master List also makes references to information that is not described. For example, Alternative MDN makes reference to “potential Section 130 project to be completed in 2020-2022” without offering any explanation as to what that is or what it would entail. In order for the public to be able to adequately comment on the alternatives, more drawings and descriptions should accompany the Master List of Alternatives.

3. Staff’s addendum to criteria requires review by City Council per the Rail Charter

The City Council adopted criteria in September 2017, but in this report, the Staff amended the criteria in seemingly meaningful ways and then developed a scoring and weighting system without any input from the City Council and/or without input from stakeholders or the TAC. These proposed changes warrant a review by the full City Council. We would agree generally that the evaluation criteria should be amended but this change warrants public review and full council approval before continuing to the next step.

4. Allow the public and City Council time to comment on the scoring methodology and how weighting of the criteria was used to eliminate before moving forward

The Staff report describes in detail the process by which City Staff took the Master List of Ideas and then applied criteria to develop the results of the Initial Screening. This elimination process used the criteria approved by City Council in September 2017, but added three new criteria developed and applied by staff. From the Staff report (ID# 9052 pg 3-4): *“Using the methodology outlined below, Staff conducted an Initial Screening exercise based on the adopted Evaluation Criteria, as well as three new criteria: 1) Estimated Community Support, City of Palo Alto Page 4 2) Constructability, and 3) Technical Advisory Committee (TAC) Opinion. Much of this scoring is qualitative in nature and relies on the professional judgment of Staff. An internal working group comprised of staff from the Planning and Community Environment Department, Public Works Department, and Utilities Department coordinated on the evaluation under the technical screening criteria.”*

Unfortunately, the report explains that the detailed scoring used for the initial screening will be distributed during the Rail Committee Meeting on March 21st. This does not provide the public or the City Council time to review how the scoring methods were applied, how the different criteria were weighted, and whether they would agree with the methods or results.

Additionally, “Estimated Community Support” is described as criteria used to judge Staff’s belief that the project may have broad support within the community based on their recent community

engagement activities. A better way to estimate community support is to have detailed criteria that encapsulate the various concerns of the community so that support for a variety of characteristics and goals can ultimately be decided by the City Council. For example, a tunnel has repeatedly been the single most supported alternative, but the community support for a tunnel might wane significantly if a \$15,000 parcel tax per Palo Altan was proposed. And, without seeing the weighting of the scoring criteria, it is impossible to understand how the citywide trench and tunnel alternatives were eliminated given they would have scored very high on the “Estimated Community Support” criteria. We recommend eliminating the criteria “Estimated Community Support” altogether.

5. Technical Advisory Committee Members and Key Stakeholders should provide more detailed feedback on criteria, scoring and weighting of criteria, and this should be reviewed by City Council, before the elimination of alternatives can begin

The Technical Advisory Committee should be included in helping establish criteria. The Staff report makes clear that the TAC has not yet provided feedback as they have not met to discuss the Master List of Alternatives. However, it is unclear whether when they do meet, they will simply provide one metric (aka: “TAC Opinion” or whether they will further refine the technical criteria that might be necessary).

Our recommendation is that the TAC be asked a series of specific questions set to elicit more information about whether we have the right technical criteria represented in our current criteria process. In addition, TAC recommended criteria should be brought to the full City Council for review.

The [Community Engagement Plan](#) presented to the Rail Committee on 9/5/17 explains that “The Connecting Palo Alto process will bring forward input and lead to decisions that will impact a wide range of stakeholders so the identification of key participants is essential to a successful outcome.”

This Plan identified the following participants or target audiences:

- Palo Alto residents who live near or travel across the rail corridor
- Regular transit riders
- Senior citizens
- Citizens with special needs
- Low income residents
- City elected officials and staff
- Non-profit organizations (i.e. CARRD and Friends of Caltrain)
- Local businesses
- Local educational institutions
- Local environmental advocates
- Community-based organizations
- Neighboring elected officials and staff
- Other members of the general public

We recommend the Rail Committee direct staff to obtain feedback from the identified groups to ensure that the final criteria and weighting methodology used for scoring specifically considers key stakeholder input. This is especially important for stakeholder groups that have had low attendance or engagement thus far. (For example, how is the City tracking whether the needs of low income or

special needs residents are being considered in the criteria? How can we know what their needs might be without specific engagement around this issue?)

6. Amend the TAC to ensure domain expertise.

The current TAC (as described by 9/5/2017 in Staff report 8277) was described a group that will help “identify the technical opportunities and constraints for the various alternatives.” The TAC “will likely only be convened on an as-needed basis moving forward. “ Our understanding is that the make-up of the TAC is as follows:

- California High Speed Rail Authority
- Catrain (PCJBP)
- City of Menlo Park
- City of Mountain View
- City of PA Planning and Community Environment Department
- City of PA Public Works Department
- PA Pedestrian and Bicycle Advisory Committee
- Palo Alto Transportation Management Association (PATMA)
- Palo Alto Unified School District (and interested site administrators)
- Santa Clara County Roads and Airport Department
- Santa Clara VTA
- Santa Clara Valley Water District
- Stanford University
- Union Pacific

CARRD recommends the City consider amending the TAC to ensure technical expertise/representation in the following areas:

- Arborist and/or CANOPY/ or similar
- Domain expertise in Operations and Maintenance
- Domain expertise on staging construction of active
- Passenger / freight railroad (Caltrain does NOT have this)
- Hydrologist
- Stanford Research Park
- Stanford Shopping Center Stanford Hospital
- Other Large Employers along the Caltrain ROW in PA
- Historic Resources

7. Funding Feasibility is unclear

There is no description of the underlying criteria for “Funding Feasibility”, although it is identified as a potential “fatal flaw.”

Funding Feasibility (Fatal Flaw)



It's possible that the entire project can be funded with established revenue sources.



It's possible that the majority of the project can be funded with established revenue sources, although some portion of the project will likely require new funding mechanisms, and that portion is likely to be eligible for competitive grant funding.



The estimated cost of the project likely exceeds the capacity of existing revenue sources and potential new funding mechanisms, and the project would be unlikely to be eligible for competitive grant funding.

It is unclear what is meant by “established revenue sources” – is this Measure B only? Does it include other ideas presented in the Funding/Financing White Paper? Did the public comments received on the Funding/Financing White paper change the city’s assumptions and if so how? Etc. Again, without clarity on what is being used for criteria and weighting, it is difficult for the public or the City Council to agree or disagree with Staff’s analysis.

8. Public comments to the Funding/Financing paper should be reflected in a final document that forms the basis of the “Funding Feasibility” criteria:

The Funding/Financing Paper was presented on November 29, 2017 to the Rail Committee. Nowhere on the City’s website is it possible to view any of the public comment that was made on this document. There were no electronic copies of public comment made available for the November 29th report and at the subsequent meeting in February 2018, there were no electronic versions of public comment made on the Funding/Financing report. Without this information made available, the public has no idea what, if any, feedback was received on this report.

A rough count shows that about 25% of the comments logged at the Trenching/Tunneling meeting in March 2018 (Staff Report #9049) related to the funding and financing of alternatives for these projects. In order to show that the City is evaluating suggestions from the public and is seeking ways to be creative on this issue, we recommend that comments made to the Funding/Financing paper or in other settings related to funding, should be made public and incorporated in a public report and their feasibility should be addressed. This would help the community see that their input is being heard and considered throughout this iterative process. This cumulative, iterative work could then be the basis for the “Funding Feasibility” criteria that would then be approved by the City Council.

For example, the Funding/Financing Paper only considered tax measures that last 10 years, despite the fact that this infrastructure is considered a 100 year project, and even county tax measures last 30 years. Without Council’s decision on what is appropriate to consider in the evaluation criteria and weighting and scoring, the alternatives should not be eliminated.

9. Use a more robust system to classify and sort considerations to develop criteria and identify responsible parties for decision making per CSS principles

In a CSS process, concerns, constraints and criteria are developed and reviewed by stakeholders, technical advisory committees and other relevant parties prior to their final approval. Only AFTER, this has all been decided ahead of time, would the criteria be applied to the Master List of alternatives.

Another important element of the process is to identify exactly what technical criteria is assumed (before options are eliminated) and who is the ultimate owner/decision maker on the assumptions. For example, there are technical assumptions around freight that are under the purview of Caltrain/UPRR and others that are CPUC (California Public Utilities Commission) rules. When eliminating alternatives, it is important to show why a particular alternative failed a technical requirement. This allows the opportunity to understand the constraint, but also to identify possible constraints that might be more flexible than previously considered.

To offer a real world example, I’ve included excerpts from a report done by SMA for Caltrain and HSR that analyzes capacity constraints between operational goals of HSR and Caltrain. (See Attachment A).

The methodology SMA used is similar to a CSS process:

Understand and agree upon stakeholder considerations (*request clarity on vague/conflicting goals*)

Classify and sort considerations

Develop evaluation criteria

First tackle the **most constrained** part of the system

Build on complexity once fundamental system constraints are satisfied

They divided the criteria into Constraints, Needs and Wants defined as follows:

Constraints: Stakeholder expectations that must be fulfilled by the project.

Needs: Stakeholder expectations that must be fulfilled by the project, if the project constraints are not violated or other stakeholder needs are not in conflict.

Wants: Stakeholder expectations that will be considered once constraints and needs are met and if they are feasible.

If we were to apply that methodology to our grade separations project, one example might be:

Sequence of Considerations

Step 1: Identify and tackle the most constrained part of the system

Step 2: Build upon concept(s) that satisfy fundamental corridor constraints to include additional considerations

Step 3: Increase the robustness of the concept(s) by taking into consideration broader considerations that are an integral part of community concerns, but not necessary technical requirements

In the report, considerations are broken into two categories for evaluation purposes:

1. Constraints and 2. Needs/Wants

Constraints: Either fulfilled  or not 

Needs/Wants: Ranges of goal achievement categorized **Good**, **OK** or **Poor**, based on stakeholder-defined thresholds

Page 7 of Attachment A shows an example of the chart with alternatives.

The stakeholders and their Needs/Wants are identified on the left side of the chart. This allows the decision makers to understand what stakeholder concerns are as represented by the Needs/Wants statements. You may notice that when there are iterations done, the chart identifies the technical parameters used and the assumptions.

For the purposes of narrowing the range of alternatives for grade separations, we propose that the City Staff continue using a similar methodology that specifically tracks the concerns raised by the various stakeholder segments such as businesses, schools, Technical Advisory Committee members

(not as a group, but each individual domain expert), City Council, etc. and also the technical assumptions that were used when eliminating (or keeping) specific alternatives.

This improved methodology will allow councilmembers and the public to respond to each assumption clearly and directly based on the specific information, rather than an interpretation of general and unspecific interpretations. For example, under the Tier 1 Criteria “Facilitate Movement – All Modes”, the report describes the achievement of this goal as: “At year of completion, the project will likely improve access and mobility compared to a scenario with no project.” Any grade separation built where there isn’t currently a separation will likely improve movement. But, if a crossing is closed then “facilitate movement” is difficult to assess, especially if spill-over traffic has resulted in a new concern elsewhere (or possibly in multiple locations). Thus, the criteria description requires further explanation and the weighting of any scoring related to this goal must be carefully articulated and considered as well to ensure it can be applied as intended.

Criteria Suggestions:

1. Criteria that incorporates Comp Plan Goals should be included

Palo Alto has a number of long-term vision goals expressed in the new Comprehensive Plan. When looking at refining alternatives for grade separations, the City should look for ways to assess whether something that might be considered a project impact could in fact be an opportunity to achieve or hinder an indirect goal. As an example, how would the alternative of a trench or tunnel help the goal of developing more housing? Would the associated costs of alternatives be more appealing if they were solving more than one problem? Would the attainment of more than one goal present a secondary funding source not yet considered? How can the City and staff incorporate this type of thinking into the criteria categories and eventual scoring and weighting methodology?

2. Calculate the impact and alternatives of heavy freight on grade separations and related impacts:

There were many community comments relating to freight. While the City asked the consultant to look at the possibility of going at a steeper grade (2%), the consultant report does not explain how heavy freight requirements impact the range of alternatives, design, cost, construction and ongoing operation.

We recommend [Clem Tillier's excellent blog¹](http://caltrain-hsr.blogspot.com/2009/08/effect-of-heavy-freight.html) post about the effects of heavy freight trains on grade separation planning. Below is a paraphrased version of Clem's information to help clarify why quantifying impacts of heavy freight is important.

Heavy freight requires steeper grades than electrified passenger trains. (This is the explanation for the difference between 1% and 2% grade considerations, which this committee has heard about extensively). When a train track is designed to go over the road (train is lifted on a berm or an aerial viaduct), heavy freight increases the length and the area of the retaining wall that must be built to lift the tracks. This is true for hybrid alternatives as well.

¹ <http://caltrain-hsr.blogspot.com/2009/08/effect-of-heavy-freight.html>

Compare and contrast a typical 1% rail overpass with a 2.5% rail overpass:

Parameter	1% Grade	2.5% Grade	Freight Effect
Length of Wall > .3 m (1 ft) High	4100 ft	2800 ft	44% longer
Length of Wall > 2.4 m (8 ft) High	2750 ft	1800 ft	53% longer
Wall Area	45,000 sq ft	32,000 sq ft	40% larger
Fill Volume (75 ft Width)	125,000 cubic yards (12,500 truckloads)	90,000 cubic yards (9,000 truckloads)	40% larger

When a train track is designed to go under the road (trench), heavy freight increases the length (requires a more gradual slope down) and increases the depth requirement because freight trains are three feet taller than passenger trains. As Clem explains: "On a structure that is 75 feet wide and well over a mile long, that adds up to a lot of extra dirt removal."

Compare and contrast a typical 1% rail trench underpass with a 2.5% trench underpass:

Parameter	1% Grade	2.5% Grade	Freight Effect
Depth of Trench	32 ft	29 ft	10% deeper
Length of Trench > .3 m (1 ft) Deep	6100 ft	3400 ft	80% longer
Trench Wall Area	100,000 sq ft	50,000 sq ft	100% larger
Excavated Volume (75 ft Width)	280,000 cubic yards (28,000 truckloads)	140,000 cubic yards (14,000 truckloads)	100% larger

Heavy freight trains double the amount of excavation needed for a trench.

When building aerials (bridge columns), bridge design that has heavy freight requires: bigger and/or more concrete columns, shorter spans with columns spaced closer together, thicker bridge decks and costlier construction.

It is possible to have freight on the corridor but not have all of the impacts related to heavy freight. "Light freight" operates with much lighter loads and with more compact loading profiles.

Before alternatives are eliminated, the new consultant should offer their estimates on what would be the cost differential for the various alternatives are if there was light freight instead of heavy freight to get a range of how much cost is associated with different freight assumptions.

If, after careful analysis, it is clear that the savings in Palo Alto would be significant, the City could then decide whether or not they would like to pursue a regional dialogue in favor of light freight. Conversely, if the analysis shows little to no impact, then the analysis could be used to address the community's concerns. The topic of the effects of heavy freight on grade separations is not a new one. It was discussed during the High Speed Rail process, at the Caltrain LPMG meetings years ago and was a topic of constant discussion at the previous Peninsula Cities Consortium meetings. The

conversation stalled while Caltrain funding electrification was in limbo, but now, it is again an important issue that should be quantified and evaluated thoroughly for such an important, visionary project.

3. Station Access and Station Areas should be considered in the criteria

Caltrain hopes to double capacity over the coming years, which means the number of passengers getting on and off of Palo Alto stations will significantly increase. Through Transit Oriented Development and Transportation Demand Management, the ways people arrive at the stations will likely change, however, station area access and stations themselves should be part of this larger conversation.

As [Clem Tillier points](#) out, “access between three important zones of activity (the University Avenue shopping district, Stanford University, and the Stanford Shopping Center) is a circuitous and dysfunctional jumble that is both unpleasant and time consuming to navigate, whether by foot, bike, car or bus. Neighboring areas just a few hundred feet apart feel miles away from each other.” Clem recommends *“...it’s worth considering an even wider range of options: this area could just as well be redeveloped without any tunnels at all. Streets on either side of the tracks could be reconnected using regular grade separations. Lytton Street could be connected to the bus depot, El Camino and Quarry Road, improving bus, shuttle and taxicab connections at the train station.”*

When considering whether or not to eliminate alternatives from the Master List of Ideas, re-designing stations should, from a long-term planning perspective, be seen as a positive. In addition, station access and station areas offer one of the most likely sources of potential income to help fund improvements.

4. Criteria should include recommendations from the SPUR Caltrain Corridor Vision Report

The recent [SPUR Caltrain Corridor Vision Report](#)² makes several recommendations for cities to consider when planning for more Caltrain service. The report recommends that policy makers: upgrade stations to attract and accommodate more riders, improve station access for sustainable and space-efficient modes of travel and proactively manage station access and first- and last-mile connections at each rail station. SPUR suggests this could be done in partnership with: Peninsula Corridor JPB, CAHSRA, cities along the corridor, VTA, SMCTD, San Mateo County Transportation Authority (SMCTA), SFMTA, and SFCTA.

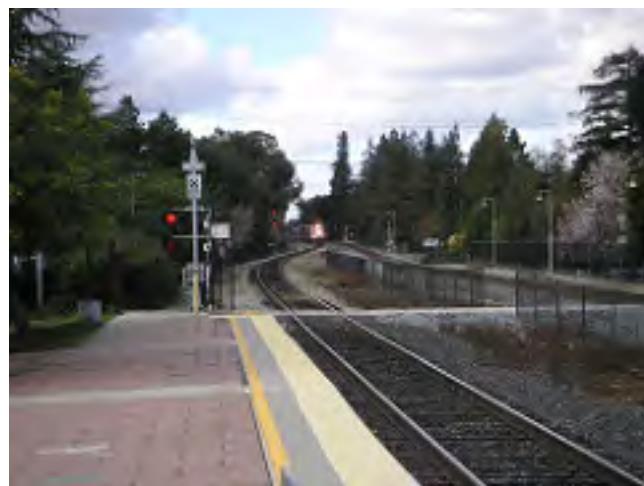
When scoring grade separation alternatives for elimination, the criteria recommended by SPUR should be considered and viewed as a possible opportunity for collaboration and funding.

² http://www.spur.org/sites/default/files/publications_pdfs/SPUR_Caltrain_Corridor_Vision_Plan.pdf

5. Criteria should take into consideration future track upgrades that might be necessary (TAC should verify what's needed):

The tracks at University Avenue station may need to be straightened in the future to allow for faster trains. This represents another reason that station area improvements should be included as part of the criteria when eliminating alternatives.

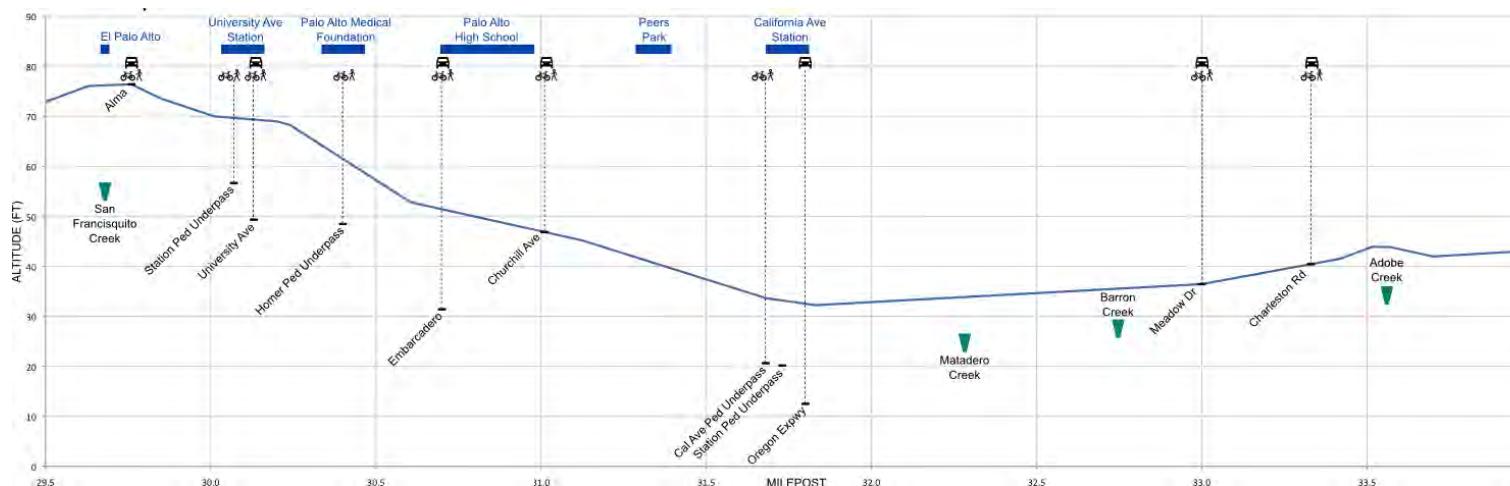
The best description of the potential track reconfigurations is described by [Clem Tillier's blog](#),³ "...the entire station is offset laterally to the west of the straight alignment of the peninsula tracks; the northbound track is offset by 60 feet, and the southbound track by 85 feet (see photo by [ibison4](#)).



6. Criteria for bike/ped crossings should consider vertical height of existing tracks as well as circulation of bikes and cars.

Palo Alto's Caltrain right of way currently varies in height greatly from one end of the City to the other. Once again, [Clem's blog illustrates](#)⁴ this well. The below graphic illustrates the shape of Palo Alto.

Working from Caltrain track survey data, here is the shape of Palo Alto, with the vertical scale greatly exaggerated: ([view on line to expand](#))



Among the Master List of Alternatives for Churchill, the staff report discusses the possibility of a bike/ped crossing at Kellogg, Churchill or Seale. Notice that from Kellogg street (which is just before the Churchill Avenue intersection), to Seale, there is a roughly 10 foot change in height. To what extent does the existing track profile impact the cost associated with the selection of the best location (from

³ <http://caltrain-hsr.blogspot.com/2008/12/focus-on-palo-alto.html>

⁴ <http://caltrain-hsr.blogspot.com/2009/05/shape-of-palo-alto.html>

a cost/constructability perspective)? The significance of this should be articulated in the criteria to help make decisions.

Additionally, the criteria for a bike/ped crossing for PALY may be different than the bike/ped crossing that was built for Homer given the use case (lots more hoards of students at PALY). The placement of a bike/ped crossing perhaps should not only consider a width big enough to deal with this phenomenon, but might also consider what streets would make sense from a circulation perspective. For example, in Old Palo Alto, Seale is a “preferred” street for cars traveling between Alma and Middlefield because it has less STOP signs than other streets and you can cross Middlefield and continue on to Newell. What criteria should be developed to help measure how a particular location is relative to another when thinking about separating cars and bikes given our existing and future road network goals?

7. Less tangible, value based, criteria must be developed to eliminate alternatives:

[NCRHP Report 480⁵](#) about best practices explains that Staff is (likely) “comfortable evaluating alternatives based on quantitative measures like capacity, safety, design standard compliance, plan compliance, and minimization of direct impacts to known natural resources. However, attempts to measure issues such as ‘quality of life’ or ‘community cohesion’ will likely be more difficult.” These are often viewed as intangible and, therefore, un-measurable, but, given their importance to stakeholders, they must be tackled head-on. The report explains “Ignoring these just because they seem difficult to measure sends the wrong message to stakeholders that they are unimportant.”

Including criteria that is difficult to quantify is a crucial aspect of the selection process that needs to be included in any meaningful evaluation of alternatives. Staff and the TAC should work with stakeholders to develop evaluation criteria for such categories to help pinpoint specific, measurable items that capture community concerns. The elimination of alternatives will involve difficult trade-offs and high degrees of controversy, which will benefit from the use of quantitative measures. The criteria can help objectify the discussion and move stakeholders from strongly held positions to consideration of specific outcomes from various alternatives. They can also provide decision makers with a definitive rationale for trade-off decisions and alternative selection.

Seemingly subjective, value based criteria can often be quantified. For example, when weighing construction impacts, criteria for length of time of disruption or how wide of a swath of the City is affected or some combination thereof can be identified. The more specific we can be about the criteria we intend to use and how it will be measured, the better.

On-going Process:

1. Database of public comments should be made public

At the last Rail Committee meeting, the staff described a large database that houses the comments collected thus far. We would recommend either making the database public or linking to the data received on the City’s website to allow the public to see what has been submitted. This allows the City to reflect back to the community that their input was received and recorded. In addition, by allowing citizens to read other comments submitted new and more creative ideas can be built on the

⁵ http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_480.pdf

ideas of others. Finally, as the City moves forward, the future decisions and iterations made by Staff and the City council will ultimately show how the community's input helped formulate the final ideas.

2. Glossary is helpful, please continue:

The most recent staff report included a glossary of technical terms. This is an excellent idea and we recommend continuing this process and finding a way to make an online glossary that could be used by residents.

Under CSS principles, establishing naming conventions at the outset of the process assists in clear tracking of alternatives and their variations. Keeping careful notes of each meeting at which alternatives are discussed, and recording specific reasons why each alternative was either forwarded for further evaluation or rejected, provides the backbone of this documentation.

Attachments:

Attachment A: Excerpts from SMA study

Carnahan, David

From: elizabeth weal <elizabethweal@tenaya.com>
Sent: Monday, April 09, 2018 6:05 PM
To: Council, City
Subject: Please support Affordable Housing Overlay Measure

Dear City Council,

I am writing to request that you support the Affordable Housing Overlay measure. The imbalances (wealthy and less wealthy/jobs and housing) are obvious to anyone who lives or works in our wonderful city. The overlay is just a small step but it's an important one. I am hopeful that you will join with others on the Council and lend your support to this critical measure.

Sincerely,

Elizabeth Weal

General:

Housing for low-income residents is a high priority as we are far behind in addressing the human challenges facing low and moderate income residents.

Housing for low-income residents faces funding, zoning and community challenges and steps like the staff proposed ordinance will go a long way in signaling that housing for low-income residents is welcome in Palo Alto.

Other specific points:

- 1) Support city council's housing priority and goal of permitting 300 units per year.
- 2) Support the original staff version of the Affordable Housing Ordinance, for 100% affordable projects serving people up to 120% AMI
- 3) Support proactive long term planning for the next 20+ years by enabling affordable housing on as many sites as possible
- 4) Affordable housing is a social justice issue - to keep our community open, inclusive, diverse, with people of all ages, professions and abilities
- 5) Affordable housing is critical to achieving Sustainability & Climate goals (primarily to lower transportation emissions from workers) We have a many lower income workers in our city and people who work these jobs shouldn't have to drive in from Gilroy or Tracy

Carnahan, David

From: Palo Alto Free Press <paloaltofreepress@gmail.com>
Sent: Sunday, April 08, 2018 10:57 AM
To: Aram James; HRC; Council, City; Jonsen, Robert; Perron, Zachary
Subject: Re: Body-Worn Camera's - Tweet by Palo Alto Free Press on Twitter

The entire HRC sadly, has developed what I have coined, an extraordinarily insensitive immune system.
“Affluent syndrome”

No concept of the disenfranchised and those whom need representation the most. Their individuals lives are clocked and bathed in the almighty \$.

And your right on target Aram, they have no concept of past PAPD brutally. That is why it's incumbent upon us to remain vocal...

Mark

Sent from my iPhone

On Apr 8, 2018, at 10:29 AM, Aram James <abjpd1@gmail.com> wrote:

Hi Mark,

Yes, and at least one other female member of the HRC acted and suggested, apparently not knowing of the long vile history of the PAPD's discriminatory policing, and police brutality, think the Albert Hopkins case, the Jameel Douglas case, and many others, that this department was without sin. Therefore, in her view, not requiring that the PAPD to have a tight due process based, community supported, body-worn camera policy before, not after rolling out the cameras.

In addition to a department with a long history of police brutality inflicted on Africa-Americans, Hispanic, and the poor, the PAPD has had several officers accused of sexual assault, and at least one that I can recall, convicted of a sexual assault. To suggest, as this same female HRC member did, that the PAPD does not reflect the national pattern of police abuse against people of color- is to be blind to the reality of this department's long and dishonorable history of discrimination policing against people of color.

Aram

P.S. Also think the Jorge Hernandez case where he was subjected to a long and grueling interrogation, filled with police lies and deception, that led him to falsely confessing to a brutal rape of a 90 yr old plus women. After Jorge was jailed for several week, but for a DNA exoneration, he might still be incarcerated. So not only do we need to scrutinize the body worn camera policy, but the PAPD's current interrogation practices.

On Apr 8, 2018, at 9:32 AM, Aram James <abjpd1@gmail.com> wrote:

Good Job! Along with one at least other Commissioner both felt there were

On Sun, Apr 8, 2018 at 8:21 AM, Palo Alto Free Press

<paloaltofreepress@gmail.com> wrote:

It all comes together eventually. Bio is impressive but this individual lives in a vacuum and based on his cognitive responses, I believe he's immune to the horrors and the trama of police brutality...and incapable of demonstrating impartial views...

Would make an excellent candidate for Chief Jonsen's planned Citizens Advisory Group....god help us all.....



Palo Alto Free Press (@PAFreePress)

[4/8/18, 8:04 AM](#)

Predictive response? Perhaps this explains why Mr. Alhassaini heaped nothing but accolades upon the [@PaloAltoPolice](#) during a recent controversial meeting on the approval of Body-Worn cameras The V bit.ly/2GHnsQS #PaloAltoNews No exposure to [#policebrutality](#) [@rjPAPD](#) pic.twitter.com/FjkuKYO

[Download](#) the Twitter app

Sent from my iPad

Carnahan, David

From: Erica Brand <erica.w.brand@gmail.com>
Sent: Tuesday, April 10, 2018 8:29 AM
To: Karen Hendricks
Cc: Council, City; Police; Berkson, Jerry; Paly Principal; editor@paweekly.com; Tanaka, Greg; Judd Volino; DuBois, Tom; Adam Brand; Mello, Joshua
Subject: Re: PAUSD to grant Easement for City of Palo Alto to begin safety improvements at where Churchill intersects Castilleja Ave.

Thank you, Karen.

I am correcting Joshuah Mello's email address in the cc chain, and adding a link to this relevant article in the Palo Alto High School Magazine *Verde*.

<http://verdemagazine.com/cycles-of-change-city-responds-to-bike-safety-concerns>

The article describes the Sept. 2016 accident at the same spot and includes the following quotation, which resonates with my family:

"However, even more shocking to Chu was that, following the accident, no permanent measures were taken to improve the safety of the intersection."

Looking forward to working together to find safer solutions for that busy intersection.

Best Regards, Erica Brand

On Sun, Apr 8, 2018 at 8:58 PM, Karen Hendricks <khendricks@pausd.org> wrote:

Hi Erica,

Thanks so much for contacting me. I was terribly sorry to hear about this accident in February, and your daughter's injuries. I can only imagine how scary and impactful this was for her and for your family.

Please know that I'll review your email thoroughly upon my return to the office this week, and will also share it with Trustees Ken Dauber and Todd Collins, who are the Board Members assigned to the School / City Liaison Committee.

Sincerely Yours,

Karen

Karen Hendricks

Interim Superintendent



OFFICE OF THE SUPERINTENDENT

25 CHURCHILL AVENUE

PALO ALTO, CALIFORNIA 94306

(650) 329-3983

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From: Erica Brand [mailto:erica.w.brand@gmail.com]

Sent: Saturday, April 7, 2018 6:06 PM

To: Karen Hendricks <khendricks@pausd.org>

Cc: city.council@cityofpaloalto.org; pd@cityofpaloalto.org; Jerry Berkson <jberkson@pausd.org>; Paly Principal <palyprincipal@pausd.org>; editor@paweb.org; greg.tanaka@cityofpaloalto.org; joshua.mello@cityofpaloalto.org; Judd Volino <kazalino@kazalino.com>; tom.dubois@cityofpaloalto.org; Adam Brand <adamdbbrand@gmail.com>

Subject: PAUSD to grant Easement for City of Palo Alto to begin safety improvements at where Churchill intersects Castilleja Ave.

Dear Superintendent Hendricks,

On Feb 12, 2018, my daughter was hit by a car in the crosswalk at the [intersection at Churchill and Castilleja Ave](#), immediately south of the Paly football field.

This intersection has been dangerous for a long time. I participated in meetings trying to find a solution in Oct 2016 after another student was hit by a car, and I was left with the understanding that a crossing guard was not possible, but that the City Council would implement specific [planned](#) improvements.

My daughter suffered road rash, a badly sprained tendon in her ankle, and many cuts and bruises. Her accident could have been far worse, but fortunately when her head hit the ground her helmet protected her head. She cracked a section of that helmet all the way through. My daughter spent 3 hours at Stanford ER, and we have been in and out of doctor's offices ever since. The accident has had severe effects on her school performance— you know how much homework a Paly sophomore needs to do—and it was incredibly scary.

Actions are needed to make this intersection safer for the students who face a high level of traffic, often with no break in the flow of cars. Presently the signage and physical setup does not offer sufficient protection of the students. There have been many discussions and proposals on how to make this busy intersection more safe for the students and commuters who use it daily, including:

- Installing a raised crosswalk, with flashing lights
- Installing a traffic light
- Hiring a crossing guard
- Blocking traffic between Castilleja and Alma on Churchill

Please see the [plans](#), shared with me by Councilman Dubois's office, that have been approved since Jan 2015.

Please see a link to a descriptive [slideset](#) about the intersection.

My understanding is that the next step is for PAUSD to grant an easement [for] the City of Palo Alto.

- Is that correct?
- Can it be done by April 30? If not then, when?
- If that is not the correct step, please clarify what needs to happen next.

City of Palo Alto | City Clerk's Office | 4/11/2018 10:19 AM

How can I help? Let's work together to fix this before anyone else is hurt.

Best Regards, Erica Brand

Carnahan, David

From: Alan Prowell <alanprowell@gmail.com>
Sent: Wednesday, April 11, 2018 2:46 AM
To: Council, City
Subject: Re: Silicon Valley Bicycle Coalition

Hi there,

I reached out last week but haven't heard back so I wanted to try one last time. Is there an opportunity to sponsor a post on Silicon Valley Bicycle Coalition?

Please see my initial email below.

Best wishes,

Alan

On Thu, Apr 5, 2018 at 10:01 AM, Alan Prowell <alanprowell@gmail.com> wrote:

Hi there,

I reached out last week but haven't heard back. I wanted to see if there was an opportunity to sponsor a post on Silicon Valley Bicycle Coalition.

Please see my initial email below.

Best wishes,

Alan

On Fri, Mar 30, 2018 at 10:06 AM, Alan Prowell <alanprowell@gmail.com> wrote:

Hi there,

I came across Silicon Valley Bicycle Coalition while looking for resources for our next blog and I knew I had to reach out immediately, kudos on a fantastic blog.

My name is Alan, and I'm reaching out on behalf of the UK leader in online parking.

This month, we're looking to secure sponsorship placements with five prominent blogs and Silicon Valley Bicycle Coalition jumped straight to the top of our list. Please let me know if this is something you're interested in discussing further.

Kind regards,

Alan

Carnahan, David

From: Amy Sung <amy@amysung.com>
Sent: Monday, April 09, 2018 7:34 PM
To: Council, City
Cc: Ryan Carrigan; Amy Sung
Subject: Re: Support: Item 7. Affordable Housing Combining District
Attachments: Letter to Council for Affordable Housing Overlay attachement.pdf; Letter to Council for Affordable Housing Overlay attachement.pdf

Dear Honorable Mayor & Council Members:

I am writing to you to support the Affordable Housing Overlay and I urge you to pass it tonight.

Although I am writing as a resident of Palo Alto, I also work as a Realtor and am intimately familiar with the housing marketing and its affordability. It is expensive to live in the Bay Area. But how much do you need to earn to live in the Bay Area? I took the numbers from my trade association, CAR, California Assoc. of Realtors. It is telling us that the minimum qualifying income to purchase a median priced home of \$1,270,000 in Santa Clara county is \$256,450. I challenge all of you to buy a home in Palo Alto at the median price!

Another number we look at is the Affordability index, also compiled by CAR. The index peaked at 2009 when the economy tanked at 44%. That means 44% of people wishing to buy a home in our county can afford to buy one back then. The index since decreased steadily into the 30's, then 20's. Last year in 2017, Santa Clara county's affordability index read 17%.

But why is that? What drives the affordability down really is the steadily deteriorating supply coupled with unmet demand that propels the fierce competition and therefore the crazy prices we are seeing in the market. Median sale price for a Palo Alto home was \$735,000 in 2001 when a total of 593 homes were sold. Home sales peaked in 2004 when 1,020 homes changed hands at the median price of \$841,000. Number of homes never picked up and remained flat since. Fast forward to 2017, 448 homes were sold at median of \$2,675,000.

More people are chasing fewer homes and unless something happens, the constraint of housing supply won't go away and the affordability continue to decline. As Mark Twain once said, "Buy land, they're not making it anymore," recognizing the land being the most valuable commodity. I am writing to you to applaud your leadership of the proposed affordable housing overlay - quell the cost of land value by permitting for greater density of units.

This is truly what our community needs and most of you ran for the office promising affordable housing. I am so very pleased to see the proposal on the table and the time for action is now.

Sincerely,

Amy Sung



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License# 01436684

On Mon, Apr 9, 2018 at 4:36 PM, Ryan Carrigan <rcarrigan@silvar.org> wrote:

Dear Mayor and Council,

The Palo Alto Local Government Committee of SILVAR has reviewed and discussed the proposed affordable housing combining district ordinance, and supports it as a tool to provide affordable housing and improve housing mobility in our community. The lack of housing inventory is something our REALTOR® members confront every day, and know contributes not just the high cost of ownership, but to renting as well. Furthermore, the lack of housing production in Palo Alto, and across Silicon Valley, has impacted residents of all incomes and occupations and has led to many being priced out of the communities they work or often grew up in.

The affordable housing combining district provides flexibility in project guidelines and administrative review for dense, transit-oriented housing proposals, all residents can afford. Increasing density, reducing parking minimums, easing retail and other requirements when projects are proposed in the appropriate underlying zoning areas, will undoubtedly allow greater viability for affordable projects in this market. The underlying zone requirements also limit impacts to single family neighborhoods, while spurring greater use of transit options. This is a crucial component of addressing the housing, transportation, and environmental challenges our region faces, while working to achieve your goals of producing 300 housing units this year.

Lastly, we applaud your leadership in taking proactive options to support housing development in a way that is responsive to Palo Alto's needs. Efforts such as this will contribute to meeting RHNA requirements, and hopefully inspire others in the region to take a more proactive approach even as the state looks to take away your ability to do so. We urge you to adopt this ordinance, and we look forward to working with you to promote housing and homeownership in Palo Alto.

Sincerely,

Ryan

Ryan Carrigan

Government Affairs Director

Silicon Valley Association of REALTORS®

19400 Stevens Creek Blvd., #100

Cupertino, CA 95014

www.silvar.org

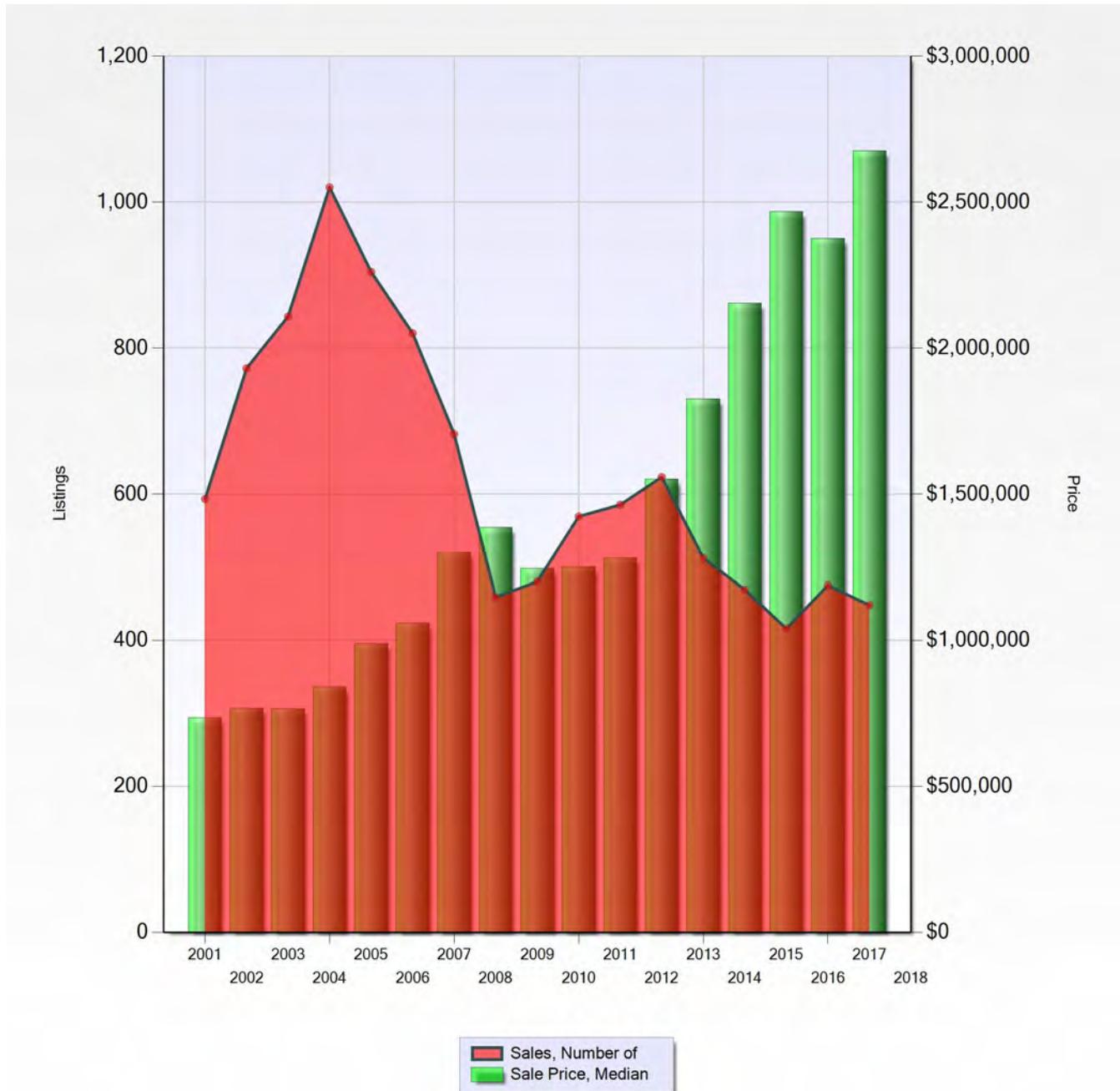
Phone: 408.200.0100

Direct: 408.200.0108

Mobile: 510.393.7622

rcarrigan@silvar.org

Declining supply soaring price 2001-2017



Search Criteria

Time frame is from Jan 2001 to Dec 2017

Postal City is 'Palo Alto'

Property Type is 'Residential'

Results calculated from approximately 11,000 listings

Carnahan, David

From: Unknown Churchie <brideifchrist@gmail.com>
Sent: Tuesday, April 10, 2018 2:55 PM
To: Susan Lark; Council, City
Subject: Re: The PA city council is housing, (domicilo & mangia mangia)
Attachments: IMG_20180401_083555805.jpg; IMG_20180401_083612598.jpg

On Apr 9, 2018 6:53 PM, wrote:

After post communicating with this senior as he played wonderful music on his guitar I closed my eyes saw passed the smell of urine. Then thought housing I am in favor of. Listen to Stanford university radio broadcast.





Carnahan, David

From: Amy Christel <amymchristel@gmail.com>
Sent: Monday, April 09, 2018 6:01 PM
To: Council, City; Kou, Lydia
Cc: Keene, James
Subject: Recommended action regarding aircraft noise and health effects

Dear Council Members,

I am unable to attend the meeting and comment this evening on the actions being considered by Council related to aircraft over our city. Since summer 2014, I have been studying both commercial jet traffic and private aircraft over our residential neighborhoods. We have data from a sophisticated noise monitor in our yard which confirms what we know—four years later, we have seen no relief from the noise and pollution associated with the roughly 300 aircraft overflights per day.

What we do see is a lot of stonewalling by SFO, the airlines, and the FAA—after we patiently invested hours in meetings of the Select Committee. Sadly, we knew the final recommendations of that committee we would not provide Palo Altans any relief.

I encourage litigation on the part of the City, as well as greater pressure on our Congressional Representative to hold the FAA accountable (by withholding funding) and by using legislative power to better regulate aircraft.

Regarding proposals before the City:

Noise monitors: if provided by SFO they will likely be useless to Palo Alto. What is the goal? Past use of SFO monitors in other communities find no significant noise impact—because of the crude DNL/CNEL metrics used to analyze the raw data. PA should require access to the *raw data* and supply that data to citizens to correlate with actual aircraft overflights. Each overflight event needs to be assessed for noise impact in excess of the ambient noise levels between overflights.

Airbus Retrofits: The FAA rejected the Select Committee's recommendation to require the retrofit of Airbus jets that emit a horrible whining howl as they descend over PA. They said it is not within their power to require airlines to spend \$3000 to install “vortex generators” in order to spare thousands this irritating disruption day and night. The City should sue the airlines flying these Airbus jets over us, and require them to complete those retrofits within a year’s time. This is simple and it would eliminate a huge part of the noise without relying on any complicated route or procedural changes! The City could also pressure Congress to legislate this simple equipment change, which is what they did in Europe.

Arrivals from the North, turning over PA: The “concession” by the FAA and SFO regarding the BDEGA arrivals, which promises to maximize use of the East leg (over the Bay) vs. the West leg (over us) during overnight hours, is not real. The east leg is *not being used* during overnight hours! And arrivals from the north are not even the bulk of our overnight flights—most of which come from the south or west. Data? On April 9, there were 37 aircraft overflights affecting our midtown home between midnight and 7 am. Only 9 of those 37 were SFO arrivals using the BDEGA route (one at 12:05 am and eight more between 5:53am and 7am) and *not one of those* arrivals used the BDEGA east leg (Bay) approach to SFO! All turned over our homes at altitudes between 3500 ft and 5300 ft. en route to SFO. The bulk of last night’s disturbances (28/37) were from other routes: the South (10), West (14), or GA to SUMC or SQL(4). What we really need is a nighttime curfew at

SFO and Oakland, or barring that, altitude minimums of 6000 ft over homes during overnight hours. More City pressure on Congress and the airports?

The Elephant in the Room: How is it that PACC and City staff refuse to acknowledge the contribution of PAO and SQL to our noise problem? Those 60+ GA noise events each day are louder and more polluting per over flight. The City is using our tax dollars to prop up PAO, so we pay for the privilege of being hammered with noise in our homes, at the Baylands Park and at all open space parks along the peninsula. This is not a "sustainable" operation and yet the City chooses to ignore the airport's carbon and pollution impacts. What can you do to minimize the PAO impact on our communities? How about hosting a conversation with the residents about PAO?

Thank you for considering actions that will actually help alleviate aircraft disturbances and the associated health risks.

Sincerely,
Amy Christel
Midtown PA

Sent from my iPad

Carnahan, David

From: Philip Levy <levy24@comcast.net>
Sent: Sunday, April 08, 2018 12:23 PM
To: Council, City
Subject: Ross and Moreno construction – please STOP

I am very concerned about driver and cyclist safety on this project - please stop immediately. I am not the only one who has concerns. Let's not wait for someone to be killed or critically hurt before something is done about this.

Thank you for your time,

Philip Levy
levy24@comcast.net
650-533-6625

Carnahan, David

From: Soudy Khan <s@vpd.me>
Sent: Sunday, April 08, 2018 9:54 AM
To: Council, City
Subject: Ross Road

Dear Sir or Madam:

Can someone show me the data on how Ross Road is safer now that you've removed a great deal of parking on the street, forced cars closer to bicycles, and added pillow speed bumps that only encourage cars to drive down the center of the street?

I have lived on this street for 40 years. I've biked and driven on this street for over 30 years. I have consulted in human factors to the US Military via a top military contractor and been a Director level consultant to one of the big three auto-makers where in part my focus was on safety.

I await your reply.

Best,

Soudy

Carnahan, David

From: Carol Kenyon <carolskenyon@gmail.com>
Sent: Sunday, April 08, 2018 12:38 PM
To: Council, City
Subject: Ross Road

Dear City Council Members

The bulb outs and round abounds recently installed on Ross Road are an absolute danger both to bikes and cars. These ideas are completely misconceived. Roundabouts are very effective where space is very generous but that is not the case on these intersections on Ross Road. Making Ross Road a bike boulevard is also misconceived as Ross is a dead end street at Oregon.

I attend the YMCA 3 days a week and travel on Ross. The north entrance to the "Y" is dangerous especially after dark. These bulb outs make driving very difficult to enter the parking lot not to mention at a time of day when many school children are biking to school.

The community is outraged about these changes i.e. the number of letters written in both papers and on line. I do hope these problems can be remedied as soon as possible.

A Palo Alto Resident concerned about safe driving.

Carol Kenyon
Walter Hays Drive

Carnahan, David

From: suekemp@AOL.com
Sent: Sunday, April 08, 2018 1:11 PM
To: Council, City
Subject: Ross Road

Members of the Council,

The Ross Road bulb-outs are a huge nuisance, and, I think, dangerous for bikers, not protective. And oh yes, ugly, too, even with the drought tolerant plants . . .

Please don't do that on any other bike road. I live two doors from Bryant, and I don't want those awful things in my neighborhood.

Sue Kemp
271 Seale Ave.
Palo Alto, CA 94301

Carnahan, David

From: Sebastian Andreatta <sebandrpa@gmail.com>
Sent: Sunday, April 08, 2018 4:43 PM
To: Council, City
Subject: Ross road bulbouts

Please please reassess this work. These bulbouts are now forcing bikes to merge into cars - this is a truly terrible idea - I've already witnessed kids and cars getting extremely close at each intersection on Ross.

Why could you have not just paint a bike lane on one side of the street and restrict parking to the other side. That would have been WAY cheaper, and WAY safer. The community is now at risk of a serious accident - these things are not helping they are encouraging worse driving behavior by people racing to get through the bulbouts before an incoming vehicle does.

Terrible Idea - on my block we are now organizing to make sure come voting time that responsible people are placed on the council.

Sebastian Andreatta
856 Richardson Ct.

Carnahan, David

From: Sunita Verma <thufan@me.com>
Sent: Sunday, April 08, 2018 5:48 PM
To: Council, City
Subject: Ross Road Construction

Hello,

Please stop the construction on Road Road. It has become dangerous for children biking to school and confusing for cars.

I would appreciate if you could take out the round about or at minimum make it smaller for safety along with taking out the extension from the YMCA coming onto the road that are dangerous for strollers, someone with a walker and for pedestrians. They all have to wait for the cars to go now. How sad!

Thank you.

Sunita Verma

Sent from my iPhone

Carnahan, David

From: Ellen Loebl <eclnew150@gmail.com>
Sent: Sunday, April 08, 2018 3:22 PM
To: Council, City
Subject: Ross Road Construction

Please reconsider the roundabouts and the other construction barriers. They are really confusing and they narrow the roadway, which means cars, bicycles, and sometimes pedestrians are competing for narrow space. I would also like to see the schools do some education on how to ride safely in that area. I am a frequent pedestrian and driver on that road and most other roads in Palo Alto. Since bikes are riding in all the wrong directions and on sidewalks, the likelihood of accidents has increased greatly. I'd also like to see greater enforcement before something bad happens. Thank you.

Please write me back.

Ellen Loebl
408 857 6795
737 Loma Verde Ave. #7
Palo Alto 94303

Carnahan, David

From: Andrea Gandolfo <amgando@gmail.com>
Sent: Wednesday, April 11, 2018 8:56 AM
To: Council, City
Subject: Ross Road early adopter

Dear City Council,

This morning I walked around the corner to Ramos Park to offer my support and gratitude for all the changes on my street. One of the volunteers asked me to send my message on to all of you.

I bought my house on Ross 25 years ago and ever since we have wanted traffic calming. While I know that was not the main focus of all the work, it has addressed my concerns. I raised two daughters on Ross, who both walked or road their bikes to school. When they were in elementary school they used to take yellow duct tape and write "SLOW DOWN" in the middle of Ross in front of our house.

I am sad that so many people seem to have strong negative opinions about the bike boulevard, without giving it time to see how it works. I believe I was given information of the construction in advance, but I read my mail and was predisposed to want the changes. These types of projects do require more visibility to help those who struggle with change, but other than that you won't ever be able to make everyone happy.

I expect with time and education people will come to realize that cyclists and motorist are safer, being slowed down by all the bulb outs, roundabouts and speed bumps.

Many thanks and hang in there!

Andrea Mohr Gandolfo
3615 Ross Road

Carnahan, David

From: bcm246@aol.com
Sent: Sunday, April 08, 2018 7:28 AM
To: Council, City
Subject: Ross Road mess

The City is making it more dangerous to drive, bike or even walk. Check out the mess at the Y with the narrow in and outs, bicycle riders moving out to the middle of the street to ride, and even talking about more table taking over sidewalks in the downtown area. When I grew up you quickly learned the streets were for cars and to be careful, ride you bike close to the curb, being careful and you were able to walk on the sidewalks without tables and chairs outside restaurants (do they pay rent on our sidewalks), not to mention the dogs on leashes tied up to the legs of the tables. Consider the safety of the majority of the people. In our super senior years it is becoming very scary to move around the area.

Bonnie Miller

Sent from my iPad

Carnahan, David

From: Kirk Fry <kirkfry@msn.com>
Sent: Sunday, April 08, 2018 2:07 PM
To: Council, City
Subject: Ross Road "safety improvements"

Dear Council Members:

I live on the corner of Ross and Moreno and I can sit at my kitchen table and observe the traffic at the new "roundabout." I was the lone citizen that protested the first design contract (you might remember me, I was the first to speak) for the project all those many years ago. I had about 10 reasons why the proposed plan was a bad idea. I got to about reason 3 before I got yanked off the microphone, for the 50 or bicycle coalition folks (the spandex crowd) that thought this was greatest idea since sliced bread. Almost none of these folks even live in Palo Alto, let alone have kids that ride on Ross. Once the design contract was approved it was a done deal.

All those 10 reasons why this project is a bad design are still valid. You have by now probably heard all of them. To me the most important one is that no one seems to know what problem was/is being solved. Ross worked fine. It certainly does not fix our traffic problem. Kids were not being run down by cars. Who first said this is a GREAT IDEA? Are there any measurable criteria to see if it accomplishes anything? Getting a few more bikes to ride on Ross is not success.

I will end with one story about what I observed about an hour ago. Remember I have a ringside seat to the "roundabout". This morning a lady with a stroller and a small child walking beside her came down Moreno going east on the right sidewalk. She got to the corner and maneuvered the stroller and small child down over the high curb into the traffic lane. She then proceeded to walk slowly in the traffic lane around the flower bed to the far corner. While she was walking two cars came up behind her and were going slow enough to avoid hitting her. This could have had a far different outcome. This is exactly why small traffic circles are dangerous. It is not obvious to pedestrians and bikers as to how to use them. If you have to read the manual it is a fail.

I am not sure what you can do about the mess already built, but you can sure stop ripping up more of our streets for ill-defined and unmeasurable goals.

Kirk Fry
2604 Ross Rd
Palo Alto, CA 94303

Sent from [Mail](#) for Windows 10

Carnahan, David

From: LOUIS FRIED <llfried@sbcglobal.net>
Sent: Sunday, April 08, 2018 9:20 AM
To: Council, City
Subject: Ross Road

Please stop construction of these traffic hazards immediately and remove the atrocities already committed.
Louis Fried

Carnahan, David

From: D Martell <dmpaloalto@gmail.com>
Sent: Monday, April 09, 2018 10:03 PM
To: leConge Ziesenhenne, Monique
Cc: Council, City
Subject: Share your thoughts on Palo Alto City Library's Strategic Plan (2018-2020)

Monique:

What marketing crap!

You are a disgrace to Palo Alto and our Constitution.
Everyone, who knows your values and actions, wants your resignation.

-DM

On Monday, April 9, 2018, Palo Alto City Library <noreply@cityofpaloalto.org> wrote:



Dear Library Customer,

I would like to thank you for your continued support for the Palo Alto Library. After the renovation of our library buildings, based on your feedback, the library developed a [Strategic Plan in 2015](#). Library Staff have been working hard to create and present interesting collections, services and programs based on the mission, values and goals of the plan.

As part of our planning cycle, the Library will be revisiting our strategic plan and the survey will ask your opinion of our [revised version](#). In addition, we are reaching out to you to seek feedback on our collections, programs and services.

This short survey will be available on the library website to gather feedback about programs, services, and facilities. The survey may be accessed [here](#) and will be available from the 9th to 21st of April.

I look forward to hearing from you!

Monique le Conge Ziesenhenne
Library Director



Palo Alto City Library

270 Forest Ave.

Palo Alto, CA 94301

(650) 329-2436

<https://library.cityofpaloalto.org/>

If you would like to unsubscribe from these emails, [click here](#).

Carnahan, David

From: George Jaquette <jaquette@gmail.com>
Sent: Thursday, April 05, 2018 10:59 PM
To: Council, City
Subject: Small low-speed roundabouts increase bicycle accidents - why are we building them?

Since at least one member of the city council has said that they cannot read NextDoor, I'll repost here.
THE CITY OF PALO ALTO IS SPENDING MONEY MAKING OUR STREETS MORE DANGEROUS FOR BICYCLISTS

I was somewhat relieved to see the city's announcement that they have heard the community's concerns and are willing to accept outside expert advice on our experimental design. But I also noted that Granite Construction is building another mini-roundabout with a raised island at the corner of Ross and Moreno, despite the community's near-universal rejection of the intersection at East Meadow and Ross Road. There are many more of these mini-roundabout experiments planned in the city's bike boulevard project, which is why it is so important that we stop and consider the results of the currently built intersections. Call me weak, but I decided to spend \$50 to buy the most recent research articles on bike safety in roundabouts (and yes, ours are not roundabouts -- they are mini-roundabouts that violate the rule that all islands should be traversable). There is a study of 255 intersections in Denmark that were converted to roundabouts, and surprisingly ... there is a 122% increase in bike accidents in 25-mph roundabouts. The danger is even higher for small roundabouts (with islands smaller than 60-feet), and worse when the island is short (under 6-feet). So there is no real way around the fact that the city is spending money making our streets more dangerous for our bicycle riders, especially our young and inexperienced riders. I'll quote (since most of you will probably choose not to spend \$50): "converting intersections to roundabouts reduce the number of accidents and reduce accident severity. But the safety effects for cyclists are not so good. The overall picture is that studies indicate that bicycle safety is worsened when intersections are converted to roundabouts. However, intersection design, roundabout design and other characteristics of converted sites influence safety effects for cyclists and other road users. This influence is considerable and safety effects in Table 1 should not be generalised due to excessive heterogeneity (Jensen, 2013)." Table 1 shows a 22% increase in bicycle accidents. The increase in bicycle accidents is especially high in lower-speed intersections. Table 2 shows a 109% increase in bicycle accidents for intersections with a speed limit of 25 mph (40 kmh). Last but not least, the report calls out small roundabouts as dangerous: "Brude and Larsson 1999a find that the accident rate for cyclists is twice as high at small roundabouts, where the central island including truck aprons is less than 20m, compared to larger roundabouts". Taken together, the city of Palo Alto has decided to embark on a construction experiment that essentially ensures more bike accidents ... in pursuit of a more bike-friendly community. I really cannot wrap my mind around citing the reduction in dangerous car accidents as the reason for spending \$9.2 million to make our streets less safe for bikers. But that is what we have done. The article is titled: Accident Analysis and Prevention Safe Roundabouts for Cyclists by Soren Underlien Jensen published September 13, 2016

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George Jaquette
email: jaquette@gmail.com

Carnahan, David

From: aram james <abjpd1@icloud.com>
Sent: Sunday, April 08, 2018 11:55 PM
To: dcbertini@menlopark.org; citycouncil@menlopark.org; Jonsen, Robert; Council, City; stevendlee@alumni.duke.edu; HRC; paloaltofreepress@gmail.com; wilpf.peninsula.paloalto@gmail.com; Binder, Andrew; gkirby@redwoodcity.org; chuckjagoda1@gmail.com; mdiaz@redwoodcity.org; jrosen@da.sccgov.org; swagstaffe@smcgov.org; myraw@smcba.org; bos@smcgov.org; molly.o'neal@pdo.sccgov.org; Keene, James; michael.gennaco@oirgroup.com; Kilpatrick, Brad; Lee, Craig; Kan, Michael; mike.wasserman@bos.sccgov.org; Watson, Ron; rpichon@scscourt.org; dryan@scscourt.org; bwalsh@scscourt.org; sscott@scscourt.org; mharris@scscourt.org; jseybert@redwoodcity.org; jsylva@scscourt.org; Perron, Zachary; sdremann@pawebly.com; 51swampdog@gmail.com; Kniss, Liz (internal); council@redwoodcity.org; Van Der Zwaag, Minka; sukiroo@hotmail.com
Subject: Stephon Clark and the Golden State's Shameful Secret

<https://mobile.nytimes.com/2018/04/05/opinion/sunday/stephon-clark-california-police-racism.amp.html>

Sent from my iPhone

Carnahan, David

From: John Perry <jpfrlg@gmail.com>
Sent: Monday, April 09, 2018 4:26 PM
To: Council, City
Subject: STILL too much jet noise after 3/29 ground track change

Dear Councilmembers,

As a resident of Skyline Blvd (not Palo Alto proper) I looked forward to the March 29 ground-track change with great anticipation. While the noise problem has improved somewhat, the noise levels, frequency of overflights and times of intrusive overflights remain quite high. In particular, I still hear frequent overflights between the hours of 10pm and 1am.

I am somewhat baffled by the continuing frequent overflights; I would have expected that moving the ground track to its old location would have displaced vectored flights commensurately, offering an immediate and tangible difference to longsuffering residents who have been victimized by the SERFR STAR debacle. Instead, I've noticed perhaps only a 30 percent drop in the unwelcome, frequent overflights that have punctuated my working and sleeping hours for several years now.

I can only hope that the restoration of the ground track is a staged effort that is not yet complete, because current noise levels are not even remotely close to the peace and quiet that currently affected neighborhoods enjoyed for decades prior to the SERFR STAR change. When I purchased my home about 15 years ago, I heard perhaps three flights per YEAR; now a "good" day is when I hear less than twenty per DAY. Even after the March 29 change, I have experienced multiple days on which I reported over forty flights. Please note that these numbers are artificially low because I have had to resort to wearing earplugs in order to sleep past 5:30 am... this while reporting flights as late as 1 or 2 am from my cell phone in bed.

Guess what? You can't sleep when you have to wake up to report an overflight! But what choice do I have if I want this problem to go away? DNR monitoring of noise is absolutely ineffective to the point of being ludicrous - since the ground track change, I seem to hear MORE flights between 10pm and 1am. If someone thinks that's OK, they need to rethink. Now.

I'd like to close with a big THANK YOU for your efforts to combat this most unwelcome intrusion, and to ask you to pass along to the FAA that they need not pat themselves on the back too hard with regard to any of their efforts to clean up the mess that they created SOLELY through a combination of colossal incompetence (really? NO consideration of noise impact?) and stunning lack of consideration for the residents of Bay Area communities.

Best Regards,

John Perry
Los Gatos, 95033

Carnahan, David

From: Megan Martin Strickland <martin.megs@gmail.com>
Sent: Monday, April 09, 2018 8:41 AM
To: Council, City
Subject: Stop construction

Ross and Moreno is so safe. We own a house in Palo Alto and I have two small children. If Palo Alto continues to not protect children, we will move. This is absurd.

Megan Martin Strickland

Carnahan, David

From: Sheri Ann Cox <shericox@icloud.com>
Sent: Sunday, April 08, 2018 4:55 PM
To: Council, City
Cc: Sheri Cox
Subject: STOP THE MADNESS - ROSS ROAD TRAFFIC CALMING MEASURES

Importance: High

To Palo Alto City Council Members:

I am writing to share with you that I have witnessed many distressing incidents at the intersection of East Meadow and Ross Road. These “traffic calming measures” have proven to be extremely dangerous for all of us; especially our children and the many elderly drivers in Palo Alto. Do any one of you actually care that this very dangerous situation is ruining our neighborhoods and our quality of life?

STOP THE MADNESS!

Sheri Ann Cox|shericox@icloud.com|650.387.0786

Carnahan, David

From: Stephanie Munoz <stephanie@dslextreme.com>
Sent: Thursday, April 05, 2018 6:24 PM
To: letters@paweekly.com
Cc: Council, City; WILPF Peninsula Palo Alto; chuck jagoda; Ruth Chippendale; roberta.ahlquist@sjsu.edu; M. Gallagher
Subject: survey on elder transportation

The resources of the elderly are diminished, but so are their transportation needs. No job means little or no income, but also no daily commute. No car or inadequate vision means no garage and parking needs. The problem is getting enough people together to maintain a car and hire a driver, which can be done either by bringing in or sending out. For bringing in, some destination sends out a car, minivan or bus, collects people from their home and brings them to the destination. For instance the Palo Alto Medical Foundation might coordinate appointments so that everybody from South Palo Alto would come on Monday adding in a drop-off at the library and downtown, everybody from west Palo Alto would come on Tuesday, and so forth. LaComida would pick up at various bus stops, the YMCA, the library. The churches, also, could pick up worshippers. Lectures and seminars, especially paid ones, could easily send out a car or van to pick up attendees.

The most efficient solution would be to gather together several hundred seniors and disabled adults who do not drive, or do not have a car, or, at least don't need to use the car so frequently that they need it nearby, in a very nice hotel with attractive landscaping,((which would be a visual asset to any neighborhood. Each person would have 200 square feet, comprising a bedroom and bath, with shared amenities such as a pool, workshop, computer room, or gym, such as might be found in a hotel, and, on the ground floor, compatible publicly accessible features such as a subsidized senior nutrition program like La Comida, child care, elder care, a coffee shop.)) A van would be always available to take residents to the train, the bus, or any nearby destination, and the cost, shared among so many, would be negligible.

Stephanie Munoz.248-1842 101 Alma, Palo Alto

I am 85 and have had my driver's license suspended. I'd be glad to augment this with my transportation experiences recently. The part describing the desirability of the hotel arrangement is, I realize, superfluous for this transportation survey; I added it so as to show that this living arrangement could be acceptable to well-to-do elderly downsizing from a luxury home, as well as to those priced out of the market. The relevant information is the clustering to provide density which makes shared transportation economically feasible. You are welcome to cut this as you like, or I can cut it if you want. SM

Carnahan, David

From: John Kelley <jkelley@399innovation.com>
Sent: Tuesday, April 10, 2018 9:08 AM
To: Council, City
Subject: Thank you for demonstrating incredible leadership and courage in supporting affordable housing last night

Honorable Liz Kniss, Mayor
Honorable Eric Filseth, Vice Mayor
Honorable City Council Members
City of Palo Alto
250 Hamilton Avenue
Palo Alto CA 94301

Re: April 9, 2018, Special Meeting, Agenda Item 7

Dear Mayor Kniss, Vice Mayor Filseth, and City Council Members,

Thank you very much for listening to the community last night, for recognizing that policy changes are necessary to preserve the most important values of our community, and for taking decisive action to begin to address the housing crisis in Palo Alto.

1. You listened to the community.

As many speakers made clear during the public hearing, people throughout Palo Alto have suffered for many years because too few homes have been built in Palo Alto that people of all income levels can afford.

2. You understood that actual change is necessary.

It has been nearly a decade since the Palo Alto City Council has approved a new affordable housing project. You acknowledged that diversity of many kinds — including income diversity — is an important value in our community, but you didn't stop there. You did not rest after merely articulating that value. Instead, you went on to acknowledge that something needed to be done to protect and to advance that value. You recognized that current zoning laws have been overly restrictive and needed to be changed through concrete legislative initiatives.

3. You took action.

Last night, by a 7-2 vote, you demonstrated that you truly care about the needs of all members of our community. A strong majority of the City Council took the first steps to forge powerful new tools that will allow Palo Alto Housing and other groups to build the broad range of more reasonably priced homes that individuals and families throughout Palo Alto need.

On the 124th anniversary of Palo Alto's incorporation, you celebrated some of the best parts of Palo Alto's heritage. As one speaker observed last night, in decades past Palo Alto has been recognized as a leader in affordable housing. In the future, we can do even better. You demonstrated great leadership and courage by

City of Palo Alto | City Clerk's Office | 4/11/2018 10:19 AM

doing more than simply saying that you support affordable housing: you took decisive action to begin to actually address the housing crisis in Palo Alto.

Thank you very much for doing the right thing last night.

Respectfully submitted,

John Kelley

Carnahan, David

From: Elaine Uang <elaine.uang@gmail.com>
Sent: Tuesday, April 10, 2018 8:38 PM
To: Council, City
Subject: Thank you for passing the affordable housing overlay!

Dear Mayor Kniss and City Council Members,

Thank you VERY MUCH for showing serious leadership and true courage last night (er, this morning) by passing the Affordable Housing Overlay! As the housing shortage becomes more and more acute, your actions demonstrates how serious you are about helping the members of our community who make less than 120% AMI. Hoping this action leads to several 100% BMR project proposals in the coming months.

Many thanks again for making this happen!

Elaine Uang
Kipling St.

Carnahan, David

From: amy sung <amyconnect@gmail.com>
Sent: Tuesday, April 10, 2018 2:18 AM
To: Council, City
Cc: Amy Sung
Subject: Thank you- housing affordability overlay

Dear Mayor and Council members ,

With a great joy, I want to thank you for listening to the community, thoroughly debating the all important housing affordability overlay, and took a bold action of making it a reality for our great city of Palo Alto. It's a sweet victory of all Palo Altoans who pride themselves as being progressive and compassionate.

This is an great first step towards making Palo Alto a place that promises inclusion and diversity.

I applauded your leadership and the desire to make a difference for our city. Hope is a wonderful thing.

Thank you!

Amy Sung

Sent from my iPhone

Carnahan, David

From: chuck jagoda <chuckjagoda1@gmail.com>
Sent: Thursday, April 05, 2018 10:29 PM
To: Stop the Ban Google Discussion Group; WILPF Peninsula Palo Alto; Chris Richardson; dprice@padailypost.com
Subject: The world has changed

<https://www.thestranger.com/slog/2018/03/23/25950929/seattles-new-normal-homelessness-is-now-normal>

Chuck

Carnahan, David

From: George Jaquette <jaquette@gmail.com>
Sent: Wednesday, April 11, 2018 2:27 AM
To: Council, City; Mello, Joshua
Cc: De Geus, Robert; Shikada, Ed; Gaines, Chantal; Zhang, Wei (FHWA); Star-Lack, Sylvia
Subject: Traffic analysis data

Josh-

On Friday it will have been four weeks since I requested the traffic analysis data for the intersection at East Meadow Road and Ross Road, in writing and in person, required under contract from Alta Design. Specifically, I asked you to provide data that was due from your former employer (under contract). To be precise, that data is:

Traffic data collection will be conducted by the CONSULT ANT upon approval by CITY, and is anticipated to include:

- Seven days of vehicle speed and classification hose counts along each project route (up to 15 locations)
- Seven days of bicyclist and pedestrian counts using video including information on directionality, for each project, one coW'I.t will include approximate information regarding bicyclist type (age, gender, helmet use)- (up to 15 locations) .
- Where appropriate, intersection peak hour turning movement counts (up to 16 total)

My understanding from the California Public Records Act is that you should have provided this information to me within ten business days. If you do not intend to provide this data, you must have a legal reason to support your decision. Please let me know why you have not provided this data to me;

My further understanding is that the outside expert analysis and review that was announced publicly two weeks ago by Mr. De Gues (March 30th) is pending this same data. We are fortunate that an expert like Dr. Wei Zhang from the Federal Highway Administration is willing to provide his input, and it is disappointing that you cannot provide him the traffic analysis data and the engineering design from the newly built construction so that he can help us address the safety issues that have resulted from this design. Since we all agree that safety is the primary issue, and research shows that bicycle accidents increase when a small mini-roundabout at low traffic speeds replaces an intersection with four stop signs, this **truly is a matter of urgency**. You are on record as believing that this mini-roundabout with a raised island conforms to engineering design standards (against all printed guidelines), where many parents (856 and counting) believe it is dangerous -- **it is critical that this data be shared as soon as possible**. Please let me know when this data will be made available to me and to the FHWA expert, or explain the delay.

My children ride through this intersection twice every day, and my concern and my interest have not faded in the least with the announcement that we are slowing down further construction. **I care a great deal about the dangerous interaction between cars and bikes at the intersection of East Meadow and Ross Roads.**

Since the new construction (concrete experiment that does NOT conform to mini-roundabout guidelines) at Moreno and Ross is continuing, I expect you will find another 800 unhappy Ohlone parents with this new danger to their commuting children (unsafe experiments masquerading as mini-roundabouts). **The city council WILL hear residents disappointment, now or at the next election.** Choose to be on the right side of that vote

City of Palo Alto | City Clerk's Office | 4/11/2018 10:41 AM

(stop digging, redesign these unsafe intersections), and ensure our children are safe riding their bikes to school every day. 44% of 12,000 kids is 5,000 kids on bikes every day. Do NOT let the parents of Palo Alto down.

So really, when can we get the data?

George

--

George Jaquette

email: jaquette@gmail.com

Carnahan, David

From: Amy Keohane <amykeohane@hotmail.com>
Sent: Wednesday, April 04, 2018 4:29 PM
To: Council, City
Subject: Water rates

The new proposed water rates are out of hand. Shall we start using water again so the rate doesn't go up? Thank you Councilman Sharff for your concern. Our Palo Alto rates use to be the best around but it seems that they are higher than PGE. Stop with all the increases!!!!!!!

Amy Keohane
650-346-5306

Carnahan, David

From: Aram James <abjpd1@gmail.com>
Sent: Sunday, April 08, 2018 6:55 PM
To: Kniss, Liz (internal); chuckjagoda1@gmail.com; Council, City;
paloaltonewspaper@gmail.com; citycouncil@menlopark.org; council@redwoodcity.org;
bos@smgov.org; wilpf.peninsula.paloalto@gmail.com
Subject: Who caused the housing shortage?

Follow the link below to view the article.

mercurynews.ca.newsmemory.com/publink.php?shareid=002a8cae8

Sent from my iPhone

Carnahan, David

From: lxy66@163.com
Sent: Monday, April 09, 2018 11:15 PM
To: Council, City

Dear City Council,

I found that there is a Wilton court project with a very limited parting. I as a resident of Palo Alto would urge the city to raise the parking numbers of the project. My family go to Hong Kong Restaurant at Wilton and always have trouble to find parking. A new project with limited parking makes the street more crowded and unsafe. Kids won't bike safely around the town.

So pls ask the developer to add more parking spots. It's unfair to put the pressure to Wilton resident to take the traffic jam.

Danny Liu

Carnahan, David

From: Fred Balin <fbalin@gmail.com>
Sent: Tuesday, April 10, 2018 3:10 PM
To: Council, City
Cc: Stump, Molly; Keene, James; Gitelman, Hillary
Subject: "would flip the predominant context of covered parking ... from 'rear' to 'front.'"

My remarks of last night follow.

-Fred Balin 4/10/18

Good evening,

Three weeks ago, at the zoning-code-update continuation, here, with five councilmembers present, this body clarified that contextual placement of covered parking on an R-1 lot applies to carports as well as garages.

Three years prior, in 2015, Planning Commissioner Michael Alcheck, successfully utilized that ambiguity to convince the city to permit him to build carports in the front of two lots in which he had a material, financial interest.

Somehow in this exception process:

- The city allowed him to build, what the existing code and any reasonable person would see, were garages without car doors.
- The city failed to recognize or inform, that their permission to allow the demolition of a garage in the rear of each lot to be replaced with a parking structure in the front, would, in fact, flip, ... flip the predominant context of covered parking on each block from "rear" to "front".
- And the city failed to bring forth an ordinance in a timely manner to prevent Commissioner Alcheck from fully enclosing these parking structures as garages, and with it, a significant financial gain.

Just as the council, three weeks ago, began a process to prevent this occurrence in the future, so could have the Planning & Transportation Commission when staff brought forth its clarifications to close the carport-in-the-front loophole.

First, in 2015, with his projects just starting, when Commissioner Alcheck, neither disclosed the nature of his interest or recused himself, but rather participated and successfully pushed discussion of the item off the table.

And then last year, when no permit had been issued for his application to convert each carport to a garage, he neither disclosed his interest nor recused himself from the commission hearings.

With all due respect to the city attorney, residents looking into this, see these as both legal and ethical violations. And so we continue to seek out and receive new information, including via public records, and to assess it, to further flesh out and clarify the points at issue.

This is not a minor matter, nor one that can successfully be pushed under the rug.

We again ask that you take appropriate action.

Thank you.

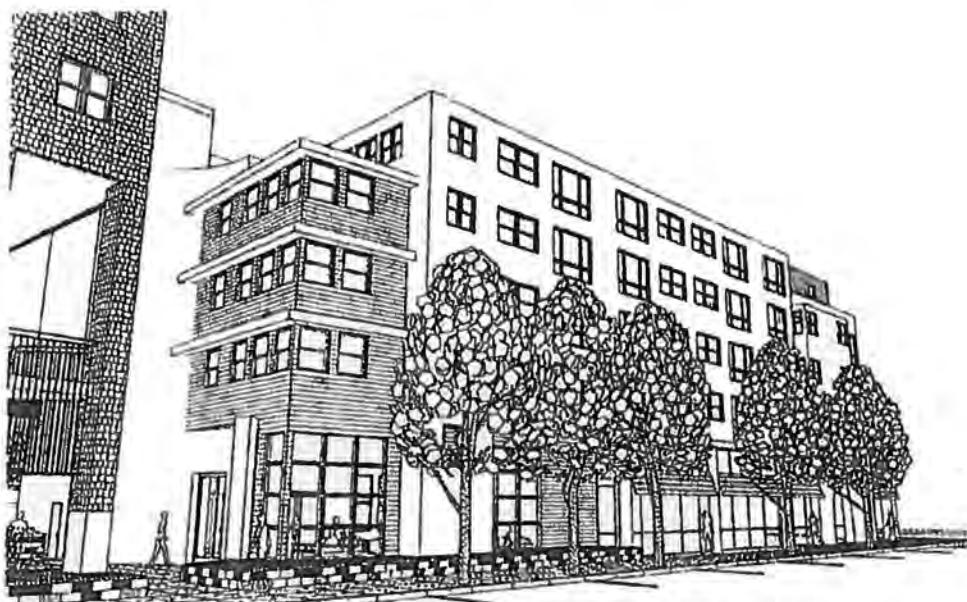
COUNCIL MEETING

4/19/08

Placed Before Meeting
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S3 - SENIOR SITE COMMERCIAL - VIEW FROM CHANNING



S1 - SENIOR SITE RESIDENTIAL LOBBY - VIEW FROM NORTH ON ALMA

Rob Wellington Dugley, FAIA
Architect/Planner
434 West Cedar Street
San Diego, California 92101
T (619) 232 6888
F (619) 232 4968

210 High Street
Palo Alto, California 94301
T (650) 216 0350
F (650) 216 0232



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Family & Senior Housing**

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Project No. 9610

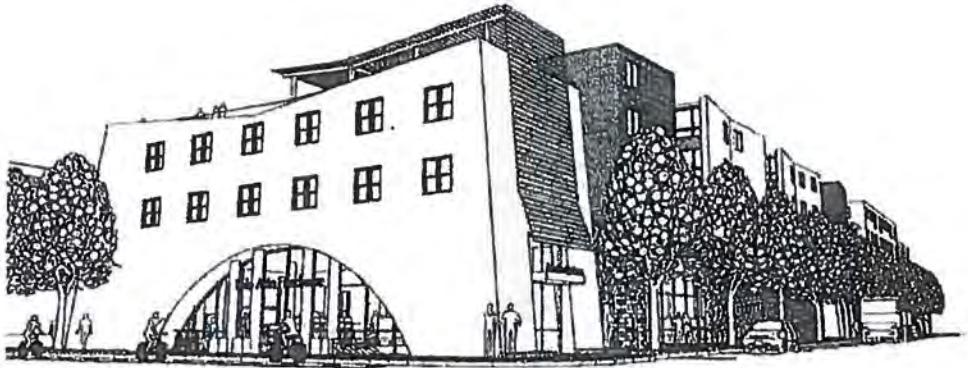
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CONSTRUCTION

Illustrations

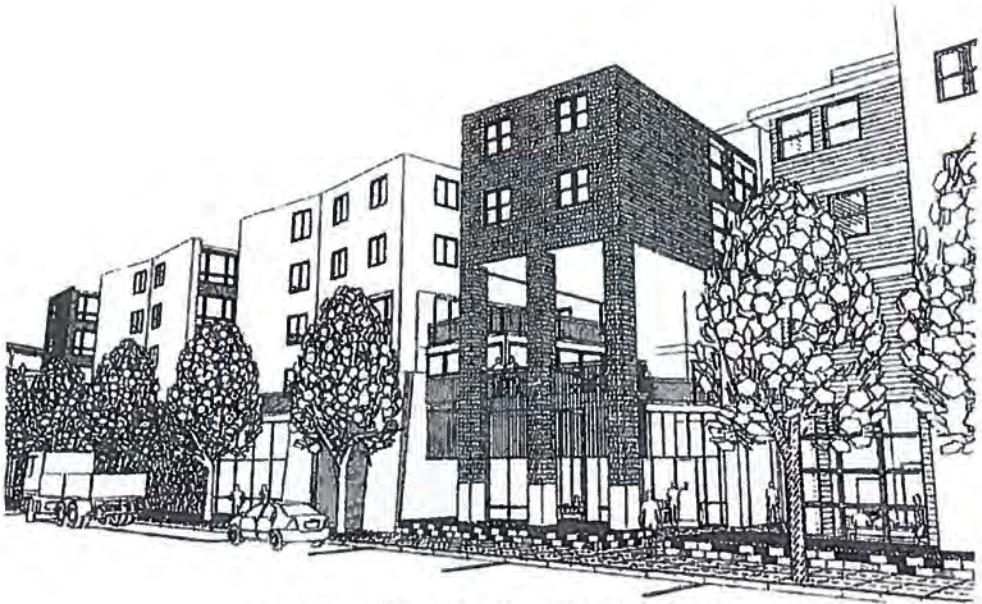
2

PRELIMINARY ARB

10/20/08



F3 - FAMILY SITE - VIEW FROM NORTH ON ALMA



F4 - FAMILY SITE - VIEW FROM SOUTH ON ALMA

4/9/18 Placed Before Meeting Received at Meeting

April 9, 2018

Comment on Potential Litigation:

Residents of Palo Alto are facing "death by increments" as a result of failure to challenge the Environmental Assessment for the FAA's 2014 NextGen project. By not challenging that 2014 EA, impacts allowed at that time become the baseline for further changes by FAA, and adjustments to flight procedures will be justified by the FAA as "no big change" or "no impact".

To quote from the Southern California cities' Petition for Review, the FAA is at fault in "failing and refusing to include in its purported "cumulative impact" analysis the numerous "past, present, and reasonably foreseeable" future projects "

Without accurate assessment of environmental impacts to provide an acceptable baseline for future procedures, there is no way for FAA to measure or consider the consequences of their actions, or provide justification for less harmful alternatives.

The goal of mitigation efforts should be to ensure that absolute levels of aircraft noise and frequency of noise disturbances are reduced to or below an agreed upon historical baseline. Two years ago 6 Peninsula cities wrote to Representatives Eshoo and Farr to ask that 2006 be the baseline for FAA actions. Even before NextGen changes started to impact many Bay Area communities in early 2015, earlier changes by the FAA to air traffic practices began impacting some communities well before then. Given improvements in aircraft and navigation systems since 2006 it should be possible to reduce aircraft noise below 2006 levels. Accurate flight data exist back to 2006 for noise modeling purposes.

Do not let Palo Alto be the boiled frog in the escalating heat of FAA procedures. Take legal action now to protect Palo Alto's future.

Briggs Nisbet
864 Rorke Way, Palo Alto

4/9/18

 Placed Before Meeting Received at Meeting**Closed Session – potential litigation April 9, 2018**

Dear Council Members,

My name is Marie-Jo Fremont, a Palo Alto resident since 1993.

Thank you for taking the time to hold a closed session to discuss potential litigation in regards to airplane noise.

Litigation is indeed a tool that our City should be ready to use if necessary. It is an additional mechanism to pressure the FAA to solve the severe noise problem they created when they deployed NextGen without taking into account the people living on the ground.

Why consider litigation? 3 reasons:

- It matters. Litigation is something that the FAA pays attention to.
- Cities who have filed seem to be getting results (for instance, Newport Beach, Burien, Phoenix). In contrast, after almost 2 years since the Select Committee was created, the FAA has not endorsed or offered any solution that will substantially reduce noise for residents living near the MENLO waypoint.
- Cities are much more powerful than individual residents, especially when Cities join forces. Some Portola Valley residents lost the only lawsuit that was filed against the FAA in our area. They did the best they could under the 60-day FAA deadline. Things have also changed. Multiple cities are also exploring possible litigation (Pacifica, Santa Cruz, Half Moon Bay). Palo Alto is not alone.

You must be ready to act if necessary. Easier said than done given that filing must occur within 60 days of the FAA implementing a change. Miss the deadline and the court will reject the claim –this just occurred for the Citizen's Association of Georgetown.

During that 60-day window, one needs to detect the change, validate it, quickly assess its impact, and then file. Multiple non-legal things must happen before Legal can file. I call this the qualification phase. Staff must be leading that part to prepare the grounds for the Legal team to act if necessary.

Thank you again for all your efforts.

COUNCIL MEETING

4/9/18

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[✓] Received at Meeting

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Daily report summary

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Daily report summary for Richard staehnke

Yahoo/Inbox



reporters@jetnoise.net <reporters@jetnoise.net>
To: rs1fish@yahoo.com

Apr 6 at 12:42 AM

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Starred
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Spam
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Tutorials

Folders
+ New Folder

Hello, Richard staehnke !

All of these complaints have already been auto-submitted to SFO, so please do not forward this email to sfo.noise - they already have them all !

This is a list of 66 reports relating to jets on flight paths for SFO, SJC and OAK. Where possible, the aircraft were identified via flightradar24.com.

My details:

Caller code :

Name : Richard staehnke

Address : 3273 Ramona Street, Palo Alto, CA, United States

The 66 reports:

Thu, Apr 05, Flight: AA6015 [LAX-SFO] (E75L; speed: 178 knots, altitude: 3856.2811944
11:18 PM ft, distance: 10 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: DL2511 [SEA-SFO] (B738; speed: 243 knots, altitude:
11:10 PM 4346.739186773333 ft, distance: 3 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: UA 320 [BUR-SFO] (B738; speed: 221 knots, altitude:
11:07 PM 5101.933972992 ft, distance: 3 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: AS1756 [SEA-SFO] (A320; speed: 216 knots, altitude:
11:04 PM 4389.6783801088 ft, distance: 2 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: AS1947 [LAX-SFO] (A320; speed: 240 knots, altitude:
11:01 PM 5636.9486472832 ft, distance: 3 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: WN1260 [SAN-SFO] (B737; speed: 230 knots, altitude:
10:58 PM 5881.2231854016 ft, distance: 5 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: WN6135 [PDX-SFO] (B737; speed: 269 knots, altitude:
10:55 PM 6385.182345255466 ft, distance: 5 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: UA 650 [HNL-SFO] (B739; speed: 216 knots, altitude:
10:51 PM 4277.334426523734 ft, distance: 2 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: UA5600 [LAX-SFO] (E75L; speed: 239 knots, altitude:
10:44 PM 5178.2152921088 ft, distance: 1 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: UA 435 [KOA-SFO] (B739; speed: 234 knots, altitude:
10:41 PM 6854.9695590997335 ft, distance: 2 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: WN5862 [BUR-SFO] (B737; speed: 230 knots, altitude:
10:40 PM 5791.209464832 ft, distance: 2 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: AA 452 [PHX-SFO] (A321; speed: 252 knots, altitude:
10:38 PM 3901.995548629334 ft, distance: 1 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: AS1945 [LAX-SFO] (A320; speed: 394 knots, altitude:
10:36 PM 6287.352150272 ft, distance: 4 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: UA1288 [OGG-SFO] (B738; speed: 221 knots, altitude:
10:34 PM 5131.0192721376 ft, distance: 1 KM)

"Sleep" was disturbed.

Thu, Apr 05, Flight: MS 444 [ORD-SEA] (B782; speed: 224 knots, altitude:
10:32 PM 5131.0192721376 ft, distance: 1 KM)

"Sleep" was disturbed.



Find messages, documents, photos or people

Daily report summary

Inbox	128	<p>Thu, Apr 05, 10:32 PM Flight: M6 444 [QRO-SFO] (B762; speed: 234 knots, altitude: 3321.9514549386668 ft, distance: 6 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:27 PM Flight: WN1349 [PHX-SFO] (B737; speed: 241 knots, altitude: 5637.625493450667 ft, distance: 2 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:24 PM Flight: AS1968 [SAN-SFO] (A320; speed: 253 knots, altitude: 5391.510767696 ft, distance: 2 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:23 PM Flight: AS3453 [SNA-SFO] (E75L; speed: 236 knots, altitude: 4689.8363287936 ft, distance: 2 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:20 PM Flight: UA1602 [PDX-SFO] (A319; speed: 222 knots, altitude: 6855.284972136534 ft, distance: 7 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:13 PM Flight: AS1818 [PDX-SFO] (A320; speed: 205 knots, altitude: 5541.013610346667 ft, distance: 2 KM) "Sleep" was disturbed.</p> <p>Thu, Apr 05, 10:10 PM Flight: UA 214 [SEA-SFO] (B739; speed: 216 knots, altitude: 5226.854046475733 ft, distance: 1 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:52 PM Flight: AM 662 [GDL-SFO] (B738; speed: 217 knots, altitude: 5485.9745984064 ft, distance: 2 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:49 PM Flight: B61436 [LGB-SFO] (A320; speed: 215 knots, altitude: 4901.052219552 ft, distance: 1 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:45 PM Flight: FJ 870 [NAN-SFO] (A332; speed: 209 knots, altitude: 5127.40760016 ft, distance: 0 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:42 PM Flight: WN1528 [LAX-SFO] (B737; speed: 256 knots, altitude: 8343.9635007072 ft, distance: 3 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:38 PM Flight: HA 42 [OGG-SFO] (A332; speed: 193 knots, altitude: 4237.415830468267 ft, distance: 4 KM) "Television" was disturbed.</p> <p>Thu, Apr 05, 09:30 PM Flight: AA6014 [LAX-SFO] (E75L; speed: 221 knots, altitude: 4876.956811909334 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 09:03 PM Flight: HA 12 [HNL-SFO] (A332; speed: 244 knots, altitude: 5214.9856704672 ft, distance: 6 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 08:31 PM Flight: UA 643 [KOA-SFO] (B739; speed: 237 knots, altitude: 5649.7205448032 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 08:23 PM Flight: AS1941 [LAX-SFO] (A320; speed: 220 knots, altitude: 5181.4720078848 ft, distance: 2 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 08:21 PM Flight: UA2195 [EUG-SFO] (B738; speed: 218 knots, altitude: 4214.308090839467 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 08:20 PM Flight: AA6013 [LAX-SFO] (E75L; speed: 230 knots, altitude: 5210.8377592832 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 08:45 PM Flight: AS1933 [LAX-SFO] (A320; speed: 227 knots, altitude: 5348.2553474816 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 05:35 PM Flight: UA2424 [PHX-SFO] (B739; speed: 226 knots, altitude: 3855.912779152 ft, distance: 2 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 05:30 PM Flight: AA6011 [LAX-SFO] (E75L; speed: 210 knots, altitude: 4613.9852325376 ft, distance: 1 KM) "Quality of life" was disturbed.</p> <p>Thu, Apr 05, 04:25 PM Flight: AS1752 [SEA-SFO] (A320; speed: 206 knots, altitude: 5849.6453488792 ft, distance: 2 KM) "Quality of life" was disturbed.</p>
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Stuff Writer Elena Kadvany@
uled board retreat on Aug. 11. ■
next will be at a previously sched-
uled meeting regarding the budget. The
general meetings the district plans to
Wednesday was the first of sev-
eral meetings to a staff report.
Wednesday to a staff report.
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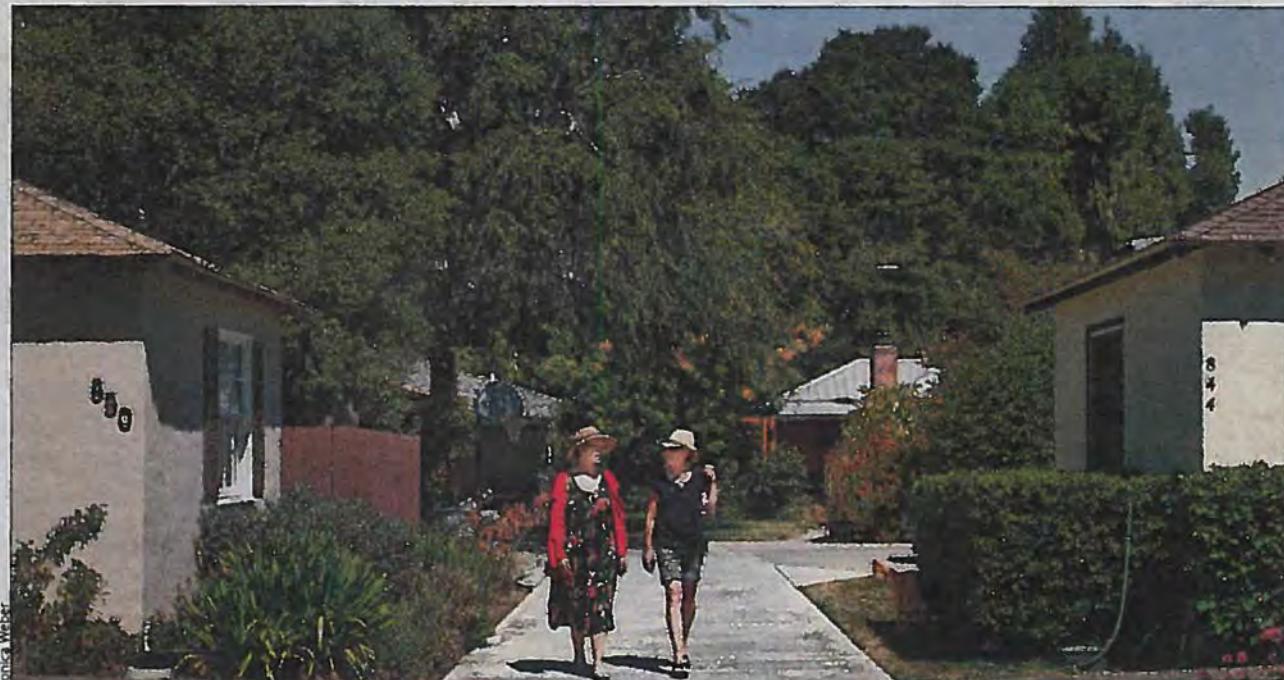
Neighborhoods

A roundup of neighborhood news edited by Sue Dremann

Around the Block

BURGLARIES, THEFTS ON THE RISE ... As reported in today's Weekly, burglars have been striking south Palo Alto neighborhoods, but that's not all going on in the thieving department. Break ins have occurred in Crescent Park and Barron Park as well, according to police logs. Another cyclical trend also appears to be returning: **bike thefts**. At least six have occurred in six days, with four thefts on July 25. The Palo Alto Police Department, as always, warns residents to "lock it or lose it" and to report any suspicious activity.

STOLEN PROPERTY ARRESTS ...



COUNCIL MEETING

4/9/18

[] Placed Before Meeting

[X] Received at Meeting

Marni Barnes, left, and Elisabeth Doxsee, right, walk up the driveway connecting four one-story cottages on July 26. Both women are concerned about a new neighbor's plan to add on a second story and new fence, which they say will alter the "community feel" of the property.

stolen property on Tuesday and Wednesday. Dierdre Sanders, 56, of Oakland was arrested on the 700 block of El Camino Real. She had two outstanding warrants. Police found two daggers, a stolen handicapped placard, a stolen cellphone and possible stolen jewelry and drug paraphernalia, Officer Sean Downey said. She faces four misdemeanors and two felonies. On July 27, police responded to a call of suspicious persons on Ashton Avenue walking up and down private driveways and breaking into vehicles. Alexander Garstke, 24, of Sunnyvale, was arrested for possession of stolen property, a parole violation, possession of drug paraphernalia and a controlled substance and prowling — two felonies and three misdemeanors. Minett Bratton, 19, of Palo Alto, was arrested on a no-ball warrant for possession of stolen property.

KEEP AN EYE OUT ... There have been a number of suspicious incidents in Barron Park around the Bol Park area, Palo Alto police Officer Sean Downey said. Police sought a man who was reportedly casing a residence on the 700 block of Matadero Avenue on July 25, but they could not locate him. He is described as a black male in his 20s, 5-feet-10-inches tall and 185 pounds, with a short black Afro. He wore a light-colored T-shirt, gray sagging jeans and red-colored shoes. He has a medium build and was unkempt. One suspicious case turned out to be benign if not embarrassing: A construction worker on July 26 had the wrong address and walked into a Laguna Avenue home where the resident had left the door open. Police were called after the resident thought the man was a burglar, but after about an hour the situation was straightened out, police said. ■

CRESCEANT PARK

Residents in cottages feel the big-house squeeze

Some worry these groupings of small homes are facing extinction

by Sue Dremann

For more than 30 years, Crescent Park resident Marni Barnes has lived in a 1940s bungalow that is part of a cluster of four cottages at 844-850 Boyce Ave. The little grouping of homes is one of approximately 15 dotting Palo Alto's neighborhoods, where more affordable homes on small lots have helped the city maintain some housing diversity.

But Barnes worries that her way of life is about to undergo a dramatic change. A neighbor, who purchased a cottage two years ago, wants to expand it into with a two-story, 2,043-square-foot house, which would tower over the remaining cottages.

Barnes and her neighbors are fighting the plans. A landscape architect by trade, Barnes has written to city planners, reasoning that the proposed house violates the city's "individual review" guidelines on several fronts. The home is "an imposing rectangular building" that is inconsistent with the single-story cottages, and it proposes a six-foot-high fence that would intrude into the cottages' shared space, she said.

On a recent day, Barnes looked to the west, where a mansion on an adjacent street looms over the neighborhood.

"I get upset when I see a Taco Bell on steroids anywhere, but in this setting, it breaks up the community," she said, referring to the planned new home. "And this is the part that breaks my heart: The Architectural

Review Board was studying cottage clusters ... but the city never did anything with that research."

"I understand there are personal property rights and the cost of real estate, but there needs to be a countervailing force that talks about quality of life and (its) value," she said.

Cottage clusters are found throughout many parts of north Palo Alto, mainly throughout Crescent Park, Professorville and Old Palo Alto. Built between 1930 to 1951, the homes are arranged in groups of four to 13. Typically two structures front the street with a driveway in between. Other cottages are arranged behind around a shared courtyard, which gives a sense of openness for owners living at the rear. The arrangement creates the feeling of a small enclave that provides security, enabling people to keep an eye out for each other. It also provides a quiet space off the main street, Barnes said.

They are also generally less expensive than larger homes. The average cottage has two bedrooms and is about 930 square feet, with lot sizes ranging from about 2,500 to 5,000 square feet, according to a city survey and real estate websites. They are typically valued at \$2.5 million; larger homes in the neighborhood can cost between \$3.3 million and \$5.8 million, according to real-estate websites Zillow and Trulia.

The existing cottages were built mainly as income properties and

rented to professors and students, according to Palo Alto Historical Association Historian Steve Staiger. Barnes said that one of the Boyce cottages was constructed to make a home for a disabled veteran after World War II. He was the husband of the property owners' daughter; the other cottages generated income for the owners, she said.

But they aren't worthless relics of a time past. City staff considered them of enough value to suggest that creating a cottage-cluster zoning designation when it looked to update its policies for so-called Village Residential districts in 2005, with the idea that more cottage clusters might be built.

"Cottage cluster" was identified as one of three distinct Village Residential development types — the others being "rowhouse" and "garden court."

Although the study of cottages was done in the context of multi-family zones, city staff also presented preliminary development standards for cottage clusters in single-family zones (R-1) to the Planning and Transportation Commission and the Architectural Review Board.

A key goal of proposing the standards was to establish "a mechanism to encourage owners to retain and improve existing cottage clusters," a December 2004 staff report to the Architectural Review Board noted.

"The existing Palo Alto cottage

clusters are functional, desirable and accepted within the neighborhood community," a May 19, 2005, Architectural Review Board staff report noted.

The standards included some of the issues that Barnes now raises: limitations on house size, lot size, frontage, open space and encroachments into setbacks and parking. A March 17, 2005, Architectural Review Board staff report, for example, suggested a 24-foot height limit and a 1,200 to 1,500-square-foot maximum house size for cottages in the R-1 zone.

In the end, however, no standards for cottage clusters were formalized or added in the city's land-use update, Barnes said.

She said there is evidence that cottage clusters are disappearing from the city. Four cottages at 821-877 Hamilton Ave. were replaced by two large, two-story homes at the front that dwarf a single-story home at the back; a cluster of five cottages at 920-928 Addison Ave. has been replaced by two large residences, she said.

Elisabeth Doxsee, a 20-year owner of one of the Boyce cottages, said it doesn't have to be that way. She was able to remodel her home to more than 2,000 square feet by expanding it into her backyard. She still retained a green space and kept the cottage at one story. From the street — and the view of the other cottages — the house retains its bungalow appearance.

Eight years ago, Staiger purchased a home in the 10-cottage cluster on the 300 block of Kingsley Ave.

"It's a terrific community. ... (And) The joy is that I could afford to buy a house that my daughter, son-in-law and their children live in," he said.

The Kingsley cottages are now marketed as condominiums, a

(continued on page 10)