



City of Palo Alto

City Council Staff Report

(ID # 3855)

Report Type: Action Items

Meeting Date: 6/10/2013

Summary Title: 567 Maybell Council PC Rezone

Title: Public Hearing: Consideration of 567-595 Maybell Avenue Planned Community(PC), including: (1) Approval of a Mitigated Negative Declaration; (2) Adoption of a Planned Community Ordinance Amending the Zoning Map to Change the Zone Designations from R-2 and RM-15 to Allow a 15 Unit Single Family and 60 Unit Affordable Rental Development for Seniors, including Two Concessions under State Density Bonus Law (Building Height and Daylight Plane); and (3) Approval of a Resolution Amending the Comprehensive Plan Designation for a Portion of the Site to Single Family Residential (from Multifamily Residential), for the Project Located at 567-595 Maybell Avenue. *Quasi-Judicial.

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff and the Planning and Transportation Commission recommend a Council MOTION to: (1) Approve a Mitigated Negative Declaration (Attachment B); amended June 4, 2013 , (2) Adopt a Planned Community Ordinance Amending the Zoning Map to Change the Zone Designations from R-2 and RM-15 to Allow a 15 Unit Single Family and 60 Unit Affordable Rental Development for Seniors (Attachment A), including Two Concessions under State Density Bonus Law (Building Height and Daylight Plane), and (3) Approve a Resolution Amending the Comprehensive Plan Designation for a Portion of the Site to Single Family Residential (from Multifamily Residential), for the Project Located at 567-595 Maybell Avenue (Attachment C).

Executive Summary

The Palo Alto Housing Corporation (PAHC), a not for profit affordable housing developer, has submitted a Planned Community rezone request to allow for the proposed project. To help reduce the amount of public funding necessary for the multifamily affordable senior development, the market rate single family homes would be sold and the proceeds used

towards the financing of the senior development. Palo Alto's senior population accounts for 18% of its total population, and many of those seniors are on fixed incomes. This project will provide an additional 60 housing units for this growing segment of the population.

There has been a high level of interest in this application. Neighborhood residents have expressed concerns about the increased residential density in a single family neighborhood, the automobile traffic impacts on bicycle and pedestrian safety on Maybell Avenue and that the site is inappropriate for senior housing due to its lack of services within walking distance. However, traffic data demonstrates that the amount of traffic generated from this development will be negligible and will not impact Maybell Avenue. In addition, the proposed multifamily senior development abuts to the multifamily, 100-foot tall Tan Plaza Continental building and the Arastradero Park Apartments (also owned by PAHC). The Planning and Transportation Commission and Architectural Review Board have recommended approval of the request.

Background

The applicant, the Palo Alto Housing Corporation (PAHC), has requested a Comprehensive Plan amendment and rezoning of the 2.46 acre site to Planned Community (PC) to allow increased density and smaller lot sizes than the underlying zone districts. PAHC plans to demolish the existing four homes and develop 15 market rate single-family homes and 60 affordable senior (62+ years old) rental multifamily units. The affordable senior units would be rented to seniors earning between 30%-60% of Area Median Income (AMI). The project's inclusion of affordable rental housing units allows for the granting of "concessions" under State Density Bonus Law per Government Section 65915. Requested concessions are described later in this report. The project would be designed to meet or exceed the City's green point rating system. PAHC plans to subdivide the project site to create a subdivision of the single family homes and a parcel for the senior affordable rental project. The single family subdivision (Market Rate Parcel) would then be sold to a developer and the proceeds would be used to help finance the affordable senior development (Senior Parcel). PAHC has submitted a tentative map application for the subdivision.

There are two legal parcels on the site. A smaller 0.32 acre legal parcel is adjacent to Maybell Avenue and is surrounded on three sides by the larger 2.14 acre parcel. The Comprehensive Plan land use designation for the smaller legal parcel is Single Family with a zoning designation of R-2. The larger parcel has a Comprehensive Plan land use designation of both Single Family and Multi-family and both R-2 and (primarily) RM-15 zoning. The Comprehensive Plan amendment is necessary because the applicant proposes to site single-family homes along Clemo Avenue, which currently has a Multi-family Residential Comprehensive Plan land use designation. The amendment would change the multifamily land use to single-family land use

to be consistent with the proposed project. The proposed new development would rezone the two residentially zoned parcels to form a single residential PC zoned site.

The applicant's comprehensive project description and supplementary statements in support of the Comprehensive Plan amendment and proposed PC district zone change are provided as Attachment D. The project plans represent the applicant's Development Plan for the proposed PC zone district.

Residential Units for Senior Citizens

PAHC proposes to build a four-story multi-family structure of approximately 56,192 square feet with an overall height of 50 feet above grade. The roof height of the structure is generally 45 feet with a 5 foot high stairwell for roof access for a total overall building height of 50 feet. The senior rental building would be located on a 1.03 acre parcel on the northeast corner of the site and would include 59 one-bedroom apartments and one two-bedroom apartment for an on-site manager, common areas such as a community room with computer lab, laundry rooms on each floor, a resident services office, as well as outdoor common area space. The fourth floor will also have a roof terrace and an exercise room available for all the residents. All the apartments would be affordable to senior households earning 30-60% of the Area Median Income (AMI), with an average size of 600 square feet. The affordability of the project will be secured for 55 years through an executed Regulatory Agreement. In addition, the affordability would be tied to the PC ordinance. If the affordability levels were to change or go to market rate, the PC zone would need to be reviewed and amended by the City Council.

A total of 47 parking spaces, 42 allocated with 5 spaces in reserve, will be provided with the development. The .78 ratio (47 spaces/60 units) is higher than other affordable senior housing development in Palo Alto and the region. As a comparison, Stevenson House on Charleston Avenue has a ratio of .33.

Rooftop photovoltaic energy systems are proposed to pre-heat water prior to entering a central boiler. Photovoltaic electric solar panels are proposed to power the community room. Water conservation will be achieved with drought-tolerant landscaping of all vegetated areas. Energy Star appliances will be used in the residences. Additional sustainability measures will be met throughout the construction and materials selection process which may include recycled aggregate, engineered lumber, no added formaldehyde insulation and modular cabinets, low-VOC paints, wood coatings and adhesives, and low-emitting flooring.

Single Family Housing Units

The market-rate units would be located on a 1.11 acre portion of the site, running adjacent to the perimeter of the property, bordering Maybell and Clemo Avenues. The remaining 0.32 of the site will be a common space lot covering the proposed alley ways in the development. The 15-unit subdivision would comprise fee simple lots of approximately 2,300 to 3,400 square feet with residence sizes between 1,800-2,400 square feet.

There would be eight single-family houses located on Maybell Avenue, one on a corner lot, and six along Clemo Avenue. The houses on Maybell Avenue would be two and three stories with an average height of approximately 25 feet for the two story houses and 35 feet for the three story units. The corner unit would be two stories with an overall height of 25 feet. The houses will be setback approximately 12 feet from Maybell Avenue. Houses on Clemo Avenue would have three stories and a height of 35 feet. The Clemo Avenue homes would be setback 20 feet to accommodate the mature oak trees that are along Clemo Avenue. In order to avoid parking impacts on Maybell and Clemo Avenues, two car garage parking would be provided at the rear of each unit, accessed by an alley in the interior of the site. Garage parking at the rear of the homes would allow an uninterrupted sidewalk along Maybell Avenue which will connect existing sidewalks east and west of the property. The eight homes along Maybell Avenue will also have two car driveways to accommodate additional parking if necessary.

Previous Hearings

A study session was held by the City Council on this project in September 2012 to receive comments on the proposed development. Palo Alto Housing Corporation presented a draft site plan with the proposed development. The single family homes would front both Maybell Avenue and Clemo Avenue. As part of the proposed site plan, the eight single family homes along Maybell Avenue each were shown with individual driveways onto Maybell Avenue. The Council provided a number of comments but a primary concern expressed by the Council were the eight individual driveways on Maybell Avenue and the impact on the street. Based on Council comments, PAHC revised their site plan so that all the residences would be accessed by a single entryway located on Clemo Avenue to Arastradero Road. All parking would be provided in the interior of the project with no access onto Maybell Avenue.

On February 13, 2013, the Planning and Transportation Commission reviewed the PC rezone application for appropriateness in initiating the rezone process. The Commission was divided about the adequacy of the number of parking spaces provided for the senior development and the single family homes. Some commissioners felt there was too much parking for the senior development and not enough parking for the single family homes. Other commissioners thought that the senior project was underparked. There was also a discussion about the adequacy of the public benefits. The Planning and Transportation Commission voted 4-2 (Commissioners Panelli and Tanaka dissenting) that the project was appropriate for the Planned Community rezone and to initiate the rezone process.

The Architectural Review Board (ARB) recommended approval of the project design on April 4, 2013. There were additional design conditions that the ARB had required of the project but overall, the Board felt that the project design was appropriate for the site and compatible with the surrounding uses. The minutes of the ARB meeting are included as Attachment E.

On May 22, 2013, the Planning and Transportation Commission recommended approval to the City Council of the Mitigated Negative Declaration, Planned Community Ordinance and Comprehensive Plan Resolution for this project. As part of the Mitigated Negative Declaration, the proposed Clemo via Arastradero access was identified as a potentially significant impact. Therefore, as a mitigation measure, a secondary access to Maybell Avenue was required through the adjacent PAHC owned Arastradero Park Apartments. Staff added conditions of approval to designate the southern side of Maybell Avenue as a “No Parking” area between hours of 7 AM to 7 PM and the installation of “sharrows” on Maybell Avenue in both directions (Attachment F). The PT&C added an additional condition of approval for the applicant to work with City staff to identify appropriate areas of the non-paved segments of Maybell Avenue to install sidewalks to increase pedestrian safety between El Camino Real and Juana Briones Park and School. The P&TC minutes from this meeting are included as Attachment G.

Discussion

Key Planning and Transportation Issues

Impacts Identified in the Mitigated Negative Declaration

Traffic

A traffic study was prepared by Hexagon Traffic Consultants for this project. The study determined that the project would generate 16 net new AM peak hour trips and 21 net new PM peak hour trips. In determining net new trips, the trips generated by the existing four single family homes were subtracted from the calculation. The proposed ingress/egress for the development would be from Clemo Avenue to Arastradero Road. However, the Initial Study, based on the findings of the traffic study, identified that if all trips were directed towards the Clemo/Arastradero intersection for ingress/ egress, a potential significant impact would occur at the intersection. As a mitigation measure, in addition to the proposed Clemo Avenue entryway, the applicant is required to secure an easement to the adjacent Arastradero Park Apartments (APAC), also owned by PAHC, to utilize APAC’s Maybell Avenue access, thus creating dual access points to the project site. By allowing the Maybell Avenue access, it will decrease the directed traffic and alleviate the impact on the Clemo/Arastradero intersection while creating minimal impact to Maybell Ave. It is anticipated that approximately two AM

peak hour trips generated from the project will be turning westbound on Maybell Ave. Most project peak AM trips will be going towards El Camino Real.

Clemo Avenue Oak Trees

There are 12 oak trees along Clemo Avenue. The applicant proposes to remove two of the smaller oak trees. The remaining 10 oaks have been integrated into the design of the homes along Clemo Avenue. An arborist report has been prepared that has reviewed each of the oaks. All recommendations in the arborist report have been included as mitigation measures in the MND.

Height and Daylight Plane

The proposed project does not meet the Planned Community zone requirements of daylight plane and height. The PC zone ordinance mandates that any development within 150 feet of residential developments must adhere to daylight plane requirements and cannot exceed a maximum height of 35 feet. The senior building would protrude into the daylight plane for those sides adjacent to the respective APAC and Tan Plaza buildings. Also, the proposed height for the senior building is 45 feet, plus 5 feet for the building stairwell for a small area.

To rectify the code inconsistencies with height and daylight plane, the applicant is requesting housing density bonus concessions through Government Code Section 65915. With the provision of affordable housing, developers are eligible for additional density and concessions, which are allowed “by right.” Concessions provide regulatory relief to zoning requirements in order to produce the affordable housing. PAHC is eligible for up to three concessions but is only requesting two concessions to address the daylight plane and height requirements.

Community Concerns

Prior to the May 22, 2013 P&TC meeting, staff and the Commission received extensive correspondence from concerned neighborhood residents. All correspondence received by the City is included as Attachment L. There were many different opinions voiced, however a majority of the comments dwelt on one or more of the following concerns:

Inappropriate Site for Senior Housing

Staff notes that obtaining and financing a low income senior housing project is arduous and extremely challenging project in Palo Alto and similar areas in the Bay Area, and sites are not readily available for PAHC or other housing developers to choose from. Some residents have commented that the site, however, is inappropriate for senior housing since there are no services within walking distance other than Walgreens, which is 0.2 miles from the project site. The commenters maintain that seniors will need to drive to grocery stores and other services,

also therefore increasing the traffic on Maybell Avenue. However, there are a number of services within 0.5 miles on El Camino Real. PAHC also provides a multitude of transportation and other services to its residents at Arastradero Park which could also serve the residents of this development.

Inappropriate Site for Increased Density

The Barron Park and Green Acres neighborhoods are primarily single family residentially zoned. Many members of those neighborhoods maintain that increased density would be inconsistent with the surrounding density and would deteriorate the quality of life in the area. Staff notes, however, that immediately adjacent is the Tan Plaza, which by comparison is a 61 unit development on 2 acres, with a height of approximately 100 feet. Also immediately adjacent on the east side is the Arastradero Park project, a multi-family affordable housing development also owned by the PAHC. Only one side of the project (across Maybell) is characterized by single-family development. The “high density” portion of the site is set well back (more than 100 feet) from homes along Maybell, abutting the Tan Apartments site. So the result is a logical step-down and transition from Arastradero Road and the Tan Apartments, to the new senior project and the adjacent Arastradero Park Apartments to the new 2-3 story single-family homes, then across Maybell to the existing 1-2 story homes in the neighborhoods.

Traffic/Safety on Maybell Avenue

Maybell Avenue is an existing Bicycle Boulevard as identified in the City Bicycle and Pedestrian Transportation Plan. It is also a suggested route to Henry M. Gunn High School and Juana Briones Elementary School as part of the City’s Safe Routes to School program. Many bicyclists using Maybell Avenue are students attending Juana Briones Elementary School, Terman Middle School and Henry M. Gunn High School. There is concern that the proposed project would add additional traffic onto Maybell Avenue and create additional hazards to an already impacted street.

As mentioned, the project would generate 16 net new AM peak hour trips and 21 net new PM peak hour trips. In calculating the net new the trips generated by the existing four single family homes were subtracted from the calculation. The table below compares traffic generation from the proposed project to traffic generation estimated if the site builds out to existing zoning but as market-rate single family homes. The table compares peak hour trip traffic generation assuming maximum buildout of the project site using the existing zoning (R-2 and RM-15), existing zoning with the maximum 35% State density bonus and the proposed development. As previously mentioned, the project site using existing zoning is permitted 34 units. Based on data used by the Institute of Transportation Engineers (ITE), the average AM trip generation rate per single family detached dwelling unit is .75 with a PM peak trip ratio of 1.02. Therefore, a 34 unit subdivision, as allowed by the existing zoning would generate 22 net new trips occurring in the AM peak hour and 32 net new PM peak hours trips. In comparison, the

proposed project would have 16 AM peak hour trips and 21 PM peak hour trips, as senior units produce significantly less peak hour (and total) trips.

DEVELOPMENT STANDARD	Maximum Number of Dwelling Units	AM Peak hour trips	PM Peak hour trips
Existing Zoning	34	22	32
Existing Zoning with 35% Density Bonus	46	32	43
Proposed Maybell Development	75	16	21

The City has acknowledged the need for pedestrian and bicycle enhancements for safety along Maybell Avenue and other local streets, and is undertaking study of a number of potential improvements as part of implementation for the Bicycle Boulevard and the Safe Routes to Schools programs. Those efforts are outlined later in this report. It is important to note that the traffic issues on Maybell currently exist, even without the project.

Build Under the Existing Zoning

Some residents have commented that the site should not be rezoned and that a project should be designed consistent with the existing zoning. Staff notes that (as indicated above), such a development would have greater traffic impacts on Maybell Avenue. A complying RM-15 and R-2 market rate project would also generate more school children than the proposed project. Some neighbors have urged that the site be built as senior affordable housing at the existing allowable density, but that is simply not feasible for the PAHC (or likely any other developer). The price of the land would dictate that a lower density development would most likely comprise 35-40 market rate single family homes, similar to those proposed for the Maybell frontage, and again with increased traffic and school impacts.

Annex the Orchard to Expand Juana Briones Park

There have been suggestions to use the orchard to expand Juana Briones Park or to develop playing fields on the project site. There are no play fields in the area since the fields at Gunn High School and other schools in the area are not accessible to the public. Staff notes that such a proposal has not been fully considered but an initial review indicates that there are a number of concerns about locating athletic fields at the site. The site is too small to accommodate a playing field and required parking, there are no funds available for the purchase (approximately \$16 million) of the site, and the expected traffic and parking impacts of playing fields are also quite significant, as are potential noise impacts.

Other Issues

During the P&TC hearing, some other discussion points arose during the meeting that staff felt warranted additional review and response.

City Loans for Site Acquisition

There were some public comments made about a potential City “conflict of interest” in approving loans to acquire the site prior to approving the proposed land use. The applicant acquired the site on November 30, 2012. The City provided financial assistance in the form of two loans in the total amount of \$5.8 million towards the acquisition of the site. In November 2012, the Council approved a \$3.2 million long term loan and in February 2013, approved an additional \$2.6 million in the form of a two year short term loan using fees from Stanford University Medical Center (SUMC) public benefit payments. The intent was that as future in-lieu housing and commercial housing fees were paid into the City’s affordable housing funds, those funds would be used to “backfill” the short term loan and reimburse the SUMC fund. Since the approval of the short term loan, sufficient affordable housing fees have been collected to be able to reimburse the SUMC fund. Staff notes that these funds do not come from the General Fund. These funds are collected from housing developers and from businesses that are expanding square footage. These collected funds are specifically dedicated for affordable housing.

As a condition of loan approval, the City expressly represented in the loan agreement that it reserved its land use authority over the project, including its ability to exercise its discretion to perform environmental review, approve land use entitlements and issue other City permits. The City made no representations that it would in fact approve the project and retained the right to terminate the loan agreement in the event the City elected not to approve the land use entitlements for the project.

In addition to retaining land use discretion over the project, the loan documentation provided financial safeguards in the event the City elected not to approve the project. The loan documentation contained detailed contingency provisions allowing the City to terminate the loan agreement if the Council denied the entitlements. Upon termination the loan permitted the City to request immediate repayment of the loan, foreclose on the property or exercise its right to purchase the property from PAHC.

These types of financial safeguards commonly found in housing fund loans allow the City to act both in its capacity as lender and regulator while ensuring housing loan funds are recouped in the event the project is ultimately denied.

Private Street Requirements

A resident brought up the issue that the proposed traffic circulation on the site plan is required to meet the City code for private streets. Section 21.20.241 of the City Code requires a 32 foot width for private streets, with lesser (26 feet) widths allowed for projects having parking aprons. The purpose of this code provision is to ensure that adjacent street parking is provided. The proposed widths in the site plan are 24-26 ft. wide, and the lots with Maybell frontage have parking aprons. However, in reviewing the definition of Private street in Section 21.04.030(30), the code states that a private street means any right of way, including vehicular access easements, not dedicated as a public street which is used for vehicular traffic to or from two or more units which do not have frontage on a public street, or to or from one parcel which does not have frontage on public street if the right of way or easement used for ingress or egress is more than two hundred feet in length. This project does not meet the definition of a “private street” since all the lots have frontage on Maybell Avenue or Clemo Avenue, which are public streets. Therefore, the private streets requirement does not apply.

City Traffic Safety Efforts for Maybell Avenue

Aside from the Maybell Avenue improvements required by the developer as conditions of approval, the City has acknowledged, well in advance of this project, issues of traffic and school safety in the immediate area, and is initiating its own improvements on Maybell Avenue and nearby. The Transportation Division has hired a consultant to work with the community in reviewing and providing comment on a number of proposed improvements for Maybell Avenue as part of the Bicycle Boulevard and Safe Routes to School implementation. Some possible treatments that will be evaluated and discussed with the community, as well as the City-School Traffic Safety Committee and the City Bicycle Advisory Committee may include:

- Pavement markings and bike boulevard signage
 - Bicycle Boulevard “Super Sharrows”
 - Green pavement transitions from bike lane to shared bike way
 - Additional bike boulevard and bicycle way-finding signage
- Possible parking restrictions (i.e. No parking on one side 7AM to 7PM) – if desirable to the community
- Evaluation of possible alternatives for intersections at Maybell/Amaranta, Maybell/Coulombe, Maybell/Donald, and Donald/Georgia intersections.
 - Enhanced striped crosswalks
 - Bulb outs or curb radii reduction
 - Potential traffic control alternatives (traffic circles, etc.)

- Potential improvements at approaches to El Camino Real (including on El Camino Way) to improve the crossing at ECR.
- As part of the City’s Safe Routes to School program, maps of suggested routes to Juana Briones, Terman Middle and Gunn High school are being finalized for distribution to students and parents prior to the beginning of the next school year.

Planned Community Zone Findings

The Council, prior to approving an ordinance designating and regulating any Planned Community (PC) district, must make the following findings:

- (a) The site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development.

The proposed Planned Community zone district at 567 Maybell is necessary to insure the feasibility and long term preservation of the affordable housing land use. The PC ordinance provides the ability to develop specific land uses for the property, but does not assure availability to seniors and/or at affordable rates. In this instance, the PC requirements can be written to specify the affordability of the land use and the occupants. If at a subsequent date, the multifamily land use is proposed to be changed from affordable to market rate, the proposed change would need to be considered by the Council. In general or combining districts, the Council would not have the ability to consider the affordability level of the multifamily land use. The higher density allowed under the PC also makes the project financially feasible.

Also, the PC designation is necessary based on the applicant’s site plan. To be competitive for affordable housing tax credit purposes, PAHC proposes to site the 60 units of affordable senior housing on a 1.03 acre parcel. Using the RM-40 zoning designation, even with the maximum allowed 35% density bonus provision, the 1.03 acre site could yield a maximum density of 56 units.

- (b) Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the Planning and Transportation Commission and City Council, as appropriate, shall specifically cite the public benefits expected to result from use of the planned community district.

The proposed main public benefit is 60 units of much needed affordable housing for seniors. It has been documented that a large percentage of seniors live at or below the poverty line. During the recent economic decline, a number of seniors have lost their retirement savings, creating even a greater number of seniors on a limited income.

Based on the proposed project of 15 single family homes and 60 multifamily affordable senior units, the applicant is proposing a number of additional public benefits to enhance the safety of Maybell and Clemo Avenues. The applicant, in an amount not to exceed \$200,000, proposes to perform all of the following improvements:

1. Install sidewalks on all no-paved segments of the southern side of Maybell Avenue to improve pedestrian safety and walkability of the street.
 2. Provide Maybell Avenue safety design enhancements from recommendations developed through the Bicycle Boulevard and Safe Routes to School implementation process.
 3. Reconfigure the western side of Clemo Avenue to accommodate perpendicular parking to account for the reduced parking on Maybell Avenue from 7 AM to 7 PM.
- (c) The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan, and shall be compatible with existing and potential uses on adjoining sites or within the general vicinity.

The proposed single and multifamily use is compatible with the surrounding uses. The multifamily affordable senior development is adjacent to the Arastradero Park Apartments and Tan Plaza multifamily buildings. The proposed single family units are adjacent to the existing single family dwellings across Maybell Avenue. A number of Comprehensive Plan Policies have been compiled to demonstrate that the project is consistent with the Comprehensive Plan. The list of policies is included as Attachment H to the staff report. The proposal allows the City to provide for needed housing, consistent with Housing Element goals, to meet demographic trends, while minimizing traffic and school impacts.

Policy Implications

The proposed project is consistent with the Comprehensive Plan land use designation, with a minor modification to a small portion of the site (actually to a lower intensity designation) and with Comprehensive Plan policies and staff believes there are no other substantive policy implications.

Resource Impact

The City has extended a \$5.8 million loan for the acquisition of the site. These funds were provided from the City's affordable housing funds and were not part of the General Fund. The funds are collected from in-lieu housing fees paid by housing developers or from commercial real estate developers who are required to pay a commercial affordable housing fee for adding

net new non-residential square footage in their development. The affordable housing funds were specifically established for the development and preservation of the affordable housing in the City. The project would provide additional housing in the form of 15 single family homes and 60 affordable senior rental units. The senior residential units would not have a substantial impact, if any, on school enrollment and other public facilities.

Environmental Review

This project is subject to the provisions of the California Environmental Quality Act (CEQA). Staff has completed an Initial Study and Mitigated Negative Declaration. The Mitigated Negative Declaration identified the traffic circulation as proposed from Clemo Avenue to Arastradero Road less than significant if mitigated. The mitigation measure will require the applicant to either obtain an easement on the adjacent Arastradero Park Apartments property or relocate the traffic barrier east of the proposed entry way to direct the project traffic from Clemo Avenue to Maybell Avenue. The close of the comment period was May 30, 2013.

Since the close of the comment period, staff has prepared a Master Response to Comments (Attachment J) and has made minor amendments to the Mitigated Negative Declaration to reflect comments received. (A summary of the amendments is contained in Attachment I.) Specific topics of clarification include traffic (pedestrian and bicycle safety), air quality (thresholds for greenhouse gases), and land use compatibility. No additional impacts are identified and no additional mitigation measures are required, so that recirculation of the MND is not necessary.

Attachments:

- Attachment A: Draft Planned Community Ordinance (DOC)
- Attachment B: Amended Mitigated Negative Declaration (PDF)
- Attachment C: Comprehensive Plan Resolution (PDF)
- Attachment D: Applicant Project Description (DOCX)
- Attachment E: April 4, 2013 Architectural Review Board Minutes (DOC)
- Attachment F: Project Conditions of Approval (DOCX)
- Attachment G: Planning and Transportation Commission Draft Minutes of May 22, 2013 (DOC)
- Attachment H: Comprehensive Plan Policy Table (DOC)
- Attachment I: Summary of Amendments to the May 9 Maybell MND (PDF)
- Attachment J: Master Responses to Comments Received on 567 Maybell MND (PDF)
- Attachment K: Correspondence from City Fire Department dated June 5, 2013 (PDF)

- Attachment L: Neighborhood/Public Correspondence (PDF)
- Attachment M: Project Plans, June 4, 2013, prepared by Applicant (hardcopies to City Council and Libraries only) (PDF)

NOT YET APPROVED

Ordinance No. **xxxx**

Ordinance of the Council of the City of Palo Alto Amending Section 18.08.040 of the Palo Alto Municipal Code (The Zoning Map) to Change the Classification of Property Located at 567-595 Maybell Avenue from R-2 Low Density Residential and RM-15 Multiple Family Residential to PC Planned Community Zone No. **xxxx** for a 15 single family and a 60 unit multifamily affordable rental development for seniors.

The Council of the City of Palo Alto does ORDAIN as follows:

SECTION 1.

(a) Palo Alto Housing Corporation, (“the Applicant”) applied on November 6, 2012 to the City for approval of a rezoning application (the “Project”) for a new Planned Community (PC) district for a property located at 567-595 Maybell Avenue (the “Subject Property”) to accommodate the uses set forth below.

(b) The Planning and Transportation Commission, at its meeting of February 13, 2013, advanced the Project with an initiation to consider a Planned Community Zone process for the establishment of Planned Community Zone District No. **xxxx**.

(c) The Architectural Review Board, at its meeting of April 4, 2013, reviewed the Project design and recommended the City Council approve the project with associated draft conditions of approval ‘Exhibit B.’

(d) The Planning and Transportation Commission, after a duly noticed public hearing held May 1, 2013, reviewed, considered, and recommended approval of the draft Negative Declaration and this ordinance, and recommended that Section 18.08.040 (the Zoning Map) of the Palo Alto Municipal Code be amended to rezone the Subject Property to a new Planned Community zone to permit construction of the proposed project depicted on ‘Exhibit A,’ (the “Project”), consistent with conditions included in the Planned Community zone related to allowable land uses and required development standards, and subject to provision of the public benefits outlined in this ordinance.

(e) The Palo Alto City Council, after due consideration of the proposed Project, the analysis of the City Staff, and the conditions recommended by the Planning and Transportation Commission, adopts the Mitigated Negative Declaration and Mitigation Monitoring Program, and the recommendations from the PTC and the ARB, and finds that the proposed Ordinance is in the public interest and will promote the public health, safety and welfare, as hereinafter set forth.

(f) The Council finds that (1) the Subject Property is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow for the Project; (2) development of the Subject Property under the provisions of the PC Planned Community

NOT YET APPROVED

District will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts, as set forth in Section (4)(c) hereof; and (3) the use or uses permitted, and the site development regulations applicable within the proposed district are consistent with the Palo Alto Comprehensive Plan (Goals, Policies, and proposed designation of residential use for the Subject Property) and are compatible with existing and potential uses on adjoining sites or within the general vicinity.

SECTION 2. Section 18.08.040 of the Palo Alto Municipal Code, the “Zoning Map,” is hereby amended by changing the zoning of Subject Property from R-2 and RM-15 to “PC Planned Community _____”.

SECTION 3. The City Council hereby finds with respect to the Subject Property that the project (the “Project”) comprises the following uses included in this ordinance and a residential development, depicted on the Development Plans dated June 4, 2013, incorporated by reference, including the following components:

- (a) 15 units of detached single family homes with lots ranging from approximately 2,273 to 3,817 square feet with homes ranging from 2,293 to 2,770 square feet.
- (b) A four story multifamily affordable rental development for seniors (Senior Building) earning 30-60% area median income (AMI). The development will contain 59 one bedroom units of approximately 600 square feet and 1 two bedroom property manager’s unit of approximately 726 square feet. The total square footage of the building is 56,320 square feet. The height to the top of the fourth floor will be 50’.
- (c) Multiple Common Open Space areas for the Senior Building including: 1) a residential roof terrace of approximately 1,152 square feet located on the fourth floor, and 2) a 468 square foot covered terrace as part of an approximately .35 acre courtyard, and 3) a second floor deck of 125 square feet.
- (d) Surface level parking with a minimum of 42 parking stalls with a reserve of 5 spaces, with an entrance from the surface parking area of the Subject Property.

SECTION 4. The Development Plan for the Subject Property dated April 15, 2013, and any approved supplemental materials for the Subject Property, as submitted by the applicant pursuant to Palo Alto Municipal Code Section (PAMC) 18.38.090, shall be subject to the following permitted and conditional land uses and special limitations on land uses, development standards, parking and loading requirements, modifications to the development plans and provisions of public benefits outlined below, and conditions of project approval , attached and incorporated as “Exhibit B”.

- (a) Permitted, Conditionally Permitted land uses shall be allowed and limited as follows:

Permitted Uses (subject to the limitations below under Section 4(b)):

- (1) Single Family Residential

NOT YET APPROVED

(2) Multifamily Residential

Conditionally Permitted Uses:

(1) Personal or Retail Services (consistent with RM-40)

(2) Commercial Recreation

(3) Convalescent Facilities

(4) Private Clubs, Lodges, and Fraternal Organizations

(b) Special limitations on land uses include the following:

(1) The Residential Building for Seniors shall only be for affordable rental housing to seniors earning 30-60% of AMI;

(c) Development Standards:

Development Standards for the site shall comply with the standards prescribed for the Planned Community (PC) zone district (PAMC Chapter 18.38) and as described in Section Three and Section Four herein and in the Approved Development Plans. The Approved Development Plan shall supersede inconsistent provisions in Chapters 18 and 21.

(d) Parking and Loading Requirements:

Parking and Loading requirements for the site shall comply with PAMC 18.52 and 18.54 and as described in Section Three and Section Four herein and in the Approved Development Plans.

(e) Modifications to the Development Plan and Site Development Regulations:

Once the project has been constructed consistent with the approved Development Plan, any modifications to the exterior design of the Development Plan or any new construction not specifically permitted by the Development Plan or the site development regulations contained in Section 4 (a) – (c) above shall require an amendment to this Planned Community zone, unless the modification is a minor change as described in PAMC 18.76.050 (b) (3) (e), in which case the modification may be approved through the Minor Architectural Review process. Any use not specifically permitted by this ordinance shall require an amendment to the PC ordinance.

(f) Public Benefits:

Development of the site under the provisions of the PC Planned Community District will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. The Project includes the

NOT YET APPROVED

following public benefits that are inherent to the Project and in excess of those required by City zoning districts.

- (1) Below Market Rate (BMR) Housing. The project shall provide 60 units of rental housing for seniors at below market (low and very low income) rates;
- (2) Based on the proposed project of 15 single family homes and 60 multifamily affordable senior units, the applicant is proposing a number of additional public benefits to enhance the safety of Maybell and Clemo Avenues. The applicant, in an amount not to exceed \$200,000, proposes to perform all of the following improvements:
 - 1. Install sidewalks on all no-paved segments of the southern side of Maybell Avenue to improve pedestrian safety and walkability of the street.
 - 2. Provide Maybell Avenue safety design enhancements from recommendations developed through the Bicycle Boulevard and Safe Routes to School implementation process.
 - 3. Reconfigure the western side of Clemo Avenue to accommodate perpendicular parking to account for the reduced parking on Maybell Avenue from 7 AM to 7 PM.

(g) Development Schedule:

The project is required to include a Development Schedule pursuant to PAMC 18.38.100. The approved Development Schedule is set forth below:

Construction of the Project shall commence on or before October 2013, unless a change in the development schedule is approved by the Director of Planning and Community Environment, not to exceed a one year extension in time and only one such extension without a hearing, pursuant to PAMC 18.38.130. The total time for the project construction and occupancy of tenant spaces is expected to be 12 months, or by October 2014, unless extended by the Director for up to one additional year.

(h) Fees

The Senior Building will be exempt from Development Impact Fees as provided under the City Municipal code as an affordable housing development.

The 15 unit single family subdivision (Market Rate parcel) will be subject to the following requirements as provided under the City Municipal Code:

- 1. All applicable Development Impact Fees;
- 2. Quimby Act;

NOT YET APPROVED

3. In-Lieu Below Market Rate housing fee in the amount of \$1.5 million. The City will commit the fee towards the development of the senior affordable housing component of the development through an affordable housing loan.

California Government Code Section 66020 provides that a project applicant who desires to protest the fees, dedications, reservations, or other exactions imposed on a development project must initiate the protest at the time the development project is approved or conditionally approved or within ninety (90) days after the date that fees, dedications, reservations or exactions are imposed on the Project. Additionally, procedural requirements for protesting these development fees, dedications, reservations and exactions are set forth in Government Code Section 66020. IF YOU FAIL TO INITIATE A PROTEST WITHIN THE 90-DAY PERIOD OR FOLLOW THE PROTEST PROCEDURES DESCRIBED IN GOVERNMENT CODE SECTION 66020, YOU WILL BE BARRED FROM CHALLENGING THE VALIDITY OR REASONABLENESS OF THE FEES, DEDICATIONS, RESERVATIONS, AND EXACTIONS.

This matter is subject to the California Code of Civil Procedures (CCP) Section 1094.5; the time by which judicial review must be sought is governed by CCP Section 1094.6.

- (i) Vehicular Access
Vehicular ingress and egress will be from the proposed main entryway on Clemo Avenue and the applicant shall obtain an access easement through the adjacent Arastradero Park Apartment Complex to connect the site access aisle to the existing driveway for APAC on Maybell Avenue. If an access easement cannot be obtained and access is from a single driveway on Clemo Avenue, the access barriers on Clemo Avenue shall be relocated from the intersection of Maybell Avenue to east of the project driveway on Clemo Avenue.

SECTION 5. Indemnification. To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the “indemnified parties”) from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void this ordinance or any permit or approval authorized hereby for the project, including (without limitation) reimbursing the City its actual attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice

SECTION 6. Monitoring of Conditions and Public Benefits. Not later than three (3) years following the approval of building occupancy by the City and every three (3) years thereafter, the applicant shall request that the City review the project to assure that conditions of approval and public benefits remain in effect as provided in the original approval. The applicant shall provide adequate funding to reimburse the City for these costs. If conditions or benefits are found deficient by staff, the applicant shall correct such conditions in not more than 90 days from notice by the City. If correction is not made within the prescribed timeframe,

NOT YET APPROVED

the Director of Planning and Community Environment will schedule review of the project before the Planning and Transportation Commission and Council to determine appropriate remedies, fines or other actions.

SECTION 7. A mitigated negative declaration (MND) for this project was prepared in accordance with the California Environmental Quality Act and circulated for public review for a 20-day period that was extended to May 30, 2013. The City Council approved the MND and Mitigation Monitoring Program at its meeting of June 10, 2013. The Mitigation Measures contained in the MND shall apply to the project and are incorporated.

SECTION 8. Conditions of Approval. The Project Conditions of Approval attached to the June 10, 2013 Staff Report shall apply to the project and are incorporated.

SECTION 9. This ordinance shall be effective on the thirty-first day after the date of its adoption (second reading).

INTRODUCED:

PASSED:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

ATTEST:

City Clerk

APPROVED AS TO FORM:

Senior Assistant City Attorney

APPROVED:

Mayor

City Manager

Director of Planning and
Community Environment

567 Maybell Avenue Proposed Planned Community Zone District and Comprehensive Land Use Amendment

**For Development Of 15 Single Family Residences
And A 60-Unit Multifamily Affordable Rental
Project For Seniors**

**Initial Study/
Mitigated Negative Declaration**



**CITY OF
PALO
ALTO**

May 9, 2013

Amended June 4, 2013

ENVIRONMENTAL CHECKLIST
City of Palo Alto
Department of Planning and Community Environment

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ENVIRONMENTAL CHECKLIST
Department of Planning and Community Environment

PROJECT DESCRIPTION

1. PROJECT TITLE

567 Maybell Avenue (APN 137-25-108/109) – Proposed Planned Community Zone District and Comprehensive Plan Amendment for Development of 15 Single Family Residences And a 60-Unit Multifamily Affordable Rental Project For Seniors

2. LEAD AGENCY NAME AND ADDRESS

City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Ave.
Palo Alto, CA 94303

3. CONTACT PERSON AND PHONE NUMBER

Tim Wong, Housing Coordinator
City of Palo Alto
650-329-2561

4. PROJECT SPONSOR’S NAME AND ADDRESS

Palo Alto Housing Corporation
725 Alma Street
Palo Alto, CA 94301-2403
650-321-9709

5. APPLICATION NUMBER

12PLN-00453

6. PROJECT LOCATION

The project site is located north of Arastradero Road, in the southern part of Palo Alto, in the northern part of Santa Clara County, west of State Route 82 (El Camino Real) and east of Foothill Expressway, as shown on Figure 1, *Regional Map*. The project site is located on the southeasterly corner of Maybell and Clemo Avenues, as shown on Figure 2, *Location Map*.

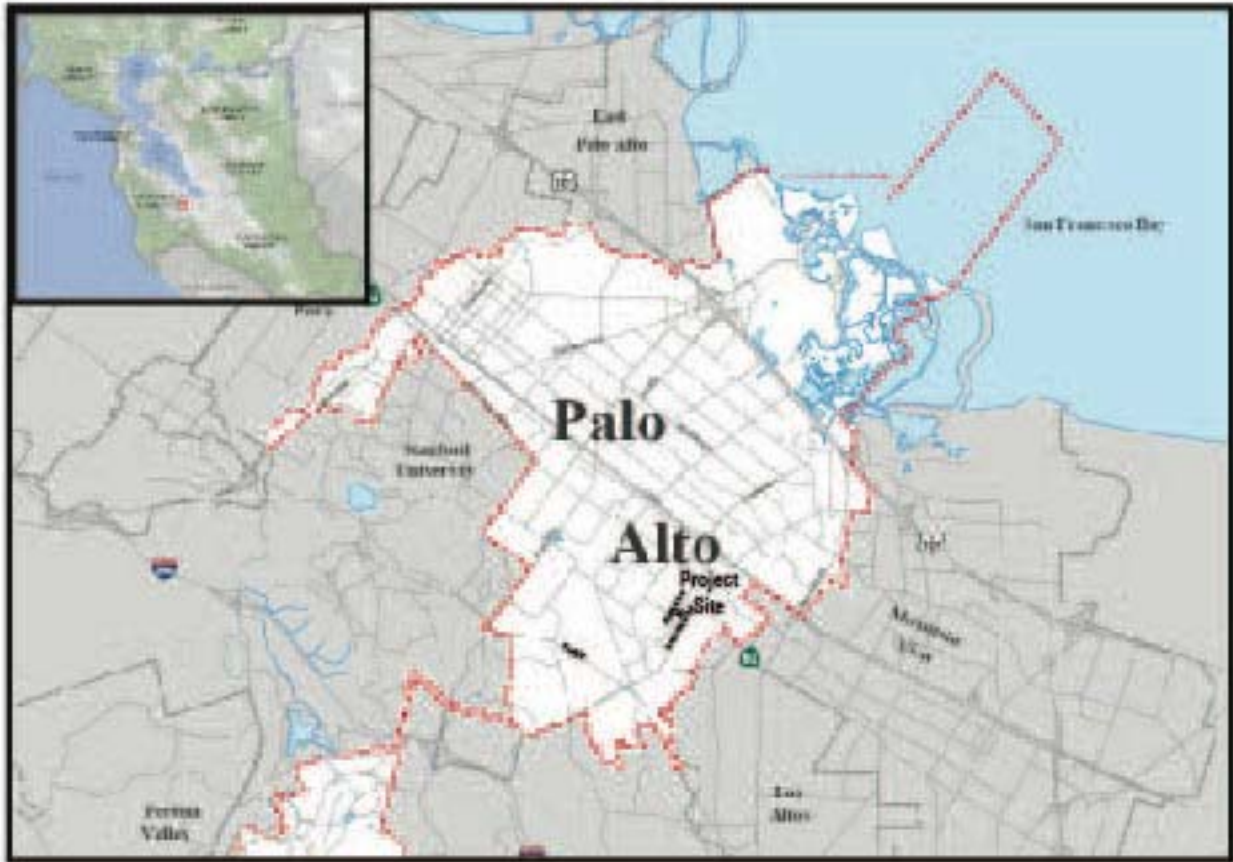
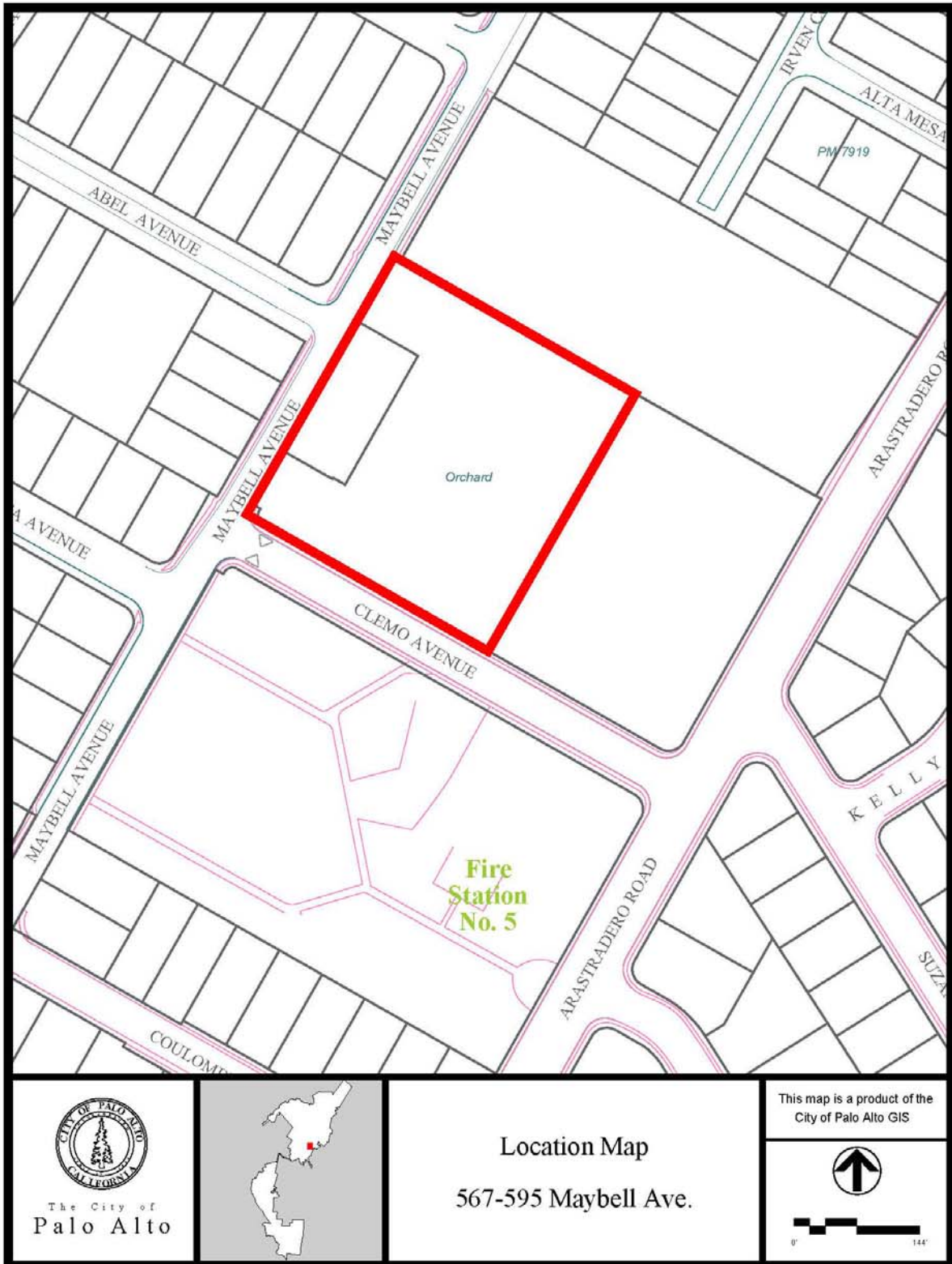


Figure 1: Regional Map



 <p>The City of Palo Alto</p>		<p>Location Map 567-595 Maybell Ave.</p>	<p>This map is a product of the City of Palo Alto GIS</p> 
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This document is a graphic representation only of best available sources.
The City of Palo Alto assumes no responsibility for any errors ©1990 to 2012 City of Palo Alto

Figure 2: Location Map

7. GENERAL PLAN DESIGNATION

The project site is comprised of two parcels, which are designated as Single Family and Multiple Family Residential in the Palo Alto 1998 – 2010 Comprehensive Plan. The proposal to develop 15 single family residences and a 60-unit multifamily affordable rental development for seniors is compatible with the single family and multiple family land use designations. The request is to amend a portion of the multi-family land use designation to single family.

8. ZONING

The project site is zoned R-2, Two Family Residential District and RM-15, Low Density Multiple-Family Residential District. The existing R-2 two-family residence district is intended to allow a second dwelling unit under the same ownership as the initial dwelling unit on appropriate sites in areas designated for single-family use by the Palo Alto Comprehensive Plan, under regulations that preserve the essential character of single-family use. The RM-15 low-density multiple-family residence district is intended to create, preserve and enhance areas for a mixture of single-family and multiple-family housing which is compatible with lower density and residential districts nearby, including single-family residence districts. The RM-15 residence district also serves as a transition to moderate density multiple-family districts or districts with nonresidential uses. Permitted densities in the RM-15 residence district range from eight to fifteen dwelling units per acre.

As a part of this proposal, the applicant is requesting that the site be rezoned to a new Planned Community (PC) zone district. The PC planned community district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan.

As established by the process for rezoning to the PC district, a Planned Community (PC) Ordinance will be drafted, which will include identification of the permitted and conditionally permitted uses and site improvements which would apply to this site, as well as a schedule for completion of the project. In order to grant the zone change, the Planning and Transportation Commission (PTC) and City Council must consider findings regarding the need for flexibility that is not available through the general districts, that the project will result in public benefits not otherwise attainable by application of the general districts, and that the uses and regulations shall be consistent with the Palo Alto Comprehensive Plan and compatible with existing and potential uses on adjoining sites or within the general vicinity. The terms of the PC Ordinance will ensure compliance with the standards of the zone district and the Comprehensive Plan.

9. PROJECT DESCRIPTION

Background

Site Information

The project site is comprised of two parcels (APN # 137-25-109 and 108) located at the corner of Maybell and Clemo Avenues. The combined lot size is approximately 107,392 square feet (2.46 acres). The larger parcel (93,639 square feet) and the smaller parcel (13,753 square feet) are zoned RM-15 and R-2, respectively. The Comprehensive Plan land use designation is Single Family and Multiple Family Residential. The sites currently contain a non-functioning orchard and four existing single family homes fronting on Maybell Avenue. The four homes were built in the 1950's and 1960's. Currently, vehicular access to the site is from both Maybell and Clemo Avenues with an automobile barrier at the end of Clemo Avenue to prevent vehicular traffic movements from Clemo Avenue on to Maybell Avenue.

Project Description

The Project consists of the demolition of the four existing single-family houses and removal of the orchard for the construction of 15 single-family homes and a 60-unit affordable rental development for seniors. The existing homes each have approximately 900 to 1500 square feet (sq. ft.) of floor area, and are single-story structures, built in the 1950's and 1960's. The demolition is necessary for the construction of the 15 single-family homes. The proposed single family homes would range between 1,900 to 2,400 square feet. The homes would be constructed on fee simple lots of approximately 2,300 to 3,400 square feet. The single-family homes would be sited adjacent to Maybell Avenue and Clemo Avenue, the western and southern boundaries of the property. Eight of the homes would face Maybell Avenue, one home would be located on a corner lot, and six homes would face Clemo Avenue. All automobile ingress and egress to the single family homes will be from a main entry driveway on Clemo Avenue, except for the corner unit, which will have its own driveway onto Clemo Avenue. In order to avoid parking impacts on Maybell and Clemo Avenues, garage parking would be provided at the rear of each unit.

The Maybell Avenue residences would be two and three story homes. The maximum height of the proposed three story homes is 35 feet and the two story homes would be approximately 24 feet tall. The corner home and six homes facing Clemo Avenue would be three story units with a maximum height of 35 feet. The intent is to sell the homes to a market rate developer to help defray development costs for the affordable senior rental development. The affordable senior development portion of the Project consists of fifty-nine (59) one-bedroom units and one (1) two-bedroom manager's unit in a single building consisting of four stories with an overall height of 50 feet. The one bedroom units would be approximately 600 square feet. The senior project will have common open space including a rooftop terrace, a community room, and an exercise room. The total floor area of the senior development is as follows:

First floor	16,116 sq. ft.
Second floor	14,115 sq. ft.
Third Floor	14,085 sq. ft.
Fourth Floor	12,237 sq. ft.
Total Floor Area	56,553 sq. ft.

Rents will target seniors with low, very low and extremely low incomes. Rents for the units will range from \$590 to \$1,181 per month. Rents will be adjusted annually.

Review Process

Rezoning to a PC district follows a set of procedures and standards, which are prescribed in Chapter 18.38 of the Palo Alto Municipal Code (PAMC). The PC process begins with PTC review of the concept plans, development program statement and draft development schedule. If the PTC recommends initiating the PC request, the development plan, site plan, landscape plan and design plans are submitted to the ARB for design review in the same manner as any commercial or mixed-use project. The environmental document is prepared and circulated prior to ARB consideration. The development plan recommended for approval by the ARB is then returned to the PTC, together with a draft PC ordinance and environmental document, for review and recommendation to the City Council. The PC ordinance would identify the permitted and conditionally permitted uses and site improvements, as well as a schedule for completion of the project. The PTC may recommend a PC zone change only if it finds that:

1. The site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development.
2. Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the Planning and Transportation Commission and City Council, as appropriate, shall specifically cite the public benefits expected to result from use of the planned community district.
3. The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan, and shall be compatible with existing and potential uses on adjoining sites or within the general vicinity.

The project shall also obtain appropriate encroachments permits from the Public Works department for construction activities in the city right-of-way, as well as the standard required building permits. The project is required to comply with the Palo Alto Municipal Code (PAMC).

10. SURROUNDING LAND USES AND SETTING

To the west of the project, across Maybell Avenue, are 1-2 story single family residences. The adjacent parcel to the north is the Arastradero Park Apartments, owned by the Palo Alto Housing Corporation (PAHC). The multifamily residences are 2-3 stories. East of the parcel is the Tan Plaza Continental, an 8-story, 61-unit multi-family residential building with an overall height of approximately 90 feet. South of the site is Briones Park. On the southern corner of Cleme Street and Arastradero Road is Palo Alto Fire Station No. 5.

11. OTHER PUBLIC AGENCY APPROVALS REQUIRED

None required.

ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. **[A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e. g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e. g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).]**
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "(Mitigated) Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (C)(3) (D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate in to the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

DISCUSSION OF IMPACTS

The following Environmental Checklist was used to identify environmental impacts, which could occur if the proposed project is implemented. The left-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. Discussions of the basis for each answer and a discussion of mitigation measures that are proposed to reduce potential significant impacts are included.

A. AESTHETICS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially degrade the existing visual character or quality of the site and its surroundings?	1,2,3,5			X	
b) Have a substantial adverse effect on a public view or view corridor?	1, 2-Map L4, 5			X	
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1, 2-Map L4, 5				X
d) Violate existing Comprehensive Plan policies regarding visual resources?	1,2,5				X
e) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1,5			X	
f) Substantially shadow public open space (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21?	1,5				X

DISCUSSION:

The project proposes construction of 15 single family homes with heights ranging from two to three stories located along the Maybell and Clemo Avenue street frontages. The maximum height of the three story homes would be 35 feet, and the two story homes would be approximately 24 feet tall. The proposed affordable senior housing portion of the project would be in a four story building with an overall height of 46 feet. The four story building would be located away from the street frontages, adjacent to an 8-story, 90 foot tall multiple family residential building to the east, and a two to three story apartment complex to the north.

The Palo Alto Comprehensive Plan contains the following land use policies which relate to aesthetics and visual resources:

POLICY L-3: Guide development to respect views of the foothills and East Bay hills from public streets in the developed portions of the City.

POLICY L-4: Maintain Palo Alto's varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities. Use the Zoning Ordinance as a tool to enhance Palo Alto's desirable qualities.

POLICY L-5: Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale.

The project area is in a relatively flat area of the City, and does not offer views of the foothills or East Bay hills from the public streets. Therefore, the project will not have an adverse impact on a public view or view corridor. The portion of the site to be developed with single family residences is adjacent to existing single family residences along Maybell Avenue. Briones Park is across the street on Cleme Avenue. Although the existing homes along Maybell Avenue are primarily single story, these properties are zoned R-1, which allows building heights of 30 to 33 feet, depending on the roof pitch. The proposed project is generally compatible with the scale and character of the neighborhood.

The project is subject to design review and approval by the City through the Architectural Review process. The purpose of architectural review is to: (1) Promote orderly and harmonious development in the city; (2) Enhance the desirability of residence or investment in the city; (3) Encourage the attainment of the most desirable use of land and improvements; (4) Enhance the desirability of living conditions upon the immediate site or in adjacent areas; and (5) Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.

The project is not adjacent to a State Scenic Highway, so there would be no impact to trees, rock outcroppings, and historic buildings within a state scenic highway. Any exterior lighting proposed for the project will be required to comply with City ordinances relating to light and glare, and will not create a new source of substantial light or glare. The proposed four story building is located more than 200 feet from Briones Park and, therefore, will not create a shadow on public open space.

Mitigation Measures: None Required

Conclusion: The proposed project would not result in significant, adverse visual or aesthetic impacts. **(Less Than Significant Impact)**

B. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	1, 2-MapL9				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g) ¹) or timberland (as defined in Public Resources Code section 4526 ²)?	1				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	1,8				X

¹ PRC 12220(g): "Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

² PRC 4526: "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.

DISCUSSION:

The project area is not located in a “Prime Farmland”, “Unique Farmland”, or “Farmland of Statewide Importance” area, as shown on the maps prepared for the Farmland Mapping and Monitoring Program of the California Resources Agency. The site is not zoned for agricultural use, and is not regulated by the Williamson Act. A portion of the site contains a nonfunctioning peach orchard. This site was part of a larger orchard which was active between 1909 and 1990, and which included the adjacent site which is now Briones Park. The remaining orchard is on an approximately two acre portion of the site, is surrounded by urban uses and is no longer suitable for agricultural use. The project area is within a fully developed urban area and has no impacts on forest or timberland.

Mitigation Measures: None Required

Conclusion: The proposed project would not result in impacts to agricultural resources. **(No Impact)**

C. AIR QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct with implementation of the applicable air quality plan (1982 Bay Area Air Quality Plan & 2000 Clean Air Plan)?	1,5				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation indicated by the following:					
i. Direct and/or indirect operational emissions that exceed the Bay Area Air Quality Management District (BAAQMD) criteria air pollutants of 80 pounds per day and/or 15 tons per year for nitrogen oxides (NO), reactive organic gases (ROG), and fine particulate matter of less than 10 microns in diameter (PM ₁₀);	1,5,9				X
ii. Contribute to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of nine parts per million (ppm) averaged over eight hours or 20 ppm for one hour(as demonstrated by CALINE4 modeling, which would be performed when a) project CO emissions exceed 550 pounds per day or 100 tons per year; or b) project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F; or c) project would increase traffic volumes on nearby roadways by 10% or more)?	1,5,6			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	1,5,6		X		

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					
d) Expose sensitive receptors to substantial levels of toxic air contaminants?	1,5				X
i. Probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million	1				X
ii. Ground-level concentrations of non-carcinogenic TACs would result in a hazard index greater than one (1) for the MEI	1				X
e) Create objectionable odors affecting a substantial number of people?	1				X
f) Not implement all applicable construction emission control measures recommended in the <i>Bay Area Air Quality Management District CEQA Guidelines</i> ?	1,9				X

DISCUSSION:

A project would have a significant effect on air quality if air pollutant emissions would cause the exceedance of ambient air quality standards, contribute to existing or projected air quality exceedances, or expose sensitive receptors to substantial pollutant concentrations.

The project site is located in the Santa Clara Valley, which is part of the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) has the primary responsibility for ensuring that the Santa Clara Valley Air Basin attains and maintains compliance with federal and state ambient air quality standards. This regional agency regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review process. Ambient air quality standards are set to protect public health. There are currently both Federal and State ambient air quality standards by USEPA and state air quality agencies, CALEPA for California. California air quality standards are generally more stringent than federal standards. Continuous air monitoring by these agencies and BAAQMD ensure that air quality standards are being met and improved.

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants are ozone, carbon monoxide, nitrogen dioxide, and particulate matter.

The Bay Area is currently designated as a nonattainment area for state and national ozone standards and as a nonattainment area for the state particulate matter (PM10 and PM2.5) standards. The Bay Area 2005 Ozone Strategy has been prepared to address ozone nonattainment issues. No PM 10 or

PM2.5 plan has been prepared or is required under state air quality planning law. The 2005 Ozone Strategy was developed in order to bring the area into attainment of federal and State ambient air quality standards for ozone and particulate matter violations. As noted below, the proposed project would not result in a significant increase in emissions of particulate matter or ozone precursors during operation. Construction emissions, with implementation of the mitigation measures below, would also not result in significant emissions of particulate matter or ozone precursors. Therefore, the proposed project would not conflict with or obstruct implementation of the BAAQMD's air quality plans to bring the Air Basin into attainment for particulate matter and ozone, resulting in a less-than-significant impact.

The proposed project includes demolition of the four existing single family residences on the sites, and construction of 15 new single family residences and a 60-unit multifamily affordable rental project for seniors, as well as parking, circulation and landscaping of the site. The project would affect local pollutant concentrations in two ways. First, during project construction, the project would affect local particulate concentrations by generating dust. Over the long term, the project would result in emissions due to motor vehicle trips associated with the residential use proposed by the project, and the motor vehicle trips would affect carbon monoxide concentrations along the local road network.

Short Term Air Quality Impacts: Construction activities at the project site would involve use of equipment and materials that would emit ozone precursor emissions. With respect to the construction phase of the project, applicable BAAQMD regulations would relate to portable equipment (e.g., Portland concrete batch plants, and gasoline- or diesel-powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials. Project construction would be subject to the requirements of BAAQMD Rules and Regulations.

During construction, the project would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. Project-related construction activities would include demolition, site preparation, earthmoving, and general construction activities. Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 and PM2.5 concentrations may be adversely affected on a temporary and intermittent basis during the construction period. In addition, the fugitive dust generated by construction would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts. The BAAQMD considers any project's construction related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity.

Long Term Air Quality Impacts: With respect to the operational-phase of the project, emissions would be generated primarily from motor vehicle trips to the project site. The *Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemon Avenue in Palo Alto, California*, prepared by Hexagon Transportation Consultants, Inc., February 26, 2013, indicates that the proposed project would generate 238 net new daily vehicle trips, with 16 net new trips occurring during the AM peak hour and 21 net new trips occurring during the PM peak hour. The minor increase in vehicle trips generated by the project would only marginally increase daily emissions of ozone

precursors and PM10 and would be well below BAAQMD established thresholds for consideration of a significant impact. Consequently, the project would not affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans. Any stationary sources on site would be subject to the BAAQMD Rules and Regulations. Compliance with BAAQMD Rules and Regulations would ensure that the project would not conflict with or obstruct implementation of the applicable air quality plans.

Sensitive Receptors: BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. In the case of this project, other residential uses are located adjacent to and across the street from the project site. The proposed project would be subject to the measures recommended by the BAAQMD (listed below in Mitigation Measure 3a), which would reduce construction-related PM10 and PM2.5 emissions to a less than significant level.

Objectionable Odors: As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities, and transfer stations. No such uses would occupy the project site. Therefore, the project would not create objectionable odors that would affect a substantial number of people. Also, there are no existing odor sources in the vicinity of the project site that would impact future occupants of the project site. Project odor impacts are therefore considered to be less-than-significant.

Mitigation Measures:

During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic and enhanced dust control procedures required for all construction sites. These include:

- Water all active construction areas daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
- Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

Conclusion: Based on the size of the project and the minor increase in vehicle trips generated, the project would not result in significant long-term or local air quality impacts. Implementation of the mitigation measures during construction will reduce potential short-term impacts to a less than significant level. **(Less Than Significant Impact with Mitigation)**

D. BIOLOGICAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 2-MapN1, 5				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, including federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1,2-MapN1, 5				X
c) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	1,8-MapN1, 5				X
d) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or as defined by the City of Palo Alto's Tree Preservation Ordinance (Municipal Code Section 8.10)?	1,2,3,4,5,7		X		
e) Conflict with any applicable Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1,5				X

DISCUSSION:

The project site is in a fully developed urban area, and does not contain any habitat suitable for special status species of plant or animal life. There are no wetlands or riparian habitat on or near the site. In urban areas, the lack of natural nesting habitat results in resident and migratory birds nesting in ornamental and/or street trees. The existing oak trees on the site may provide nesting sites for migratory birds. However, these trees are to remain and will be protected during construction. Therefore, the impact on migratory birds would be less than significant. There is no habitat or natural community conservation plan which applies to the project site.

Tree Preservation: According to the *Arborist Report, 567-595 Maybell Avenue*, prepared by John H. McClenahan, McClenahan Consulting, LLC, the project site now contains four older single family homes and a large orchard. There are approximately 90 fruit trees located in the orchard that will be removed with the project. Most of the fruit trees are apricot, with a pistachio, some citrus and chestnut. There are ten larger oaks on the Clemo Avenue frontage which will be preserved as a part of

the project. In addition, some of the trees in better condition along the east property line will be preserved to provide screening.

The Arborist's Report provides an analysis of the condition of 39 non-fruit trees on the site. The Oaks to be preserved along the Clemo frontage are in fair to good condition. There are two oak trees along this frontage which are in poor to fair condition and are proposed for removal. The Coast Live Oak trees along the proposed site access are generally in fair to good condition and are to be preserved.

The Arborist's Report also includes a tree preservation and protection plan which outlines the necessary protection measures to be implemented during construction to prevent injuries to the trees to remain. These recommendations include installation of protective fencing around the trees during construction, that any grading or excavation within Tree Protection Zones (TPZs) must be accomplished through hand digging, and that a qualified arborist must supervise any cutting of roots greater than one inch diameter. In addition, the single family residences along Clemo Avenue would be set back an average of 40 feet from the property line to accommodate the oak trees.

Mitigation Measure:

In order to make sure the proper tree protection measures are followed during construction, the project sponsor shall comply with the Tree Preservation and Protection Plan outlined in the *Arborist's Report*, 567-595 Maybell Avenue, prepared by John H. McClenahan, McClenahan Consulting, LLC, November 26, 2012.

Conclusion: Implementation of the mitigation measures requiring tree protection during construction and tree preservation will reduce potential impacts to a less than significant level. **(Less Than Significant Impact with Mitigation)**

E. CULTURAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly destroy a local cultural resource that is recognized by City Council resolution?	1,10				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	1,2-MapL8				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1,2-MapL8				X
d) Disturb any human remains, including those interred outside of formal cemeteries?	1,2-MapL8				X
e) Adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City’s Historic Inventory?	1,2-MapL7, 10				X
f) Eliminate important examples of major periods of California history or prehistory?	1				X

DISCUSSION:

The proposed project involves demolition of four existing single family homes on the site and construction of 15 single family residences and 60 multifamily affordable housing units for seniors. The four homes to be demolished were built in the 1950’s and 1960’s and are typical single story ranch style homes from that era. None of the buildings on the site is listed on the National or California Register of historic resources, nor are they listed on the City’s Historic Inventory.

Buried Prehistoric and Historic Resources: Based on relevant archaeological reports for the immediate area, there are no known cultural resources associated with the site, and the proposed project will not create any cultural impacts to the affected area. For all projects, if during grading and construction activities, any archaeological or human remains are encountered, construction shall cease and a qualified archaeologist shall visit the site to address the find. The Santa Clara County Medical Examiner’s office shall be notified to provide proper direction on how to proceed. If any Native American resources are encountered during construction, construction shall cease immediately until a Native American descendant, appointed by the Native American Heritage Commission of the State of California, is able to evaluate the site and make further recommendations and be involved in mitigation planning.

Mitigation Measures: None Required

Conclusion: Since the site has already been disturbed by the previous residential and orchard use, it is not expected that the project would have an impact on prehistoric or historic archaeological resources, and the site is not listed on any register of historic resources. The proposed project would not result in significant impacts to cultural resources (~~Less Than Significant~~**No Impact**)

F. GEOLOGY, SOILS AND SEISMICITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	11,17				X
ii) Strong seismic ground shaking?	2-MapN10, 17			X	
iii) Seismic-related ground failure, including liquefaction?	2-MapN5, 17				X
iv) Landslides?	2-MapN5, 17				X
b) Result in substantial soil erosion or the loss of topsoil?	1				X
c) Result in substantial siltation?	1,17				X
d) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	2-MapN5, 8, 17				X
e) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	2-MapN5, 8, 17			X	
f) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	1,8				X
g) Expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques?	1,5				X

DISCUSSION:

According to the Phase 1 Environmental Assessment, Maybell Property, Palo Alto, California, prepared by Rosewood Environmental Engineering, July 2, 2012, the project site is located in Santa

Clara Plain of the San Francisco Bay Area. The Santa Clara Plain forms the floor of the Santa Clara Valley. The plain is broad, flat to undulating gently sloping alluvial fan that extends northeast from the base of the foothills of the Santa Cruz Mountains to the salt evaporators that now occupy the marshes that formerly bordered San Francisco Bay. The foothills rise sharply to about 400 feet above mean sea level (+400 feet MSL) west of Junipero Serra Boulevard (about 150 feet MSL). The plain drops gently across 3.5 miles to about +5 feet MSL at the Bay margin and is incised by streams such as San Francisquito and Barron Creeks near the site. Based on geotechnical borings at the site, first groundwater is encountered in a sand lens below a layer of gray-blue tight clay. The groundwater was somewhat confined and rose approximately six inches in the open borehole over an hour.

Seismicity: The San Francisco Bay Area is one of the most seismically active regions in the United States. Generally, the City of Palo Alto would experience a range from weak to very violent shaking in the event of a major earthquake along the San Andreas or Hayward fault. Although hazards exist, development would not expose people or property to major geologic hazards that cannot be addressed through the use of standard engineering design and seismic safety techniques, as required by building codes. With proper engineering new development is not expected to result in any significant adverse short or long-term impacts related to geology, soils or seismicity.

The major cause of damage during an earthquake is ground shaking, with frequency and amplitude of motion dependent on local geologic conditions. Sites on bedrock tend to have sharp, high frequency jolts with little amplitude, while sites on deep alluvium receive lower frequency shocks but suffer movement with high amplitude.

Regional studies have suggested that the response of certain soils such as baymuds to earthquakes will also vary according to the depth of soil and the magnitude of the quake. Thus, ground accelerations of smaller quakes are magnified as much as three times over the underlying bedrock, whereas ground accelerations of a large quake (7.5 or more on the Richter scale) would be reduced to a value below that of the underlying bedrock.

Landslides: The natural factors that promote landsliding are steep slopes, poorly consolidated bedrock, and occasional heavy rainfall are generally found in hilly areas. The project site is in an area that is relatively flat.

Liquefaction: Soil liquefaction is a condition where saturated granular soils near the ground surface undergo a substantial loss of strength during seismic events. Loose, water-saturated soils are transformed from a solid to a liquid state during ground shaking. Liquefaction can result in serious deformations. Soils most susceptible to liquefaction are loose, uniformly graded, saturated fine-grained sands that lie close to the ground surface. The project site is not identified on the State of California Seismic Hazard Zones Official Map, Palo Alto Quadrangle, as being susceptible to liquefaction, and is not in an area where soils have a moderate potential for expansion.

Construction of the proposed project will be required to meet current building code standards and may be required to submit geologic reports to address potential geologic impacts associated with the development. With proper engineering, new development is not expected to result in any significant adverse short or long-term impacts related to geology, soils or seismicity.

Mitigation Measures: None Required

Conclusion: Since the proposed development will be required to comply with the current building code requirements and meet any geological and earthquake standards of the current code, no adverse impacts related to geology, soils or seismicity are expected. **(Less Than Significant Impact)**

G. GREENHOUSE GAS EMISSIONS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1,5,9			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	1,5,9			X	

DISCUSSION:

The San Francisco Bay Area Air Basin (SFBAAB) is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB’s nonattainment status is attributed to the region’s development history. Past, present and future development projects contribute to the region’s adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant.

The Bay Area Air Quality Management District’s (BAAQMD) approach to developing a Threshold of Significance for Green House Gas (GHG) emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant.

The Thresholds of Significance for operational-related GHG emissions are:

- For land use development projects, the threshold is compliance with a qualified GHG reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO₂e; or 4.6 MT CO₂e/SP/yr (residents + employees). Land use development projects include residential, commercial, industrial, and public land uses and facilities.
- For stationary-source projects, the threshold is 10,000 metric tons per year (MT/yr) of CO₂e. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively

considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

The BAAQMD has established project level screening criteria to assist in the evaluation of impacts. If a project meets the screening criteria and is consistent with the methodology used to develop the screening criteria, then the project's air quality impacts may be considered less than significant. Below are some screening level examples taken from the BAAQMD CEQA Air Quality Guidelines, 06/2010 (Table 3-1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes).

Land Use Type	Operational GHG Screening Size **
Single-family	56 du
Apartment, low-rise	78 du
Apartment, mid-rise	87 du
Condo/townhouse, general	78 du
City park	600 acres
Day-care center	11,000 sf
General office building	53,000 sf
Medical office building	22,000 sf
Office park	50,000 sf
Quality restaurant	9,000 sf

**If project size is => screening size, then it is considered significant.

[On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds contained in the BAAQMD's 2010 CEQA Guidelines \(BAAQMD Homepage, accessed May 2012\). As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines \(updated May 2011\) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. However, the BAAQMD has been ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impact. Lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project.](#)

[For this IS, the City of Palo Alto has determined that the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the San Francisco Bay Area Air Basin are the most appropriate thresholds for use to determine air quality impacts of the proposed Project. First, Palo Alto has used the May 2011 BAAQMD thresholds in previous environmental analyses under CEQA and found them to be reasonable thresholds for assessing air quality impacts. In addition, these thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, the City concludes these thresholds are considered reasonable for use in this IS.](#)

The proposed project consists of construction of 15 single family residence and 60 multifamily affordable apartments for seniors, and is replacing four single family homes. The combined total of 75

units would fall within the thresholds established by the BAAQMD's CEQA Air Quality Guidelines . It is not anticipated that the project will create significant operational GHG emissions. The *Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemon Avenue in Palo Alto, California*, prepared by Hexagon Transportation Consultants, Inc., December 14, 2012, indicates that a senior housing development has a much lower vehicle trip generation rate than other residential uses (2.20 daily trips per unit), which would result in comparatively lower emissions. The traffic impact analysis indicates that the project would generate a total of 238 new daily trips, with 16 net new trips during the AM peak hour and 21 net new trips during the PM peak hour, which does not represent a significant increase in vehicle trips. During the construction phase of the project there would be a temporary increase in emissions; this discussion is provided in the Air Quality section of this report.

Mitigation Measures: None Required

Conclusion: The project will not result in a significant impact on greenhouse gas emissions (**Less Than Significant**)

H. HAZARDS AND HAZARDOUS MATERIALS

*Note: Some of the thresholds can also be dealt with under a topic heading of **Public Health and Safety** if the primary issues are related to a subject other than hazardous material use.*

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials?	1,5				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1,5				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1,5				X
d) Construct a school on a property that is subject to hazards from hazardous materials contamination, emissions or accidental release?	1,5				X
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	1,2- MapN9, 8			X	
f) For a project located within an airport land use	1				X

plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?					
g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?	1				X
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1,2-MapN7				X
i) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	1,2-MapN7, 16				X
j) Create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination in excess of soil and ground water cleanup goals developed for the site?	1,5,8			X	

DISCUSSION:

Background Information: Hazardous materials encompass a wide range of substances, some of which are naturally occurring and some of which are man-made. Examples of hazardous materials include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above certain thresholds can result in adverse health effects on humans, as well as harm to plants and wildlife.

Due to the fact that these substances have properties that, above certain thresholds, are toxic to humans and/or the ecosystem, there are multiple regulatory programs in place that are designed to minimize the chance for unintended releases and/or exposures to occur. Other programs establish remediation requirements for sites where contamination has occurred.

The proposed residential project does not involve the use, creation or transportation of hazardous materials. Maybell and Clemo Avenues are not designated as evacuation routes. The project site is within an urban area and is not located within or near the wildland fire danger area.

A Phase I Environmental Assessment was prepared by Rosewood Environmental Engineering on July 2, 2012 to determine if there are any recognized environmental conditions associated with the project site. The property was evaluated for the presence of potentially adverse environmental conditions and the adjacent properties were evaluated for secondary potential contaminated sites with a review of potential contamination sources within a one-mile radius of the site.

As a part of the assessment, site observations were made to determine the presence of any hazardous materials. Disturbed soil and a cleared area were observed in the southeast corner of the site in a

copse of trees. A 1940s era tractor was observed in the southern quadrant of the orchard. Numerous spigots on standpipes of the irrigation system were noted throughout the orchard. The ground around the tree in the orchard was cleared of weed for fire control. The irrigation for the orchard remained in place and operational drawing from City water supply. A well in the back yard of the house at 595 Maybell once served the orchard and houses, but is no longer operational.

No evidence of staining or subsidence was present that would indicate a removed tank or spill in the orchard area. Representative soil sampling indicated that uniform application of pesticides had occurred in the orchard. The four houses on the site were examined, and it was determined that based on the age of the houses, it is likely that asbestos containing materials may be present.

Site History: The site was a part of the Rancho Rincon de San Francisquito, which encompassed a total of 8,400 acres and covered much of the South Palo Alto and Barron Park Areas. The Maybelle (original spelling) tract was laid out in 1905, which subdivided this area into orchard tracts from three to five acres in size. This site was a part of a larger apricot orchard, which was active from 1909 to 1990. The larger orchard included the adjacent site, which is now occupied by Briones Park.

The Phase I Environmental Assessment identified five potential recognized environmental concerns as follows:

1. Elevated Arsenic concentrations in a localized area near the former raised shed approximately eight feet by eight feet in area and two feet deep.
2. Total Petroleum Hydrocarbon as oil and grease concentrations in an area approximately twenty by twenty feet in area and three feet deep in the area of the former tractor garage.
3. Agricultural Organo-chloride pesticide application in the apricot orchard.
4. A former underground storage tank (UST) that had been removed without permits. Based on the results of a previous Phase II investigation of the tank grave, it does not appear that the tank or associated piping leaked.
5. Potential Asbestos and Lead-based building materials and coatings in the houses on the site.

Based on these factors, a new Phase II environmental assessment was conducted (*Phase II Environmental Assessment, Maybell Property, Palo Alto, California*, prepared by Rosewood Environmental Engineering, July 20, 2012). The Phase II Environmental Assessment addressed the agricultural pesticides, Arsenic, and TPH in soil, but did not address the potential asbestos and lead-based paint; it was determined that these potential hazards could be remediated at the time of demolition of the structures.

The results of the Phase II Environmental Assessment indicate the following:

1. Residual organo-chloride pesticide concentrations at the site are compatible with residential use.
2. Elevated concentrations of Arsenic above naturally occurring background levels were found at the Site affecting approximately 5 cubic yards of soil in the area of the former raised shed. These soils will need to be remediated for the area to be compatible with residential use.
3. Elevated concentrations of Non-RCRA waste, non-carcinogenic Total Petroleum Hydrocarbons (TPH) as oil and grease were detected in the area of the former tractor garage.

No BETX constituents were detected. The TPH is likely highly degraded tractor lubricant and perhaps spilled diesel from more than 20 years ago, when the tractor was last used. This area should be remediated to set aside any potential concerns future residents may have about the environmental condition of the property or the suitability of the site for residential land use.

4. The first groundwater beneath the site is in a silty sand lens approximately 40 feet deep beneath a thick layer of tight, blue-gray clay. It is unlikely that there is a beneficial use for the water or that there is an exposure pathway for groundwater to affect beneficial use waters, sensitive receptors, or create a concern to future residents due to soil gas. The groundwater likely would not be encountered during excavation for subterranean garages at the Site.
5. The groundwater well at the Site is not properly shut off from the municipal water supply and so cannot be sampled or destroyed without jeopardizing the continued water supply to the houses on the Site.

Based on a previous Phase II Environmental Assessment, a former underground storage tank grave was discovered and investigated resulting in the opinion that the tank had not leaked.

Recommendations: Based on the findings of the Phase I and Phase II Environmental Assessments, the following recommendations for site-specific issues were made by Rosewood Environmental Engineering. The specific actions that will be necessary at the site include:

1. No further action with regard to residual organo-chloride pesticide concentrations at the Site.
2. Remediation of Arsenic affected soil under the oversight of the Santa Clara Water District in a Voluntary Clean-up Program. In general, the remediation will require over-excavation of the affected soil, packing the soil in boxes, hauling the soil to an appropriate class landfill for the concentrations in soil, and confirmatory soil sampling to ensure the Arsenic is below background concentrations.
3. The TPH-affected soil from the tractor garage area should also be over-excavated and remediated similar to the Arsenic, but will likely not require the same class of landfill as there is no RCRA waste involved.
4. No further action is recommended with regard to the groundwater at the site.
5. The groundwater well at the site must be properly shut off from the municipal water supply by a plumber before well destruction. Well destruction need not occur until after the demolition of the houses, but before grading commences. The well should be properly permitted as closed under the oversight of the Santa Clara Water District.
6. A “no further action” letter should be requested from the Santa Clara Water District with regard to the former tank to document tank closure.
7. If the houses are to be demolished, they should have demolition-level asbestos and lead-based paint sampling conducted beforehand to determine proper remediation procedures and disposal of materials.
8. Should any pipe that might lead to an underground fuel or septic tank be located during mass grading operations, it should be reported to the Environmental Engineer and carefully evaluated. If any PVC, concrete or metal pipes not associated with the irrigation system are exposed during grading or excavation operations the Environmental Engineer should be notified and they should be removed from the grading site under supervision.
9. During any grading or excavation activities on the property, soil technicians and operators must be made aware to look for unusual conditions suggesting buried debris or other potential

adverse environmental conditions that may be discovered on the property. It is likely that septic tanks are present from the old residence and the current residence at the south east part of the site. If any of these conditions is encountered, then the Environmental Engineer must be notified and the specific condition appropriately remedied in accordance with the local, county, and state and Regional Water Quality Control Board (RWQCB) requirements.

10. According to site observations, the EDR report, county records, the property owner, and persons familiar with the site, no additional water wells than the one noted exists on the site. However, if any is encountered during the Site development activities it should be destroyed according to local, county and state regulations.

Mitigation Measure:

In order to mitigate any potential impacts related to existing environmental conditions on the site, the project sponsor shall comply with the recommendations made in the *Phase II Environmental Assessment, Maybell Property, Palo Alto, California*, prepared by Rosewood Environmental Engineering, July 20, 2012.

Conclusion: With implementation of the mitigation measure requiring remediation of existing environmental conditions on the site, there will be no adverse impacts with regard to public safety, hazards and hazardous materials. **(Less Than Significant Impact With Mitigation)**

I. HYDROLOGY AND WATER QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	1,2,5				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	2-MapN2				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1,5				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	1,5			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide	1,5				X

substantial additional sources of polluted runoff?					
f) Otherwise substantially degrade water quality?	1,5				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	2-MapN6				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	2-MapN6 13				X
i) Expose people or structures to a significant risk of loss, injury or death involve flooding, including flooding as a result of the failure of a levee or dam or being located within a 100-year flood hazard area?	2-MapN8,1 3, 13				X
j) Inundation by seiche, tsunami, or mudflow?	2-MapN6 13				X
k) Result in stream bank instability?	1,5				X

DISCUSSION:

The project site is located equidistance between Barron Creek to the northwest and Adobe Creek to the southeast. Both creeks flow to the east and lie approximately 1,000 feet from the site. Barron Creek appears to be primarily flowing through underground structures, while Adobe Creek appears to be following its natural course.

Hydrology and Flooding: The project site is shown on the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) Community Panel No. 06085C 0017 H. The site is mapped into Flood zone X, which is not a Special Flood Hazard Area. Zone X is described as an area of moderate risk to flooding (outside of the 100-year flood but inside the 500-year flood limits). The special floodplain construction rules are not applicable to structures in an “X” zone. The site is not subject to inundation from a seiche, tsunami, or mudflow.

Water Quality: The federal Clean Water Act and California’s Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. EPA’s regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by water quality control boards, which for the Palo Alto area is the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Proposed projects are required to comply with Provision C.3 of the City’s NPDES permit and the City’s local policies and ordinances regarding urban runoff and water quality. In practical terms, the C.3 requirements seek to reduce water pollution by both reducing the volume of stormwater runoff and the amount of pollutants that are contained within the runoff. The methods used to achieve these objectives vary from site to site, but can include measures such as a reduction in impervious surfaces, onsite detention facilities, biofiltration swales, settlement/debris basins, etc. While the Proposed projects will increase impervious surfaces on the site ; the project’s compliance with the City’s existing C3 requirements, will result in a less than significant impact.

Drainage and Flooding: The project site is not located within a 100-year flood hazard area. Therefore, implementation of the project would not result in people or structures being exposed to any significant flood risk.

Water Quality: Construction activities at the project site could temporarily generate dust, sediment, litter, oil, paint and other pollutants that could contaminate runoff from the site.

All development is required to comply with building codes that address flood safety issues. Development projects are required to implement Best Management Practices (BMPs) for construction activities as specified by the California Storm Water Best Management Practices Handbook (CASQA, 2003) and/or the Manual of Standards for Erosion and Sediment Control Measures (ABAG, 1995). The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff from these areas. These measures address procedures for controlling erosion and sedimentation and managing all aspects of the construction process to ensure control of potential water pollution sources. All development projects must comply with all City, State and Federal standards pertaining to storm water run-off and water quality.

Mitigation Measures: None Required

Conclusion: The proposed project would not result in substantial adverse flooding or drainage impacts. With implementation of Best Management Practices during construction, water quality impacts would be less than significant (**Less Than Significant Impact**)

J. LAND USE AND PLANNING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	1,5				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	1,2,3,5				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	1,2				X
d) Substantially adversely change the type or intensity of existing or planned land use in the area?	1,5				X
e) Be incompatible with adjacent land uses or with the general character of the surrounding area, including density and building height?	1,5				X
f) Conflict with established residential, recreational, educational, religious, or scientific	1,5				X

Issues and Supporting Information Resources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
uses of an area?					
g) Convert prime farmland, unique farmland, or farmland of statewide importance (farmland) to non-agricultural use?	1,2,3				X

DISCUSSION:

Setting: The proposed project includes the initiation of a new Planned Community (PC) zone district to allow the development of 15 single family residences and a 60 unit multifamily affordable rental project for seniors on parcels having a combined area of 107,392 square feet (2.46 acres) and zoned R-2 and RM-15. Surrounding land uses include multiple family residential uses adjacent to the site along both Maybell and Clemo Avenues, single-family residences across Maybell Avenue from the site, and Briones Park across Clemo Avenue from the site.

General Plan Land Use Designation: The project site is designated as Single Family and Multiple Family Residential in the Palo Alto 1998 – 2010 Comprehensive Plan. The proposal to develop 15 single-family residences and a 60 -unit multifamily affordable rental development for seniors is compatible with the single family and multiple family land use designations.

Zoning Designation: The project site is zoned R-2, Two Family Residential District and RM-15, Low Density Multiple-Family Residential District. The existing R-2 two-family residence district is intended to allow a second dwelling unit under the same ownership as the initial dwelling unit on appropriate sites in areas designated for single-family use by the Palo Alto Comprehensive Plan, under regulations that preserve the essential character of single-family use. The RM-15 low-density multiple-family residence district is intended to create, preserve and enhance areas for a mixture of single-family and multiple-family housing which is compatible with lower density and residential districts nearby, including single-family residence districts. The RM-15 residential district also serves as a transition to moderate density multiple-family districts or districts with nonresidential uses. Permitted densities in the RM-15 residence district range from eight to fifteen dwelling units per acre.

As a part of this proposal, the applicant is requesting that the site be rezoned to a new Planned Community (PC) zone district. The PC district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan.

PC Zone District Process: The first of the three required findings to be made by the PTC to recommend a PC is that: “The project site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient enough flexibility to allow the proposed development.” As noted earlier, the project site consists of two zoning designations: Residential Multifamily-15 (RM-15) and Residential-2 (R-2). The RM-15 zoned portion of the site is 93,692 sq. ft. (87%) of the 107,392 sq. ft. project site. The R-2

parcel is surrounded by the RM-15 z one and extends through approximately half the Maybell Avenue frontage.

The proposed development appears to be consistent with many of the requirements of the Planned Community zone district as outlined in Section 18.38.060 of the Municipal Code. The proposed density of the development is most similar to RM-40 zoning. However, the Project exceeds the RM-40 requirements for height, daylight plane and Village Residential setback requirements. The proposed senior building exceeds the maximum allowable height and projects into the daylight plane. The single family residences on Maybell Avenue would not meet the setback requirements for the RM-40 zone. In order to meet the goals of the Project, the applicant has requested PC zoning in that the development plan would not specifically conform to any of the multi-family residence districts. Furthermore, the PC district, if granted, would be applicable only to the approved Development Plan, thereby ensuring that only the proposed Project could be developed. Any future redevelopment of the site to a different use would require additional rezoning that could only be approved by the City Council.

Land Use Compatibility: Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope.

Depending on the nature of the impact and its severity, land use compatibility conflict can range from minor irritation and nuisance to potentially significant effects on human health and safety. The discussion below distinguishes between potential impacts from the proposed project upon people and the physical environment, and potential impacts from the project's surroundings upon the project itself.

Impacts From the Project: Any proposed housing project could change the character of a project site. The proposed project, however, is located in an area where there are currently similar residential uses. There are existing single-family residences adjacent to the proposed single-family residences along the Maybell frontage, and there are existing multifamily residential project adjoining the portion of the site to be developed with the four-story senior apartment building. The PC zoning district will provide development standards that will ensure that new development will have similar characteristics (such as mass, bulk, height and density) as the surrounding areas. Therefore, it is not anticipated that there will be land use compatibility impacts from the proposed project.

Impacts to the Project: The surrounding uses are similar in nature to the proposed use, and will be compatible with the proposed uses on the project site. No on-going land use conflicts with adjacent uses are anticipated.

Mitigation Measures: None Required

Conclusion: The proposed project would not result in significant, adverse land use impacts. (~~Less Than Significant~~No Impact)

K. MINERAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	1,2				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	1,2				X

DISCUSSION:

The City of Palo Alto has been classified by the California Department of Conservation (DOC), Division of Mines and Geology (DMG) as a Mineral Resource Zone 1 (MRZ-1). This designation signifies that there are no aggregate resources in the area. The DMG has not classified the City for other resources. There is no indication in the 2010 Comprehensive Plan that there are locally or regionally valuable mineral resources within the City of Palo Alto.

Mitigation Measures: None Required.

Conclusion: The proposed project would not result in impacts to known mineral resources. (No Impact)

L. NOISE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	1,2,12			X	
b) Exposure of persons to or generation of excessive ground borne vibrations or ground borne noise levels?	1,2,12			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1,2,12				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	1,2,12			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, would the project expose people residing or working in the project area to excessive noise levels?	1				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to	1				X

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
excessive noise levels?					
g) Cause the average 24 hour noise level (Ldn) to increase by 5.0 decibels (dB) or more in an existing residential area, even if the Ldn would remain below 60 dB?	1				X
h) Cause the Ldn to increase by 3.0 dB or more in an existing residential area, thereby causing the Ldn in the area to exceed 60 dB?	1				X
i) Cause an increase of 3.0 dB or more in an existing residential area where the Ldn currently exceeds 60 dB?	1				X
j) Result in indoor noise levels for residential development to exceed an Ldn of 45 dB?	1				X
k) Result in instantaneous noise levels of greater than 50 dB in bedrooms or 55 dB in other rooms in areas with an exterior Ldn of 60 dB or greater?	1				X
l) Generate construction noise exceeding the daytime background Leq at sensitive receptors by 10 dBA or more?	1,12				X

DISCUSSION:

The project site is not located on a major arterial street, nor is it near a freeway or railroad. Therefore, there should be no adverse roadway noise impacts to future residents of the project site. The project is not located within an airport land use plan, and is not in an area impacted by airport noise.

Noise is defined as unwanted sound. Noise can be disturbing or annoying because of its pitch or loudness. Pitch refers to relative frequency of vibrations, higher pitch signals sound louder to people.

A decibel (dB) is measured based on the relative amplitude of a sound. Ten on the decibel scale marks the lowest sound level that a healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis such that each 10 decibel increase is perceived as a doubling of loudness. The California A-weighted sound level, or dBA, gives greater weight to sounds to which the human ear is most sensitive.

Sensitivity to noise increases during the evening and at night because excessive noise interferes with the ability to sleep. Twenty-four hour descriptors have been developed that emphasize quiet-time noise events. The Day/Night Average Sound Level, L_{dn} , is a measure of the cumulative noise exposure in a community. It includes a 10 dB addition to noise levels from 10:00 PM to 7:00 AM to account for human sensitivity to night noise.

Noise Impacts From Construction: Construction of the project would generate noise, and would temporarily increase noise levels at adjacent land uses. The significance of noise impacts during construction depends on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors.

Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. Typical hourly average construction generated noise levels are about 75 dBA to 80 dBA measured at a distance of 100 feet from the source during busy construction periods (e.g., earth moving equipment, impact tools, etc.). Construction generated noise levels drop off at a rate of about six dB A per doubling of distance between the source and receptor.

Construction noise impacts are more significant when construction occurs during noise-sensitive times of the day (early morning, evening, or nighttime hours near residential uses), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction lasts extended periods of time. Construction activities could result in annoyances to existing uses adjacent to the project site.

All development, including construction activities, must comply with the City’s Noise Ordinance (PAMC Chapter 9.10), which restricts the timing and overall noise levels associated with construction activity. Short-term temporary construction noise that complies with the Noise Ordinance would result in impacts that are expected to be less than significant.

Mitigation Measures: None Required

Conclusion: Because the project would be required to comply with the City’s Noise Ordinance, potential noise impacts would be reduced to a less than significant level. **(Less Than Significant Impact)**

M. POPULATION AND HOUSING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	1, 5			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1, 5			X	
d) Create a substantial imbalance between employed residents and jobs?	1			X	
e) Cumulatively exceed regional or local population projections?	1				X

DISCUSSION:

The proposed project will increase the City’s housing stock by 71 housing units, by replacing 4 existing single family residences with 15 single family residences and 60 multifamily affordable

apartment units for Seniors. This site is one of the Housing Inventory Sites identified in the Draft 2009-2014 Housing Element currently being reviewed for compliance with State Housing Element Law by the State Department of Housing and Community Development.

Palo Alto currently has an imbalance between employed residents and jobs; there are 80,000 jobs and 30,404 employed residents, which translates into 2.63 jobs per employed resident. The addition of 75 housing units will increase the supply of housing in Palo Alto and slightly alter the City's jobs/housing ratio, which would lessen the imbalance between employed residents and jobs. The proposed project will not displace housing or residents since 75 dwelling units will replace the four existing single-family residences on the site.

Mitigation Measures: None Required

Conclusion: The proposed project would not result in a significant population or housing impact. The potential impact on the jobs/housing balance is a positive one. **(No Impact)**

N. PUBLIC SERVICES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?	1				X
b) Police protection?	1				X
c) Schools?	1				X
d) Parks?	1				X
e) Other public facilities?	1				X

DISCUSSION:

The City of Palo Alto is a built out community, and this project is on an infill parcel that is adequately served by public services and facilities such as parks and schools. The site is adjacent to Briones Park, a neighborhood park that serves the surrounding area. The minor increase in population from this housing development would not adversely impact Police and Fire response times since this site is in an existing developed area.

The single-family residential portion of the project would generate new students resulting in an increase in school population. Palo Alto Unified School District (PAUSD) collects school impact fees

on new residential and commercial construction within District boundaries. Fees are used only for construction and reconstruction of school facilities. The City of Palo Alto does not issue building permits for a project until PAUSD has certified that school impact fees have been paid. Therefore, the proposed development would contribute through payment of fees toward future construction of facilities to address the needs of increased school population from the project.

Mitigation Measures: None Required

Conclusion: The proposed residential project would not result in significant impacts to public facilities. (~~Less Than Significant~~No Impact)

O. RECREATION

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	1				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1				X

DISCUSSION:

The City of Palo Alto is served by a variety of parks and recreation facilities located throughout the community. The City’s recreational system is augmented by local school facilities, which are available to the general public. The proposed residential development could increase usage of nearby parks and recreation facilities. However, it is expected that the increase in population from the project can be accommodated by the existing parks and recreation facilities in Palo Alto. [Single Family dwellings are required to pay the City Park fee. The Senior Housing Development is not expected to utilize parks to significant degree and has their own community garden geared towards senior outdoor recreational use. The fourth floor of the senior complex will also have a roof terrace and an exercise room available for all the residents.](#) As noted, the site is adjacent to Briones Park, a neighborhood park that serves the surrounding area. There are no existing recreational uses on the project site, so the project would not displace any recreation facilities.

Mitigation Measures: None Required

Conclusion: Implementation of the proposed housing project would not result in significant impacts to park and recreational facilities. (~~Less Than Significant~~No Impact)

P. TRANSPORTATION AND TRAFFIC

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	1,5,6			X	
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	1,5,6			X	
c) Result in change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	1,5				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1,5				X
e) Result in inadequate emergency access?	1,5				X
f) Result in inadequate parking capacity that impacts traffic circulation and air quality?	1,5,6			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian, transit & bicycle facilities)?	1,2,5,6			X	
h) Cause a local (City of Palo Alto) intersection to deteriorate below Level of Service (LOS) D and cause an increase in the average stopped delay for the critical movements by four seconds or more and the critical volume/capacity ratio (V/C) value to increase by 0.01 or more?	1,5,6		X		
i) Cause a local intersection already operating at LOS E or F to deteriorate in the average stopped delay for the critical movements by four seconds or more?	1,5,6		X		
j) Cause a regional intersection to deteriorate from an LOS E or better to LOS F or cause critical movement delay at such an intersection already operating at LOS F to increase by four seconds or more and the	1,5,6			X	

Issues and Supporting Information Resources	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
critical V/C value to increase by 0.01 or more?					
k) Cause a freeway segment to operate at LOS F or contribute traffic in excess of 1% of segment capacity to a freeway segment already operating at LOS F?	1,5,6			X	
l) Cause any change in traffic that would increase the Traffic Infusion on Residential Environment (TIRE) index by 0.1 or more?	1,5,6			X	
m) Cause queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity? Queuing impacts include, but are not limited to, spillback queues at project access locations; queues at turn lanes at intersections that block through traffic; queues at lane drops; queues at one intersection that extend back to impact other intersections, and spillback queues on ramps.	1,5,6			X	
n) Impede the development or function of planned pedestrian or bicycle facilities?	1,5,6			X	
o) Impede the operation of a transit system as a result of congestion?	1,5,6			X	
p) Create an operational safety hazard?	1,5				X

DISCUSSION:

Existing Roadway Network: The project site is located at the intersection of Maybell and Clemo Avenues. Maybell Avenue is a two-lane north-south residential roadway that begins at Donald Drive in the south and continues north to El Camino Real. Clemo Avenue is a two-lane east-west roadway that runs between Maybell Avenue and Arastradero Road. Just east of Maybell Avenue, Clemo Avenue has concrete bulb-outs preventing vehicle access to and from Maybell Avenue. Clemo Avenue forms the southern border of the project site and provides direct access to the site.

Regional access to the project is provided via El Camino Real, a six-lane roadway that serves as a north-south route of travel, although it is aligned in a predominantly east-west orientation in the vicinity of the project site. Arastradero Road connects to El Camino Real, and is primarily a two-lane road in the vicinity of the project site. Arastradero Road provides access to the site via Clemo Avenue.

Existing Transit Service: Transit service in the area includes local bus service provided by the Santa Clara Valley Transportation Authority (VTA), and train service from the Caltrain commuter line, which provides service along the Peninsula from San Francisco in the north to Gilroy in the south. Local bus service to the project site includes VTA routes 22 and 522, which run along El Camino Real and connect to the Palo Alto Transit Center to the north and the San Antonio Transit Center to the south. Both of these transit centers are adjacent to Caltrain Stations (University Avenue and San

Antonia stations). VTA route 86 runs along Arastradero Road and provides access to Palo Alto Veterans Hospital.

Existing Pedestrian and Bicycle Facilities: Pedestrian facilities comprise sidewalks, crosswalks and pedestrian signals. Bicycle facilities comprise paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only.

There are sidewalks adjacent to the project site along Clemo Avenue, but there are no sidewalks along the Maybell frontage. As a part of the project, sidewalks will be provided adjacent to the single-family residences along Maybell Avenue.

Maybell Avenue is an existing bicycle boulevard, which serves as part of the School Commute Corridor Network throughout Palo Alto. Arastradero Road contains Class II bicycle lanes and connects to various north-south routes throughout the community.

Traffic Impacts: Traffic operations at intersections are typically described in terms of “Level of Service” (LOS). LOS is a qualitative measure of the effect of several factors on traffic operating conditions, including speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience. It is generally measured quantitatively in terms of vehicular delay and described using a scale that ranges from LOS A to F, with LOS A representing essentially free-flow conditions and LOS F indicating over-capacity conditions with substantial congestion and delay.

According to the *Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemo Avenue in Palo Alto California*, prepared by Hexagon Transportation Consultants, the proposed project is anticipated to generate 238 net new daily trips, with 16 net new trips occurring during the AM peak hour and 21 net new trips occurring during the PM peak hour.

Daily traffic counts were collected in May 2012 on Maybell Avenue in the vicinity of the project site. The results showed there are approximately 3,320 daily trips (both directions) on Maybell Avenue, between Thain Way and Pena Court, during a typical weekday. The traffic analysis also looked at operating conditions at three signalized and three unsignalized intersections in the vicinity of the project site. It was determined that all of the signalized intersections currently operate at acceptable levels of service, measured against City of Palo Alto and the VTA’s Congestion Management Program’s (CMP) standards. The unsignalized intersections all currently operated with reasonable delays. The traffic study noted that there is congestion on Arastradero Road between 7:50 a.m. and 8:25 a.m., and congestion on Maybell Avenue between 7:45 a.m. and 8:15 a.m., from traffic accessing nearby schools. There is also more pedestrian and bicycle traffic on Maybell Avenue during this time period.

Project Impact on Traffic – Project Access Alternative Scenarios: The project proposes the Clemo barrier at the intersection of Clemo and Maybell Avenues would remain in its current location so that all trips to and from the project site would access Clemo Avenue via Arastradero Road. Under this alternative, there would be an increase in trips on Arastradero Road, as all project sites would access the project site via Arastradero Road. This alternative would result in a slight decrease in traffic on

Maybell Avenue, as the project would replace existing homes that currently have access via Maybell Avenue.

Clema via Arastradero and Maybell Access: The first alternative assumes two access points for traffic entering and exiting the site. Access to the site would be provided by one driveway on Clema Avenue and an access easement through the Arastradero Park Apartment Complex (APAC) to the north that would connect to an existing driveway on Maybell Avenue. In the event the access easement through the adjacent APAC property cannot be obtained, the project would be accessed through a single driveway on Clema Avenue.

Clema via Maybell Access: The second alternative assumes that the Clema barrier would be moved to the other side of the project driveway allowing access from Clema Avenue to Maybell Avenue, but preventing through traffic to Arastradero Road. The project site would not be accessible via Arastradero Road because of the barrier. Under this alternative, all project traffic will be added to the Clema/Maybell intersection and no traffic will be added to the Clema/Arastradero intersection.

Level of Service Analysis

Proposed Project: The traffic study looked at existing traffic volumes plus the added trips generated by the project as proposed with the Clema access to Arastradero Rd. The intersection of Arastradero Road and Clema Avenue would incur a substantial increase in delay and deterioration in the level of service during the AM peak hour if the project were limited to a single driveway on Clema Avenue with the current barrier location. As previously noted, this intersection is currently subject to frequent blockages as queues extend along Arastradero Road from the downstream intersection at Coulombe Drive past Clema Avenue. Thus, the “Clema via Arastradero” access alternative, which would funnel all of the project traffic through the Clema/Arastradero intersection, would exacerbate the existing congestion at this intersection.

Alternatives: The traffic study also looked at intersection levels of service under existing plus project and cumulative plus project conditions for the two alternative access scenarios. Under the two access scenario (Access onto Maybell Avenue through APAC and Clema Avenue), the results showed that measured against City of Palo Alto and Congestion Management Plan (CMP) standards, all of the signalized intersections would continue to operate at acceptable levels of service during the AM and PM peak hours, and all of the unsignalized intersections would continue to operate with reasonable delays.

In contrast, moving the Clema barrier to the east of the project driveway so that all project trips would access Clema Avenue via Maybell Avenue would result in less delay. An analysis of the projected traffic volumes at the newly created Maybell/Clema intersection shows that the stop-controlled Clema Avenue approach would operate at LOS A in the AM and PM peak hours. Furthermore, compared to the Clema/Arastradero intersection, queue blockages were observed to occur less frequently at the Clema/Maybell intersection. With either access alternative, the peak-hour levels of service would be unchanged at all but one of the study intersections.

Emergency Access: The project is served by Station 5 which is located less than one mile away. Station 5 has existing capacity to serve the project. The Fire Department has reviewed the

project site plans to ensure there is adequate emergency access.

Bicycle/Pedestrian Safety: The Project will enhance bike and pedestrian safety on Maybell by eliminating four existing driveway curb cuts on Maybell, by restricting parking on Maybell and by providing a sidewalk on Maybell. The small increase in AM peak trips on Maybell is not expected to interfere with the bicycle/pedestrian safety on Maybell in the AM peak. It is expected that the majority of outbound trips generated by the Project would exit onto Clemo towards Arastradero (6 vehicles in the AM peak hour) or turn right from the APAC easement on Maybell and travel east on Maybell in the opposite direction of bicyclists commuting to school (3 vehicles in the AM peak hour), while the project would add only two vehicle trips to the peak westbound direction on Maybell during the AM peak hour

Traffic Signal Warrants: The traffic study provided traffic signal warrant analysis for the project as proposed and for both site access alternatives. The analysis shows that the peak-hour volume warrants would not be satisfied at the unsignalized study intersections during the AM and PM peak hours under existing or cumulative conditions with the project as proposed or under either access alternative.

Cumulative Conditions: The traffic study also looked at forecasted far-term future (year 2020) traffic conditions. The cumulative conditions were estimated by applying an annual growth factor of 1.1 per cent over a period between when the existing traffic counts were taken and the year 2020. The project traffic volumes were also included. The results show that all signalized intersections would continue to operate at acceptable levels of service during the AM and PM peak hours, and the unsignalized intersections would continue to operate with reasonable delays. However, the side street delay on Clemo Avenue would operate at a poor Level of Service (LOS) during the PM peak hour. The poor LOS is primarily a result of the future traffic growth projected to occur between existing and cumulative conditions. During field observations, it was noted that this intersection has a significant number of pedestrian crossings and it is sometimes blocked by through queues on Arastradero Road. The project would add 13 and 9 project trips to the westbound approach on Clemo Avenue during the AM and PM peak hours respectively. This would result in a cumulative project impact in the AM and PM peak hours.

Neighborhood Traffic Volume: Residential areas are especially sensitive to traffic because otherwise relatively small increases in traffic can impact the livability of the neighborhood. A concern common to many residents is the possibility that a new development will cause an increase in traffic volume on their streets. A tool for measuring the effects of increases in traffic on neighborhood "livability" was developed by D.K. Goodrich. The tool is named the TIRE index, or Traffic Infusion on Residential Environments.

The TIRE index uses average daily traffic (ADT) volume to determine the amount of daily traffic that could be added to a roadway before residents would perceive the increase in traffic. The amount of daily traffic that can be added before residents would notice directly correlates to the amount of daily traffic already present on the street. According to this methodology, a noticeable traffic increase occurs when the difference in index between no project and project conditions is 0.10 or more. An increase in index of 0.10 corresponds to an increase in ADT of between 20 and 30 percent.

To quantify the perceptions of its residents, the TIRE index was applied to Maybell Avenue. Daily traffic counts were conducted on May 29th, 30th, and 31st of 2012 (Tuesday, Wednesday and Thursday, respectively) to determine the existing traffic on this street. According to the TIRE index, 825 daily trips could be added to Maybell Avenue before residents would perceive a change. Under this scenario, the project would not add any trips to Maybell Avenue between Thain Way and Pena Court. On the contrary, the project would result in a decrease in volumes on this segment as the project would replace existing homes that currently have direct access to Maybell Avenue.

Clemo and Maybell Avenue (through APAC) Access: Under this alternative, project would add 80 daily trips to Maybell Avenue. It is unlikely that residents along Maybell Avenue would notice an increase in traffic as a result of the proposed development.

Clemo via Maybell Access Alternative: Under this alternative, according to the TIRE index, the proposed project would add approximately 120 daily trips to Maybell Avenue. According to the TIRE index, it is unlikely that residents along Maybell Avenue would notice this projected increase in traffic as a result of the proposed development.

On Site Circulation and Parking: The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate circulation throughout the site. The site would include 42 uncovered surface parking spaces with 5 reserve spaces for the senior housing units including three accessible parking spaces. Parking stalls are oriented at 90 degrees to the drive aisles. Aisle widths are appropriate for 90-degree parking, and there are no dead end aisles. A passenger loading zone is shown in front of the community room at the proposed senior housing component. Parking for the single-family residential units would occur in attached two-car garages. In addition, all but one of the single-family units adjacent to Maybell Avenue has driveway aprons that are 18 feet deep, which would allow for two additional parking spaces per unit. With the exception of one unit at the corner of Maybell Avenue and Clemo Avenue that would have direct access to Clemo Avenue, all single-family units would be accessed by internal drive aisles. As described previously, access to the public street system from the northern driveway requires traveling through the adjacent property.

Traffic Study Conclusions: The traffic study indicates the following conclusions regarding the proposed project and the two site access alternatives:

As currently proposed, the project would be accessed via a single driveway on Clemo Avenue. With the current Clemo barrier, all project trips would access Clemo Avenue via Arastradero Road. The stop-controlled Clemo Avenue approach at Arastradero Road would incur a substantial increase in delay and deterioration in the level of service during the AM peak hour if the project were limited to a single driveway on Clemo Avenue with the current barrier location.

As an alternative, the project would be served by two driveways—one driveway on Clemo Avenue and an access easement through the Arastradero Park Apartment Complex (APAC) to the north that would connect to an existing driveway on Maybell Avenue. The analysis of the proposed project shows that it is unlikely that residents along Maybell Avenue would notice an increase in traffic as a

result of the proposed development. In addition, all of the signalized study intersections would operate at acceptable levels of service under existing, existing plus project, and cumulative conditions during both the AM and PM peak hours. The analysis also showed that none of the unsignalized intersections would meet the peak hour signal warrants and the unsignalized study intersections would operate with reasonable overall average delays. However, the side-street delay on Clemo Avenue would operate at a poor LOS during the PM peak hour under cumulative conditions with or without the project. The poor LOS is primarily a result of future traffic growth projected to occur between existing and cumulative conditions. Furthermore, the level of service analysis at this intersection does not reflect the significant number of pedestrian crossings and frequent blockages by through queues on Arastradero Road that were observed during the AM peak hour. The project would add 6 and 4 project trips to the westbound approach on Clemo Avenue during the AM and PM peak hours, respectively.

Alternatively, the Clemo barrier could be relocated east of the project driveway so that all project trips would access Clemo Avenue via Maybell Avenue. An analysis of both site access alternatives shows that all of the signalized study intersections would operate at acceptable levels of service under existing plus project and cumulative plus project conditions during both the AM and PM peak hours. The analysis also showed that none of the unsignalized intersections would meet the peak hour signal warrants and the unsignalized study intersections would operate with reasonable overall average delays. Moving the Clemo barrier to the east of the project driveway so that all project trips would access Clemo Avenue via Maybell Avenue would result in reasonable delays and acceptable levels of service at the stop-controlled Clemo Avenue approach at Maybell Avenue. Furthermore, residents along Maybell Avenue would not notice a change in traffic as a result of the proposed development. As stated earlier, given the severity of queuing, bike and pedestrian trips on Arastradero Road, it would be beneficial to relocate the barrier on Clemo Avenue to east of the project driveway, so that the project trips cannot access Arastradero Road via Clemo Avenue.

Generally, the proposed plan would provide adequate circulation throughout the site. The existing live oak trees located along the project frontage on Clemo Avenue are not expected to interfere with the visibility of drivers exiting the proposed Clemo Avenue driveway. In order to ensure that on-street parking does not obscure the view for outbound traffic, it is recommended that the curb be painted red for a distance of 65 feet east of the driveway. Adequate sight distance is provided at the existing Maybell Avenue driveway at the APAC.

Potential Impacts: If the Clemo Avenue driveway is the only access to the site and the access barriers on Clemo are not relocated, the stop-controlled Clemo Avenue approach at Arastradero Road would incur a substantial increase in delay and deterioration in the level of service during the AM peak hour. This would result in a potential significant effect on traffic operations at this intersection. If the access easement is obtained and there is site access from both Clemo and Maybell Avenues, there would be no significant adverse traffic impacts expected from the project. Or alternatively, if the Clemo barrier could be relocated east of the project driveway so that all project trips would access Clemo Avenue via Maybell Avenue, there would be no significant adverse traffic impacts expected from the project.

Mitigation Measures:

1. In order to ensure that there are no adverse impacts to traffic circulation, one of the following mitigation measures shall be required.
 - a. The project sponsor shall obtain an access easement through the adjacent Arastradero Park Apartment Complex to connect the site access aisle to the existing driveway for APAC on Maybell Avenue.
 - b. If an access easement cannot be obtained and access is from a single driveway on Clemo Avenue, the access barriers on Clemo Avenue shall be relocated from the intersection of Maybell Avenue to east of the project driveway on Clemo Avenue.
2. In order to ensure that on-street parking does not obscure the view for outbound traffic from the Clemo Avenue driveway, the curb shall be painted red for a distance of 65 feet east of the driveway.

Conclusion: Based on the traffic analysis and the mitigation measures proposed, it has been determined that with mitigation, there would be no significant adverse impacts to traffic and circulation from the proposed project. **(Less Than Significant Impact With Mitigation)**

Q. UTILITIES AND SERVICE SYSTEMS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	1,5				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1,5				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1,5				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	1,5				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	1,5				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1,5				X

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?	1,5				X
h) Result in a substantial physical deterioration of a public facility due to increased use as a result of the project?	1,5				X

DISCUSSION:

The City of Palo Alto Utilities Department provides water and sewer services as well as gas and electric service. Palo Alto also provides refuse and storm drain service, operated through the Public Works Department.

There are existing utilities in place in the area to serve the proposed development. There are existing water and gas lines within both the Clemo and Maybell Avenue rights-of-way, and the proposed single-family residences and apartment building will connect to these existing lines. There is an existing sanitary sewer main within the Maybell Avenue right-of-way. A new 8-inch diameter sanitary sewer main will be installed in the Clemo Avenue right-of-way to connect to the existing main in Maybell Avenue and serve the proposed residences. A new storm drain system will be installed on site, and a new storm drain line will be installed in the Maybell Avenue right-of-way to connect to an existing storm drain located at the intersection of Maybell and Baker Avenues.

Mitigation Measures: None Required

Conclusion: There is adequate capacity in the existing Palo Alto utilities and service systems to accommodate the proposed project (~~Less Than Significant~~No Impact)

R. MANDATORY FINDINGS OF SIGNIFICANCE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	1,2,3,4,5,10				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable”	1			X	

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?					
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1,5				X

DISCUSSION:

With the implementation of policies in place and avoidance measures required by the City of Palo Alto and other agencies as described in the specific sections of this report, as well as implementation of the mitigation measures proposed (refer to Environmental Checklist and Discussion of Impacts), on pages 7 through 464 of the Initial Study, the proposed project would not result in significant environmental impacts.

Under cumulative considerations, only potentially significant traffic impacts were identified. With mitigation measures, the traffic impacts are less than significant. No other thresholds of significance were exceeded under cumulative considerations.

Mitigation Measures: None required.

Conclusion: The proposed project is not expected to have impacts that are cumulatively considerable. **(Less Than Significant Impact)**

SUMMARY OF MITIGATION MEASURES:

1. During construction, the project sponsor shall require the construction contractor to implement the following measures required as part of BAAQMD's basic and enhanced dust control procedures required for all construction sites. These include:
 - a. Water all active construction areas daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
 - b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
 - c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
 - d. Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
 - e. Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
 - f. Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
2. In order to make sure the proper tree protection measures are followed during construction, the project sponsor shall comply with the Tree Preservation and Protection Plan outlined in the *Arborist's Report, 567-595 Maybell Avenue*, prepared by John H. McClenahan, McClenahan Consulting, LLC, November 26, 2012.
3. In order to mitigate any potential impacts related to existing environmental conditions on the site, the project sponsor shall comply with the recommendations made in the *Phase II Environmental Assessment, Maybell Property, Palo Alto, California*, prepared by Rosewood Environmental Engineering, July 20, 2012.
4. In order to ensure that there are no adverse impacts to traffic circulation, one of the following mitigation measures shall be required.
 - a. The project sponsor shall obtain an access easement through the adjacent Arastradero Park Apartment Complex to connect the site access aisle to the existing driveway for APAC on Maybell Avenue.
 - b. If an access easement cannot be obtained and access is from a single driveway on Clemo Avenue, the access barriers on Clemo Avenue shall be relocated from the intersection of Maybell Avenue to east of the project driveway on Clemo Avenue.
5. In order to ensure that on-street parking does not obscure the view for outbound traffic from the Clemo Avenue driveway, the curb shall be painted red for a distance of 65 feet east of the driveway.

SOURCE REFERENCES

1. Project Planner's knowledge of the site and the proposed project
2. Palo Alto Comprehensive Plan, 1998-2010
3. Palo Alto Municipal Code, Title 18 – Zoning Ordinance
4. Palo Alto Tree Technical Manual, Municipal Code Chapter 8.10.030, June 2001
5. Project Plans
6. *Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemo Avenue in Palo Alto, California*, prepared by Hexagon Transportation Consultants, Inc., February 26, 2013
7. Arborist Report, 567-595 Maybell Avenue, prepared by John H. McClenahan, McClenahan Consulting, LLC, November 26, 2012
8. Phase I and Phase II Environmental Assessments, Maybell Property, Palo Alto, California, prepared by Rosewood Environmental Engineering, July 2, 2012 and July 20, 2012
9. Bay Area Air Quality Management District, *CEQA Guidelines*, Updated May, 2012
10. Palo Alto Historic Resources Inventory
11. Alquist-Priolo Earthquake Fault Zoning Map
12. Palo Alto Municipal Code, Section 9.10-Noise Ordinance
13. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel No. 06085C 0017H*, May 18, 2009
14. CEQA Guidelines – Environmental Thresholds (Professional judgment and expertise and review of document).
15. Association of Bay Area Governments, *Dam Failure Inundation Hazard Map for Palo Alto/Stanford*, 1995. <http://www.abag.ca.gov/cgi-bin/pickdamx.pl>
16. Association of Bay Area Governments (ABAG), *Wildfire Hazard Maps and Information*, November 2004
17. State of California, *Seismic Hazard Zones Palo Alto Quadrangle Official Map*, October 18, 2006

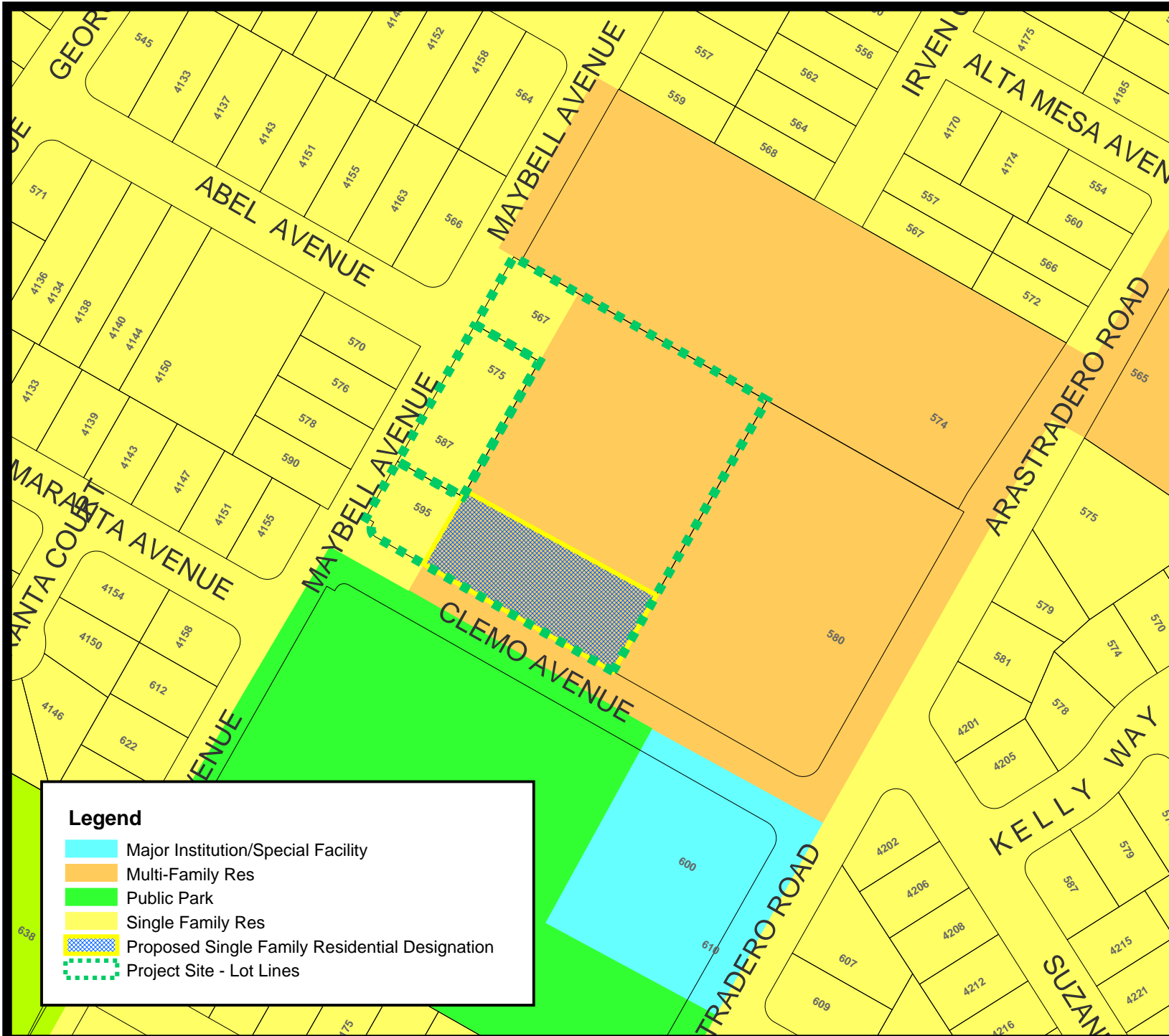
DETERMINATION

On the basis of this initial evaluation:

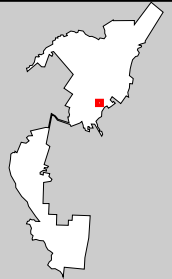
<p>I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.</p>	
<p>I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.</p>	<p>X</p>
<p>I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.</p>	
<p>I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.</p>	
<p>I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.</p>	

Project Planner

Date



The City of Palo Alto



567 - 595 Maybell Avenue
Project Site
Area Map
Proposed
Single Family Residential
Comp Plan Designation Amendment

This map is a product of the City of Palo Alto GIS



Legend

- Major Institution/Special Facility
- Multi-Family Res
- Public Park
- Single Family Res
- Proposed Single Family Residential Designation
- Project Site - Lot Lines

**MAYBELL ORCHARD DEVELOPMENT
PROJECT DESCRIPTION
Planned Community (PC) Zone Change**

**Originally Filed November 6, 2012
REVISED March 15, 2013**

INTRODUCTION

On June 22, 2012, Palo Alto Housing Corporation (PAHC) entered into a Purchase and Sale Agreement with Sambuceto Partners and Maybell Sambuceto Properties to acquire the properties located at 567-595 Maybell and 575-587 Maybell, in the City of Palo Alto, California. The APN numbers for the property are: 137-25-108 & 137-25-109. The main purpose of this acquisition is for PAHC to develop a much-needed affordable housing development in Palo Alto. Escrow for the transaction was successfully closed on November 30, 2012 and PAHC now owns the property.

PAHC is applying for a Planned Community (PC) Zone Change, a Comprehensive Plan amendment, Architectural Review Board (ARB), environmental review, and tree removal for the property. PAHC has had preliminary meetings with City staff and neighbors, as well as a City Council study session in September of 2012 and an ARB preliminary review session in February of 2013. Relying on input from the surrounding community, City staff and policy makers, PAHC is applying for:

PROPOSED APPLICATIONS

1. PC Zone change from R-2 and RM-15;
 - a. Architectural Review Board (ARB)
 - b. Comprehensive Plan amendment
 - c. Environmental Review & Approval per CEQA; and
 - d. Tree Removal

DEVELOPMENT PROGRAM STATEMENT

The two parcels presently carry R-2 and RM-15 zoning designations. Approval of the Planned Community (PC) Zone Change Application to rezone the 2.46-acre underutilized property would allow for the redevelopment of the site into a mixture of fifteen single-family, market rate homes and sixty affordable, rental housing units. The Comprehensive Plan Amendment from Multifamily Residential to Single-Family Residential for a portion of the property proposed for single-family homes will make the Comp Plan consistent with the proposed rezoning. The apartments will serve extremely-low to low income seniors with incomes in the range of 30-60% of the Area Median Income (AMI) for Santa Clara County.

City codes for high-density residential development do not provide sufficient flexibility to develop the proposed community under standard regulations. The proposed development will not be attainable without a PC Zone change. The application allows for greater City oversight to ensure a unified, comprehensively planned development that will guarantee the development of affordable housing, thereby providing substantial public benefit to the City of Palo Alto.

A PC Zone Change would enable PAHC to build sixty affordable, rental housing units for seniors on approximately 1 acre of the site, and to set aside approximately 1.46 acres for market rate housing development to be either developed by PAHC or a private developer. The sale of the market rate portion will significantly reduce the costs associated with the land acquisition and development for the sixty unit senior housing project.

The project will increase the affordable housing stock available to the City's aging population. According to Census Data, the senior population has been the fastest growing age group in Santa Clara County, and second fastest growing in Palo Alto, over the last ten years. The Housing Element, part of the City's Comprehensive Plan, reports that Palo Alto seniors are deciding to age in place and many will begin to shift from larger single-family homes to smaller units. According to the Silicon Valley Council on Aging, twenty percent of seniors in Palo Alto are living at or near the federal poverty level. The project will provide long-term affordability restrictions and will leverage the monetary contributions of the City and the County for the public benefit. Furthermore, the project will help the City meet its regional housing needs per the Association of Bay Area Government's housing allotment. The property is a designated a Housing Inventory site under the City's Housing Element.

EXISTING CONDITIONS

The subject property is the configuration of two contiguous parcels of land with a net site area of approximately 2.465 acres (107,392 square feet). The larger parcel, currently zoned RM-15, contains a former apricot orchard and two single-family houses. The smaller parcel, currently zoned R-2, contains two additional single-family homes. These four one-story houses were built in the 1950s and 1960s and range in size from approximately 900 square feet to 1,500 square feet. All four homes face Maybell Avenue and have two-car garages. 567 Maybell Avenue has an additional attached one-car garage so there are presently a total of five garages fronting Maybell. Unlike typical single-family dwellings, none of the houses have their own individual lot. All homes are in need of maintenance, repair and upgrades.

The former orchard, which comprises the majority of the larger parcel behind the four houses, was family-run by the property owner, producing fruit until roughly 1990. Since the early 1990s, the orchard has not been maintained. The south frontage of the orchard along Clemo Avenue is lined with large mature live oak trees.

The entire property is level and at grade with surrounding properties and is served by all major utilities.

PROJECT DESCRIPTION

The project will provide sixty affordable rental apartments, including fifty-nine (59) one-bedroom units and one (1) two-bedroom unit for the onsite manager. The project will also include common areas such as a community room, computer room, laundry rooms on each floor, manager's office, resident services office, visiting nurse's office, exercise room, as well as outdoor common spaces including a large courtyard and patio, community garden, and rooftop terrace. The units will have an average size of approximately 600 square feet and rents will range from \$532-1,065 per month for one person and will be adjusted annually based on Santa Clara County AMI. The fifteen single-family homes will range between 1,840 and 2,330 square feet. The homes will have three and four bedrooms and will vary in height between two and three stories.

The following provides a brief description of the application:

Architecture. Elevations vary in height. The two-story homes will not exceed 25 feet and the three-story homes will not exceed 35 feet. All of the single-family homes will feature architectural elements that will enhance the diversity of the streetscape, including step-backs on each floor. The senior apartment building will be four stories. Fenestration of the building will be achieved through large windows, alcoves, textures, and stepping floors back on the southern side of the building. In doing so, the elevations will be broken into several plains, reducing the mass of the building. The single-family homes and the apartment building will compliment the natural features of the site and will take into consideration adjacent properties in order to blend into the overall neighborhood fabric.

Height. The single-family homes along Maybell and Clemo Avenues will have maximum heights of approximately 32 feet, and the senior apartment building will have a maximum height of approximately 45 feet. Massing and orientation of the buildings will respect and mirror the massing of the neighboring structures by stepping back upper stories. The development will gradually step up in height from the two and three-story homes along Maybell and Clemo Avenues, to the four-story senior apartment building. This gradual step up in height will provide continuity between the one and two story homes present to the west of the development, the three story APAC apartment complex to the north, and the eight-story TAN apartment building to the east.

Setbacks. The eight homes along Maybell Avenue will have approximately 12 foot front-yard setbacks, 7 foot side-yard setbacks and 18-foot rear yard/driveway apron setbacks. The corner house will have (approximately) a five foot setback from Clemo Avenue, a 20 foot setback from Maybell Avenue, and a 5 foot side- and rear-yard setback. The six remaining homes along Clemo Avenue will have between 10 and 20 foot front yard setbacks in order to preserve and feature the mature live oaks lining the street, 12 foot side yards, and between 2 and 10 foot rear setbacks. Fourteen (14) of the 15 homes will have alley-loaded garages, allowing space for the addition of an uninterrupted sidewalk along Maybell Avenue which will connect existing sidewalks to the north and south of the property. These improvements will make Maybell Avenue a safer bicycle and pedestrian route.

Development. The senior apartments will have a standard size of approximately 600 square feet and the manager's 2-bedroom unit will be approximately 726 square feet. The development

will, at a minimum, meet ADA requirements for accessibility in bathrooms and kitchens. Gas and water will be provided to the building via a single meter and are included in the rent. Internet and cable service will be available throughout the building and each resident will have the option of contracting with an independent contractor for this service. Each unit and the common areas will be provided electricity via individual meters. Roof top photovoltaic energy systems are proposed to pre-heat water prior to entering a central boiler. Heating and cooling will be supplied to each unit via individual meters. Photovoltaic electric solar panels are proposed to power the community room. Water conservation will be achieved with drought-tolerant landscaping of all vegetated areas and the use of Energy Star appliances. Additional sustainable measures will be met throughout the construction and materials selection process which may include recycled aggregate, engineered lumber, no added formaldehyde insulation and modular cabinets, low-VOC paints, wood coatings and adhesives, and low-emitting flooring. Other green features will be explored as funding permits.

The single-family homes will range in size between 1,840 and 2,330 square feet. The protected/heritage oak trees along Clemo Avenue will be preserved. PAHC plans to have edible landscaping and/or a memorial plaque in the courtyard of the senior apartment building as a tribute to the agricultural history of the neighborhood. The project is designed to meet or exceed the City’s green point rating system and will be environmentally sustainable. **Table 1** and **Table 2** illustrate the proposed housing mix and livable square footage.

Table 1 – Senior Apartments Housing Mix

Apartment Composition	Square Feet	Apartments Housing Mix				Unit Total Square Feet
		Floor 1	Floor 2	Floor 3	Floor 4	
Unit 1 – 1 Bedroom	600	14	16	16	13	35,400
Unit 2 – 2 Bedroom	796	0	0	0	1	796
Apartment TOTAL	-	14	19	14	13	36,196

Table 2 – Single Family Housing Mix

Single-Family Home Design	Square Feet	Single Family Housing Mix			
		Quantity	Height	Bed	Bath
Plan 1A	2,330	2	3 story	4	3.5
Plan 1B	2,330	3	3 story	4	3.5
Plan 1C	1,901	3	2 story	3	2.5
Plan 2	2,304	1	2 story	4	3.5
Plan 3A	1,832	2	3 story	4	4
Plan 3B	1,840	3	3 story	4	4
Plan 3C	1,840	1	3 story	4	4

The senior apartments will provide high-quality rental housing to seniors with annual incomes ranging from 30% - 60% of the Area Median Income (AMI). **Table 3** illustrates the Santa Clara County income limits per home size as a percent of AMI, which are adjusted annually.

Table 3 – Santa Clara County Area Median Income (AMI)

Area Median Income Santa Clara County	Number In Household			
	1	2	3	4
100% Income Level	\$71,000	\$81,100	\$91,200	\$101,300
60% Income Level	\$42,600	\$48,660	\$54,720	\$60,780
30% Income Level	\$21,300	\$24,330	\$27,360	\$30,390

Source: TCAC 2013 Maximum Income Levels

Open Space. The apartment building will surround a large courtyard, complete with interesting landscape elements, walking and seating areas and a community garden. The community room will open up to an outdoor patio, making the courtyard easily accessible to residents. The current plans include a roof terrace. The landscaping plan includes a walking path through the courtyard and a connecting path from the senior apartment building to Briones Park. The garages for the single-family homes are alley-loaded, providing front yard open space for each house.

Tree Removal. S.P. Mclenahan Co. has drafted a tree survey and tree protection plan. A site visit with David Dockter was conducted and S.P. McClenahan Co. Inc. is following through on the recommendations of the City. The mature Oak trees along Clemo Avenue will remain and have been incorporated into the project design. The tree protection plan is included as **Attachment A**.

Parking for Senior Apartments. The senior apartments will have a total of 47 parking spaces, inclusive of three handicap spaces. Five of these spaces will be placed in a landscaped parking reserve which can be converted to parking if necessary. The typical parking ratio for a senior development in Palo Alto has been approximately .5. The Maybell Orchard Apartment project will have a parking ratio of .78, accommodating residents as well as visitor parking needs. For comparison, the Stevenson House, a 120-unit low-income senior housing development in Palo Alto, presently has a parking ratio of .45 spaces per unit and is well-parked. PAHC’s Sheridan senior apartments has a parking ratio of .35. **Table 4** provides an overview of parking at nearby senior properties.

Table 4 – Senior Development Automobile Parking

PROPERTY	California City	Total Homes	Spaces Provided	Parking Ratio
Sheridan Sr. Apt	Palo Alto	57	20	.35
Stevenson House	Palo Alto	120	54	.45
Fair Oaks Plaza	Sunnyvale	124	84	.67

DeVries Place	Milpitas	103	70	.68
Eden Issei	Hayward	100	52	.52
Maybell Orchard	Palo Alto	60	47	.78

PAHC will monitor parking demand at the senior apartments. Parking will be metered by assigning spaces to residents as needed, with proof of registration and insurance. Due to the typically lower car ratios for seniors and affordable housing properties in general, we expect to be more than sufficiently parked to allow extra spaces for visitors and PAHC staff. Five spaces will be landscaped as a parking reserve. Should further parking prove to be necessary for the senior housing, the parking reserve can be converted into parking. Furthermore, PAHC is exploring the option of providing a shared van for resident use. Also, PAHC plans to provide an Electric Vehicle charging station on-site.

Parking for Single-Family Homes. Fourteen of the single-family homes will have alley loaded two-car garages. The corner home (corner of Maybell and Clemo) will have a garage loading onto Clemo Avenue. In addition to the two-car garage, seven of the homes along Maybell and the corner home on Clemo will have guest parking for two additional cars in the driveway apron.

Covered Parking. The zoning code requires residential parking to be concealed from the street for projects with six units or more. Although uncovered, all of the proposed parking spaces will be concealed from Clemo and Maybell Avenues through a combination of landscaping and building locations on the site. The single-family homes and existing live Oak trees will shield the parking area from view from Maybell and Clemo Avenues.

Bicycle Parking for Seniors. Palo Alto Municipal Code does not address bicycle parking requirements for senior housing. The City of Santa Rosa requires 1 bicycle parking space per 8 units of senior affordable housing if a private garage or bicycle storage space is not provided. The City of Mountain View does not have a requirement for bicycle parking related specifically to senior affordable housing. However, Mountain View requires a minimum number of bicycle parking spaces equal to 5% of required vehicle parking spaces, which equates to roughly one bicycle parking space per ten units.

The current plans for the senior apartment building include indoor bicycle parking for 20 bikes (1 space per 3 units) on the western end of the building, adjacent to the stairwell, and a rack for an additional 7 guest bicycles (just over 1 space per 10 units) located just to the east of the main entrance. **Table 5** provides comparable bicycle parking for local affordable senior apartments.

Table 5 – Palo Alto Affordable Senior Bicycle Parking

PROPERTY	California City	Total Homes	Spaces Provided	Parking Ratio
Sheridan Sr. Apt	Palo Alto	57	24	.42
Stevenson House	Palo Alto	120	40	.33
Maybell Orchard	Palo Alto	60	27	.45

Public Transit - Bus. The project is within 500 feet of the north-south peninsula artery, El Camino Real. El Camino Real is served by Santa Clara Valley Transit Agency (VTA) Bus Routes "22", "Rapid 522" and "88." The bus stop for each of these routes is less than a five-minute walk from the property. Additionally, the Palo Alto shuttle route extension will bring the free shuttle within a few blocks of the development.

The Palo Alto "Crosstown Shuttle" operates a circular route through Palo Alto, providing service to Mitchell Park, Main Library, midtown shopping, downtown Palo Alto and the Palo Alto Caltrain Station, among other destinations. It runs Monday-Friday from roughly 9:00am-5:00pm.

The "22" operates along El Camino Real, running northwest to the Palo Alto train station and southeast to San Jose. It runs 24 hours a day, with buses every 12 minutes from 6:00am-7:00pm and every 30 minutes after 7:00pm, seven days a week. It runs every 15 minutes on Saturday and Sunday.

The "Rapid 522" also operates along El Camino Real, running northwest to the Palo Alto train station and south to the Eastridge Transit Center. It runs during workweek daytime hours with service approximately every 15 minutes from 5:30am to 8:30pm. It runs every 15 minutes on Saturday and Sunday between 6:00am and 8:00pm.

The "88" runs between the Palo Alto V.A. and Middlefield/Colorado streets, serving south Palo Alto neighborhoods with easy access to grocery stores and satellite colleges at the Cubberley Center; it runs during workweek daytime hours with service approximately every hour from 6:30am to 6:30pm. There is no service on Saturday and Sunday.

Public Transit - Caltrain. Railway access is readily available at the Palo Alto, San Antonio, and California Avenue Caltrain stations.

The California Avenue train station is located approximately 2.0 miles north of the property. Access to the station involves a short 9 minute bus ride and a 6 minute walk. Alternatively, the station is a 39 minute walk or a 10 minute bike ride from the property.

The Palo Alto train station is a major transit station for Caltrain operations. The station is located approximately 3.5 miles north of the property. Access to the station involves a short 20 minute bus ride that drops off right at the train platform.

The San Antonio train station is located approximately 1.9 miles east of the property. Access to the station involves a 15 minute bus ride and a 15 minute walk. Alternatively, the station is a 33 minute walk or a 10 minute bike ride from the property via sidewalks and a Class I pedestrian trail.

Development Schedule. The anticipated development schedule is as follows:

November 2012	Secure City/County and Additional Funding
November 30, 2012	Close of Escrow
March 2013	Architectural Review Board Approval
June 2013	Council Development Permit & Design Review Approval
June 2013	Market Rate Portion Land Sale
July 2013	Deadline to apply for tax credit financing for 2012 year
September/October 2013	Obtain Grading/Building Permit
October 2013	Commence Construction
October 2014	Complete Construction*
October/November 2014	Obtain Occupancy Permit
December 2014	Full Occupancy and Operational

* Site constraints & difficulties associated with winter construction may cause delays.

CONCESSIONS

Government Code section 65915 provides zoning concessions for the development of affordable housing. The following provides a brief description of the concessions that are being sought for the development.

Height. The maximum allowable height for any PC district is fifty feet. However, Section 18.38.150(b) requires that the maximum height within 150 feet of any residentially zoned or applicable PC district shall be 35 feet. The single-family homes are in compliance; however, the senior building exceeds this restriction by approximately 10 feet. The senior building's strategic placement on the property nearest the APAC apartment community and the TAN Plaza Apartments allows the building to blend in with the context of the 3-story and 8-story adjacent developments. As discussed in the project description, the entire development smoothly transitions up in height from the two and three story single family homes, to the four-story senior building, linking the existing one and two story homes along Maybell with the three-story APAC apartments to the north of the property and the eight story TAN apartment building to the east.

Daylight Plane. The PC code requires that setbacks be scaled to the height of each building—the taller the building, the greater the setback—ensuring minimal shading of neighboring properties. Given the four story height of the senior building, the structure would need to be set back 72 feet from the property line in order to comply with the daylight plane zoning ordinance. Due to the limited size of the property, setbacks meeting the daylight plane requirement are not possible. At the request of the Architectural Review Board, a shadow study was conducted, included on **Plan Sheet A2.1**. The study shows that the structures on the neighboring properties are subject to minimal shading due to their setbacks from the property line and their height. The three-story APAC apartment community to the north of the senior building is setback 57 feet from the property line with a parking area and a driveway in between, thereby limiting the possibility that residents will be shaded by the senior building. The eight-story TAN apartment building is similarly setback from the property line behind carports and a drive aisle. Due to the height and location of the TAN building, it is not shaded by the senior building. The single-family homes do not present any daylight plane issues.



ARCHITECTURAL REVIEW BOARD MINUTES

ATTACHMENT E

1
=====MEETINGS ARE CABLECAST LIVE ON GOVERNMENT ACCESS CHANNEL 26=====

2
3
4 **Thursday April 4, 2013**
5 **REGULAR MEETING - 8:30 AM**
6 *City Council Chambers, Civic Center, 1st Floor*
7 *250 Hamilton Avenue*
8 *Palo Alto, CA 94301*

9 **ROLL CALL:**

10 **Board members:**

11 *Clare Malone Prichard (Chair)*
12 *Lee Lippert (Vice Chair)*
13 *Alexander Lew*
14 *Randy Popp*
15 *Naseem Alizadeh*

Staff Liaison:

Russ Reich, Senior Planner

Staff:

Diana Tamale, Administrative Associate
Tim Wong, Senior Planner
Steven Turner, Advance Planning Manager

18
19 **PROCEDURES FOR PUBLIC HEARINGS**

20 *Please be advised the normal order of public hearings of agenda items is as follows:*

- 21 • *Announce agenda item*
- 22 • *Open public hearing*
- 23 • *Staff recommendation*
- 24 • *Applicant presentation – Ten (10) minutes limitation or at the discretion of the Board.*
- 25 • *Public comment – Five (5) minutes limitation per speaker or limitation to three (3)*
26 *minutes depending on large number of speakers per item.*
- 27 • *Architectural Review Board questions of the applicant/staff, and comments*
- 28 • *Applicant closing comments - Three (3) minutes*
- 29 • *Close public hearing*
- 30 • *Motions/recommendations by the Board*
- 31 • *Final vote*

32
33 **ORAL COMMUNICATIONS.** Members of the public may speak to any item not on the
34 agenda with a limitation of three (3) minutes per speaker. Those who desire to speak must
35 complete a speaker request card available from the secretary of the Board. The Architectural
36 Review Board reserves the right to limit the oral communications period to 15 minutes.

37
38 **APPROVAL OF MINUTES.**

39 March 21, 2013
40

1 **AGENDA CHANGES, ADDITIONS AND DELETIONS.** The agenda may have additional
2 items added to it up until 72 hours prior to meeting time.

3
4 **CONTINUED BUSINESS:**

5
6 **Major Review:**

7
8 **50 El Camino Real [11PLN-00388]:** Request by Huiwen Hsiao on behalf of The Board of Trustees of
9 the Leland Stanford Junior University for Site and Design Review of the construction of a 70-room,
10 three story, 51,948 square foot building on a 1.57-acre site, to house an expanded Ronald McDonald
11 House program. The project includes a rezoning to Public Facility with a Site and Design Combining
12 District (PF(D)) zone, and Comprehensive Plan re-designation (from Streamside Open Space to Major
13 Institution/Special Facilities), and a Conditional Use Permit amendment. Zone District: Community
14 Commercial with a Landscape Combining District (CC(L)). Environmental Assessment: A Mitigated
15 Negative Declaration has been prepared for the project in accordance with CEQA.

16
17 **NEW BUSINESS:**

18
19 **Major Review:**

20
21 **567-595 Maybell Avenue [12PLN-00453]:** Request by Candice Gonzalez on behalf of Palo Alto
22 Housing Corporation, for Architectural Review of a housing project that includes 15 single-family
23 detached homes and a 60-unit multiple-family residential building providing affordable rental units for
24 seniors. The project includes off-street parking, landscaping and other site improvements. A zone
25 district change from Low-Density Residential (R-2) and Multiple-Family Residential (RM-15) to a
26 Planned Community (PC) has also been requested. Environmental Assessment: a Mitigated Negative
27 Declaration has been prepared for public review.

28
29 **Chair Malone Prichard:** And our second and final item is 567 to 595 Maybell Avenue. A request by
30 Candice Gonzalez on behalf of Palo Alto Housing Corporation (PAHC), for Architectural Review of a
31 housing project that includes 15 single-family units, detached homes, and a 60-unit multiple-family
32 residential building providing affordable rental units for seniors. The project includes off-street
33 parking, landscaping and other site improvements. A zone district change from Low-Density
34 Residential (R-2) and Multi-Family Residential (RM-15) to a Planned Community (PC) has also been
35 requested. Have the staff presentation.

36
37 **Tim Wong, Senior Planner:** Good morning. My name is Tim Wong. I'm a Senior Planner with the
38 City. Before I begin just a couple quick corrections to the staff report; on Page 7 in the discussion page

1 it says that typically in a project like this 91 spaces are required. That should be 97 spaces. So that's
2 on Page 7, and also on Page 5 in with the daylight plane discussion (interrupted)

3

4 Board Member Popp: I'm sorry Tim. Where on Page 7 is that? In the parking section?

5

6 Mr. Wong: Parking, yeah.

7

8 Board Member Popp: And what is the correction please?

9

10 Mr. Wong: It should say 97 parking spaces. So in the sentence at mid-paragraph, the first paragraph it
11 should say, "Therefore the development would typically require..."

12

13 Board Member Popp: Thank you.

14

15 Mr. Wong: Ok. And then secondly on Page 5 under Zoning Compliance there's that paragraph
16 discussing daylight plane and how the senior center does not comply with the daylight plane
17 requirement. Lot 1 of the sub, single-family subdivision would also fall under that category that the
18 house proposed for Lot 1 would not comply with the daylight plane requirement. So a couple quick
19 corrections and so I'll go ahead and get started. Thank you.

20

21 This item is before you today as part of the Planned Community rezone process. The Architectural
22 Review Board (ARB) reviews development plan, site plan, and design plans as part of the Planned
23 Community process. After the Planning and Transportation Commission (PTC) recommends the

1 application move forward for the initiation of the rezone and on February 13, 2013, the PTC
2 recommended that this application move forward. Therefore, this application is before you today.

3
4 As stated, Palo Alto Housing Corp. has submitted an application to do a 60 unit affordable senior multi-
5 family development and a 15 unit single-family dwelling subdivision for a total of 75 units under the
6 PC rezone. Currently the parcel is zoned R-2 with a majority zoned RM-15 for a max density of 34
7 units. Some quick information about the proposed development; the senior center is proposed to be in
8 the southeast corner of the project site. It'll have 60 units. The bedrooms, there'll be 59 one bedroom
9 units of approximately 600 square feet and there will be one manager's unit. There'll be community
10 amenities provided including a computer lab, resident services office, manager's office, and there will
11 be outdoor common open space on ground level and also there will be a rooftop terrace.

12
13 The overall height of the project of the senior development it will be about 40, approximately 45 feet.
14 And they are proposing 42 parking spaces for the 60 units with 5 in reserve for a total of 47 spaces for
15 the senior center. The stalls to unit ratio of .78 is higher than other affordable senior developments
16 throughout the City. And I believe you have some information in your staff report compared to others
17 and also some information about the single-family homes. They are proposing 15 homes, 8 along
18 Maybell, and 6 on Clemo with a corner lot. All the homes are approximately 1,800 to 2,400 square
19 feet. All have two car garages and the applicant is also proposing some additional parking, 7 two car
20 aprons for 7 of the units. So therefore there will be 14 additional spaces than what is required. And
21 also all access for the development currently proposed is coming off of Clemo Avenue and going onto
22 Arastradero.

23

1 As mentioned in the staff report there are height and daylight plane issues. PC zone requires that any
2 development within 150 feet of residential has a maximum height of 35 feet. As stated the senior
3 center is 45 feet, exceeding that 35 foot and also daylight plane also within 150 square, excuse me, 150
4 feet of residential requires daylight plane requirements. And as currently proposed the senior center
5 and again Lot 1 do not comply with that. To address those daylight plane issues the applicant is
6 requesting for density bonus concessions. Density bonus is a State law that provides regulatory relief
7 for developers when they provide a certain amount of affordable housing. So that is what the applicant
8 has requested, a relief from the height maximum and also from the daylight plane requirement for the
9 senior center and now Lot 1.

10
11 The Negative Declaration is open for public comment at this point. One of the issues identified is
12 circulation and ingress/egress with the current proposal. And again the comment period is open until I
13 believe next week. So the public still has time to comment on the initial study. There was a
14 preliminary review done on this project by the ARB January 17th. Some comments included, from the
15 ARB included: the verticality of the single-family homes on Maybell; the materials used for the single-
16 family homes, that there were too many materials; and also there were concerns about the shadowing of
17 the senior center; and finally integration of the senior center with the remainder of the site. As a result
18 the applicant has submitted revised plans addressing ARB's suggestions and the applicant is here to
19 further address those revisions. And so therefore that concludes staff's presentation. Staff recommends
20 approval based upon the draft findings and subject to the conditions of approval. And that concludes
21 staff's presentation.

22
23 Chair Malone Prichard: Thank you. Would the applicant like to make a presentation? You will have a
24 total of 10 minutes.

1
2 **Jessica DeWitt, Project Manager:** Good morning Board Members. I have with me today our Executive
3 Director, Candice Gonzalez, and I also have our Architect John Thatch from the Dahlin Group. So
4 Dahlin Group will be speaking shortly. I'm just going to make a quick, quick few statements here. So,
5 got it.

6
7 So this is just to give you a point of reference. I know we were here back on January 17th, but I just
8 want to give you that point of reference again. We've got this site there at the corner of Maybell and
9 Clemo and that's approximately 2.46 acre site. The site is currently zoned with a small portion of R-2
10 and a majority is RM-15. The surrounding zonings are to the west we have single-family homes with
11 R-1 B-1. To the north and the east, which is the top part of your screen there and the right part of your
12 screen we've got two PC zonings. One of them is a three story multi-family apartment building which
13 we actually own and currently manage and then to the right, which is to the east is an eight story also
14 multi-family building, which is zoned PC again. And to the south we have Juana Briones Park, which
15 is a great site amenity for our project.

16
17 So these are just to give you a few of our development goals here. I know that staff has already stated
18 that we're planning to provide, our proposal is for 60 affordable rental apartments for seniors and 15
19 single-family homes around the perimeter of the site. You know PAHC prides itself on developing
20 award winning buildings. Our most recent development, which was the Treehouse, it won the
21 Association of Bay Area Governments (ABAG) Growing Smarter Together Award. We also have the
22 highest multi-family GreenPoint rating in Palo Alto. You know that's something we really pride
23 ourselves on and we're planning to do that, have those same similar green design features here at

1 Maybell. We're going to be preserving the oak trees that are along the Clemo frontage, which John
2 will get into that a little further soon.

3
4 And then we also, our mission is to provide a sustainable pool of affordable housing. So our goal is to
5 actually own and manage these rentals indefinitely. So for us that means we want to be as good of a
6 neighbor as we can possibly be because we're here for the long term. So with that I'm going to pass
7 you over to our architect to talk more about the site plan. Thanks.

8
9 John Thatch, Senior Designer/Partner, Dahlin Group: Good morning. My name's John Thatch. I'm a
10 Senior Designer/Partner at Dahlin Group Architecture Planning. We've gone through I think we had a
11 really good meeting with yourselves and also with PTC about different issues. Some of the first things
12 [unintelligible] cover about [as far] on the site plan. On the site plan that we've done here a couple
13 items was talk about circulation and concern about circulation and also the circulation out to Maybell if
14 this went through. We have reached agreement with the Fire Department. They are very acceptable
15 about just having the one entrance here that they can take care of the project, which I think will again
16 lessen the traffic on Maybell as far as one of the issues I think that was brought up.

17
18 The other item that we have also done over in this area here that was brought up by PTC which I
19 thought was again looking at the parking numbers. There's been a lot of discussions, do we have
20 enough parking? Do we have too much parking? You know our sense is we have too much parking
21 and one of the things we looked at was actually extending our green over in this area in this corner here.
22 There's five parking spaces that we have taken out to create a green, maybe more of seating area more
23 for that park area for the seniors. But we've also again, have the ability to put those five parking spaces
24 back if it's deemed it is a problem. We do not perceive that as a problem.

1
2 The other item that was brought up was having the pathway; we have a path out to the parkway, this
3 walkway that continues through the project and now continues over to here. So it gives us the ability to
4 have the possibility of a connection through their adjacent project up here on over to Maybell so we
5 have a pedestrian connection. So we are working on that as far as with United States Department of
6 Housing and Urban Development (HUD) and so forth on that issue. But we have again developed that
7 pathway system that can work.

8
9 Other site plan issues that were talked about were this corner unit. Talked about is there any way that
10 we could get its garage access to the parking area. We tried and we couldn't find a way to do that, but
11 one of the things I'll show you a little bit more in the plan we have pushed the garage back, so I think
12 our elevation is better along Clemo. We, also gives us two more parking spaces, more on that area as
13 far as guest parking. So there's an 18, 20 foot apron over on that side off Clemo for our corner house.

14
15 Let's see here, and then on the seniors building some of the comments that were brought up about the
16 building that again was generally liked, but the idea was maybe putting more detail into it. So some of
17 the things we looked at I think you can probably see a little closer probably in your packet is that we
18 looked at these bay windows as far as doing some horizontal siding, some more detailing, some roof
19 overhangs that I think accent sort of the contemporary character of the building, but give it a little bit
20 more detail, a little bit more texture. The element we also did, I think we're trying to highlight here is
21 that we've also I guess we looked at the community center, pushing it up, giving it a little higher
22 ceiling, giving it a little more pop. And also I think in general we had overhang on that building before,
23 but again if we're going to give it more glass increase the overhang on the building and give it more
24 shading. But I think also give it more strength in the architecture. And here you can see over on the

1 other elevation again what we're highlighting is where we've put a little more detail as far as looking at
2 the bay is a little more accented. The roof overhang also looking out, you know, again the horizontal
3 siding in places or slats as far as the detail end of the architecture.

4
5 In this one we wanted to basically talk about again how we think the park and everything works out
6 really well. Again in looking at the trees we talked about all the trees that we're saving. We have eight
7 oak trees that we're saving. We pushed these homes back, which we've talked about. We have not
8 really adjusted that area. This over here, which is hard to see on this one, but I think you can probably
9 see in your exhibit we looked at the worst case shading with our adjacent neighbor and you can see it
10 does touch the bottom edge of their buildings in the worst situation, again, in the winter solstice here.
11 So we think we've, again the shading is not a problem, how it works with adjacent building with this
12 exhibit that we're showing here. This also shows the shading here. You can see how it's shaded.
13 Basically it does come across the driveway and it just touches the building in the winter solstice.

14
15 Other items we did, which I think were brought up here which I really, I'm glad that we did. These are
16 our original elevations. We had stone going up here; the stone was more of a random pattern, more of a
17 traditional look to it. We also had a nine foot [plate] here. We also sort of looked at again how this
18 third story worked. We pushed that back. The stone material we have we've lessened it; we've
19 brought it down to this area much lower. Again reducing some of the massing and if you look on
20 you're here and also on your exhibits you can see the dash line. We brought down the massing of the
21 elevations and I think simplified things. The other thing we did also is we deleted the glass railing. We
22 wanted just all the units to be more simplified going to a slat design which we've tied in with sort of the
23 guard and the fences around the house so that it has more continuous feel to it as far as look to it.

24

1 We've also some of the houses we've, the garden walls that we have had around the houses those are
2 plaster now. So again, a little bit of simplification. I think they're more contemporary, they're cleaner.
3 And thank you because I like them a lot better also. Or hopefully you like them better. And then some
4 more of it; again, this is what we originally had on the homes on Clemo. Again the stone, the massing
5 it went up higher. We've lessened those and we've softened it. The elevations we brought again the
6 [plate] height down and you can see again on your exhibits where the dash lines represent where we
7 were, how we brought things down. And the same thing about the glass railing is now horizontal slats
8 again tying in with the fencing that we've [certainly] showing here. So I think everything to me really
9 goes well together.

10
11 And the big item we did on the housing was, I think there was a lot of discussion by residents, by
12 yourselves, by PTC, the corner elevation. We've reduced that house you can see the three stories
13 we've come down and said it should be two stories. So we talked about before pushing the garage
14 back. So the garage is back 10 feet or 8 feet back from this house. I believe it's 18 feet back from
15 behind the sidewalk. So we have an apron parking spot and you can see the dash line up above. You
16 can see how much we've reduced the massing of this house. I think it wraps around the corner much
17 more, much better than it did before.

18
19 And again, simplification of the materials. We also have samples of the stone. We're looking at using
20 a [culture] stone, but it's very horizontal in nature. It has different smaller, lighter pieces, but it's very
21 horizontal. I think much more of a contemporary feel to the stone.

22
23 And this is I think also a very good exhibit. We went back along with the modeling, you know looked
24 at, wanted to show how again especially the homes on Maybell [unintelligible] where the third floor is.

1 We were able to say push those elements back. We lowered them a little bit, but I think that's a pretty
2 good exhibit to show what happens along Maybell along with our Plan 2 and how it wraps around the
3 corner. I think it works much, much better. Showing also where the garage is set back here.

4
5 And the one item I wanted to point out that we talked about the heights of the building, the senior
6 building. The senior building is 45 feet, but there is one exception. We have a stair tower that's shown
7 in this area right here that does go up to 50 feet for access to the roof for the mechanical and things that
8 we would have on the roof. The basic building is 45 feet with this one exception that you see right
9 here. This section also I think maybe shows a little bit better about the articulation of going from, I
10 want to point out I think we talked about for on Maybell to try and go from one story elements to two
11 story to three story, sort of a staggering of the building along Maybell. How the courtyard works for
12 the seniors and then working it to the building. So I think, again also I want to point out that we talked
13 about the way this land plan worked out is really working with the sun, really trying to get facing
14 southwest that courtyard facing west and south and bringing a lot of sun in there for the seniors. And
15 that ends my presentation. I guess we're available for any questions.

16
17 Chair Malone Prichard: Thank you. We also have two members of the public who would like to speak
18 about this project. We'll start with Bob Moss followed by Jane Sidiris. And you'll each have three
19 minutes.

20
21 Bob Moss: Thank you Chair Prichard and Commissioners [Note-believe he means Board Members].
22 First some comments about the overall project. I think 15 single-family housing units is too much. It
23 should be reduced to no more than 10 to 12. Take a couple of them off of Maybell and one off of
24 Clemo. And the three story buildings are completely incompatible with the other single-family homes

1 in the neighborhood and across the street. So we should be reducing those to two stories and
2 eliminating as many three story buildings along Maybell as possible. That would allow widening the
3 lots and putting in driveways, which would allow access from the single-family homes onto Maybell.
4 Second, it would allow a reasonable setback. The 14 foot setback which is currently proposed is
5 completely inadequate. It's incompatible with every other single-family home in Barron Park. Nobody
6 has 14 foot setbacks for single-family homes in Barron Park or in the other neighborhoods nearby and
7 we shouldn't start it here. So set the buildings back. If that means reducing the size or the Floor Area
8 Ratio (FAR), reduce the Floor Area Ratio.

9
10 The other comment is about the proposal to consider moving traffic access from Clemo to Maybell by
11 moving the barrier back. That is a really awful idea. Since Arastradero was narrowed traffic counts on
12 Maybell during the rush hour have gone up by almost 40 percent. That's almost 500 cars per day.
13 There is a school just a few feet across the street and down from where this project is. The school
14 traffic in the morning is very significant and so making everybody from this project use Maybell is
15 going to significantly adversely impact traffic on Maybell and the safety of the children going to and
16 from the school. So that's a bad idea.

17
18 Finally, if you're going to retain any three story single-family homes at all I'd like to see all of them
19 along Clemo and none of them along Maybell. Because as I say there are single-family homes along
20 Maybell which are a much lower scale and much shorter and we want to have this development
21 compatible with the rest of the neighborhood.

22
23 Chair Malone Prichard: Thank you for your comments, and now Jane Sidiris.

24

1 Jane Sidiris: Thank you for letting me speak. I live on Georgia Avenue and I agree with Bob on almost
2 everything that he says. I'm very concerned about our neighborhood and the traffic. We already are
3 impacted with traffic on Georgia because we can only get out on the Arastradero or Maybell to the El
4 Camino Real. And it is also Maybell is a "bicycle boulevard" with no bicycle trails. I mean they ride
5 in the middle of the street and the traffic is horrendous. I am very concerned about the safety of our
6 neighborhood and our people living in our neighborhood and about the seniors that are going to be
7 walled in by these three story houses. I think it's a very bad and unsafe plan.

8
9 Also I'm worried about the impact on our little park. We have a little park there. We have been fenced
10 out of all the playing fields at Gunn and all the playing fields at Terman because they are used so much
11 at Terman now. But we've actually been fenced out of the playing fields. There's no place for the kids
12 to play ball anymore at Gunn like they used to, all of our families used to play ball there in the evening.
13 You can't now.

14
15 Also I'm concerned about the parking. They are going to park on Maybell. They're not stupid. They
16 are going to say to themselves the people living in those tall story houses, "We're going to park our
17 cars on Maybell" so we can get out quickly in the morning. And that's going to impact the traffic on
18 Maybell some more. It's very unsafe. If you've ever gone down there in the morning and in the
19 afternoon and even during the daytime now because of the narrowing of the Arastradero more and more
20 traffic is on my street, Georgia Avenue, and they make a lot of U-turns as they deliver their children to
21 turn around and come all the way down Maybell. So that they don't have to get out on the Arastradero
22 because of the traffic, it's been narrowed.

23

1 So I have many concerns. I'm concerned about the safety. I'm concerned about the fact that our little
2 park isn't going to be adequate. I'm concerned about the seniors being surrounded by wall. It's like
3 the Alma Plaza. It's a disaster.

4
5 Chair Malone Prichard: Thank you for your comments. Alright, let's start with ARB comments and
6 questions. Alex.

7
8 Board Member Lew: So thank you to staff. I just wanted to point out a couple typos and also in the
9 staff report you mentioned a couple before. And then I think also Page 5 at the very bottom there's a,
10 near the very bottom there's a reference to the State density bonus code. And I think that's 65915 and
11 it's mentioned correctly elsewhere in the report. And then also I did want to check with you on Page 7
12 under "Trees." The staff report says that the residences along Clemo Avenue would be setback an
13 average of 40 feet from the property line to accommodate the oak trees. And I believe that's 20 feet.
14 Yes.

15
16 So let's see, where should I start? I think I did have some comments on I think to Mr. Moss and Ms.
17 Sidiris. Let's see, I think just to Mr. Moss, I think that if you're doing a new project it doesn't have to
18 be, I mean it has to be compatible, but it doesn't mean it's only compatible with the single-family. So
19 the applicant has apartments on two adjacent property lines and one of them is the Tan Building is
20 actually fairly substantial. And I think the way I've been reading the site is that it's stepping up to the
21 taller buildings, stepping down towards the houses and also I think we're generally trying to do more
22 with less. We're not making any more land here in the area and we're trying to do more. And I think it
23 is possible if the design is done well to have small setbacks if there are nice porches and the design as
24 well. Now I would agree with you that it hasn't been working so well on all of the projects in Palo

1 Alto, but I do believe that there is a way of doing it. I've seen them in other projects in the country and
2 I see parts of this project working really well. I don't see all of it working very well. I do have
3 concerns, but I don't want to say that, I don't subscribe to the view that because there's single-family in
4 Barron Park that this new project can only be large lot single-family houses with large setbacks.

5
6 The, there is issues about traffic. I know around Arastradero I do follow all the online forums about all
7 of that. I do have a question for staff about the traffic barrier. And I was wondering, I was just kind of
8 curious on the history of that and why is it located in that particular location? That predates all of the
9 Arastradero lane, the line diet or the road diet as I recall.

10
11 Mr. Wong: It certainly does. I don't know the history, but Rafael from the Transportation Division he
12 may know the history of the barrier.

13
14 Board Member Lew: Great. Welcome.

15
16 Rafael Ruis, Traffic Engineer: Hi, I'm Rafael Ruis a Traffic Engineer with City staff. I'm not totally
17 familiar with the history, but it is, was installed intended to prevent cut through traffic and mainly, not
18 just Maybell, but Arastradero traffic from going even further north into the Barron Park neighborhood
19 through Amaranta and such. It definitely predates any of the activity or reductions on Arastradero,
20 which started in the mid-1990's. It's definitely before that, so.

21
22 Board Member Lew: And then does, the staff report mentioned some of the traffic backups potentially
23 on Clemo turning onto Arastradero. And I was wondering if that, if there were any other way, if there
24 were any other ways of handling that. It mentioned that a light is not feasible or not warranted.

1
2 Mr. Ruis: Yes. As I'm sure most are aware there are significant queuing that goes on along Arastradero
3 in the morning and so the traffic analysis that was completed we are in agreement with it and confident
4 with it, but it was analyzed assuming two access points. One through Clemo onto Arastradero and also
5 one through an easement to the property to the north and the primary analysis looked at so the two
6 access points and it made mention if only one access point were available through Clemo and
7 Arastradero there would potentially be significant delays for cars at that one access Arastradero if that
8 was the lone option.

9
10 Board Member Lew: Great. And so I was a little confused in look at the staff report in that it looked
11 like in our conditions in the City's conditions of approval it was saying that access across another
12 private property, right the Arastradero Park is not considered a good idea. I forgot the exact wording of
13 it; it's in the conditions of approval. And so I was wondering if the, what is the City's position? To not
14 have, it's better not to have access then to deal with the traffic barrier. Is that, it was not clear to me.
15 It's a little ambiguous. Yeah.

16
17 Mr. Wong: Yes, from the City's perspective as part of the environmental review it said that the sole
18 entryway would have some impacts and mitigation for that impacts would be to have two access. So
19 the City does prefer that whether it be an easement from the adjacent Arastradero Park or relocation of
20 the barrier as a mitigation measure.

21
22 Board Member Lew: Ok, and can I just ask a follow up just to clarify? I'm going to pull out the section
23 of the conditions of approval that I was curious about. Let's see. Oh actually I'll take that back. I
24 think it was just on, it was just on pedestrian circulation, but Number 13 mentions like an easement

1 across private property. And it says, “Such encroachment through a private property is not
2 recommended by the City.” So I took that back, I thought that it was for both cars and pedestrians, but
3 it is actually just pedestrians. So I think that helps. I think that clarifies in my mind. So, and then if
4 the traffic barrier is moved where would it, like exactly where would it go?

5
6 Mr. Ruis: With the traffic study and also Transportation staff are recommending is that at least one
7 access to Maybell be provided. The barrier doesn’t have to move if the access to the north or adjacent
8 property site is provided. If only one driveway at Clemo and essentially dead end or within the site and
9 that was the only driveway then we would recommend moving the barrier to the other, to the south side
10 of the driveway so that when car, all the cars coming out of the driveways or the internal parking lot
11 would have to turn right onto Clemo and then or onto Maybell instead.

12
13 Board Member Lew: You’re saying in between two buildings. There’s the Tan building which has a
14 driveway really (interrupted)

15
16 Mr. Ruis: Yes.

17
18 Board Member Lew: nearby so you’re saying between those two driveways?

19
20 Mr. Ruis: Yes so in between those two driveways so the existing buildings would have the same access
21 as currently [unintelligible].

22
23 Board Member Lew: Ok. Thank you. Ok and then let me go back to some of the other comments,
24 which was on the playing fields. I think the City recognizes there’s an issue with that and I know that

1 we've seen some plans for more playing fields. I mean they're not neighborhood fields. I mean these
2 are, but like in the reconfiguration of the golf course they're going to, the plan is to add fields. But it's
3 a regional, it's a regional issue and there's not, there's not like empty land sitting around anywhere,
4 everywhere around town. You don't really have a lot of, there aren't a lot of choices, but they were
5 trying to, they're definitely carving out space and it's in the master plans that we've seen and we also
6 with regarding like school stuff, we don't have any control over that. That's all like State. There's no
7 local control over what the School District land does. We don't, we can't really, we can't do anything
8 about that. So I think that's a tough one.

9
10 I'm sympathetic to the comments about the bike boulevard. I've biked through there a lot and I know
11 there's a lot of traffic and I've seen some crazy things in the morning when people go dropping to
12 school. And I've nearly been run over by crazy kids on bikes and stuff and I think that that's things
13 that the School District are working on and then the Parent Teacher Association (PTA). I know I'm
14 actually involved with the bike club and I know that they have been doing school programs to get kids
15 to ride to school and to ride responsibly and so I think that that's just training.

16
17 So on the site plan of the building I think that the, my main objection is the driveway, the driveway
18 width on that. I think you're showing like a 20 foot driveway and I know that that's our minimum
19 standard for that. But I actually went through and looked at a lot of our recently built multi-family
20 buildings in South Palo Alto and they're really mostly at minimum 22 and sometimes up to 23 and then
21 even up to like 26. And I think that if it is only one access and I think that this one would be the main
22 access it's really just much too small and really not adequate. And I think really you want something
23 like fairly spacious and welcoming to get to the senior center and I think really just having the absolute
24 minimum is just not enough. I think we learned the lesson from some of the other multi-family projects

1 that have been built is that when you make the entrance too narrow it just makes the whole project feel
2 really claustrophobic and it's a mistake that we made on I think too many projects in town. And I think
3 this one really does warrant to be something nicer.

4
5 The, I think on the buildings I think I do like many of the changes that you've made on the houses,
6 especially the corner one. I think that the corner one is like dramatically better because of the garage
7 and also the arrangement of the living space and also the reduced mass of the massing on the corner. I
8 think the simplification of the materials on the houses is good. I think it's definitely at the right
9 direction. I think my main problem on the houses is the back elevation. We didn't really see it last
10 time at the preliminary, but I don't think that the back elevations of many of the units is really working
11 very well just in terms of massing and also you're showing a lot of different types of windows like
12 casements and sliders and I think that that could like with one more round of revisions I think that
13 could be cleaned up. I don't have any one thing in particular, but I think that just in general they're not
14 that, they're not very harmonious.

15
16 I was also curious about some of the roof, on some of the roofs on some of the third floor roofs looks
17 like you're doing some different pitches. Like on one side of the roof has a shallower pitch and one has
18 a steeper pitch and I think I'm more inclined to do it symmetrically if possible. And also if there's a
19 way to keep the roofs as simple, simpler shapes as possible where [photovoltage] could be located. I
20 think it would help. You have the really small hip roofs it's hard to put in PV's in any coherent pattern.

21
22 I think you're also showing two different types of roofs like standing seam and I forget if it was asphalt
23 or tile. It's asphalt. I was kind of curious as to so why? And I'm not necessarily opposed to two, but I

1 was wondering if it made sense to do different roofs on different buildings and not necessarily two on
2 each, on each house? I'm open to the discussion on that.

3
4 On the senior building I think I do like many of the changes you've made. I think the detail is really
5 good. I think my main concern on that building is the, there are some places where you have siding just
6 on the third and fourth floors, but it's not down on the first or second floor. And if I'm reading the
7 drawings correctly I think it's all coplanar. Right? Everything like the stucco and the siding are all in
8 the same plane. And I think generally the Board is generally preferred to make material changes where
9 there's a change in wall plane. And so I think that that could help a little bit and like I think a little bit
10 of simplification on the wall materials there could help.

11
12 I wasn't crazy about the colors that you're showing in our drawing packet, but I think what we're
13 seeing on the monitor looks better and richer and more compatible with the Arastradero Park project.
14 And I did have a question for you on the senior building. I think you're calling out vinyl windows and
15 I was wondering what color you were thinking about for those. Typically I'm not crazy about like
16 white vinyl when the rest of the palette is all earth tones. Normally if everything else is earth tones I
17 kind of prefer more like the almond color, but if you're doing white then I generally like to see a little
18 bit cleaner colors than what you're showing.

19
20 And I think that that is all, oh and then I do have a couple more comments. The, I think that the
21 transformer for the houses, which is currently on the corner I think that that needs to be screened. Like
22 ideally you would, like you have some low walls on that corner house and I would I think like one
23 [unintelligible] could be to wrap the walls, the low walls around the corner to help screen the
24 transformer, but I think that's really an eyesore. That's highly visible.

1
2 On the, on landscaping so we don't have like a full, we don't have full planting plans here. I think
3 normally we even see like a little bit more like sometimes we do have applicants provide just
4 conceptual landscaping and usually there's like a little bit more shown even on the conceptual
5 landscaping plan. I think my main concern would be that all of the trees in the parking lot are I think
6 they're all deciduous. I think you have 100 percent deciduous trees in there and I think that that's ok if
7 there's enough evergreen shrubs that provide like a basic structure around the landscape that's all,
8 that's green even in the wintertime. But normally I would like to see some evergreens in there too,
9 trees. But I don't object to any of the species there. Like the sycamore, pistache, and the jacarandas
10 are all beautiful trees and they all do well so I don't necessarily have any issues with those in particular.
11 Also on landscape I think we normally see like fence details and colors. And I think in this case I'd be
12 curious to see what's, how the fence works with the carports on the adjacent properties.

13
14 I think also we normally see some like contextual street elevations, just at a very small scale just to
15 ensure that the project is in scale with the context and we don't have that here. Sometimes applicants
16 put in photos, which is a fairly like easy way of sort of documenting it and so I would like that to be
17 added into the packet. And then also I did have a question on mailboxes. And so I know that on a lot
18 of new subdivisions the Post Office is requiring mailbox clusters and they won't do individual service
19 to houses. And if that is the case in here I think we would want to see the design of the mailbox
20 clusters. I don't know if that's come up yet, but it's come up on other projects. So it's really the
21 location and design of those, of the mailbox clusters. I think that's all that I have at the moment.

22 Thank you.

23

24 Chair Malone Prichard: Naseem.

1
2 Board Member Alizadeth: Thank you for your presentation. It does seem to be an improvement from
3 the last one, especially on the materials. I'll touch on that a bit in a second. I had a question if you
4 could just, I think I may have asked the same on at your preliminary review. Discuss a bit of your
5 green building techniques, specifically in terms of sustainable building materials or any type of green
6 building techniques.

7
8 Mr. Thatch: Right now as far as what we will be doing we're designed to build at green 130 points at
9 least, which is going to be 20 percent over Title 24, which the City standards is 15 percent above. So
10 we're going to be designing to that. We have talked about PV panels for the community building. It is
11 [undecided] upon how, we're looking for funding for that, which would take us further than what I'm
12 talking about. Also we're looking into solar/water, but those are things that we're not ready to commit
13 to at this point, but we are looking into that possibilities and also funding sources for that that make
14 those possible. But the minimum is we are going over City standards, we are going over Title 24, and
15 again 130 points in build it green is significant. So we are looking at windows and different things that
16 we're going to be able to do, materials and insulation, things like that to bring it up to that. I can't tell
17 you exactly all the details as far as what we're doing at this point, but we, those are what we are going
18 to be making sure (interrupted)

19
20 Board Member Alizadeth: That's your goal.

21
22 Mr. Thatch: live to.

23

1 Board Member Alizadeth: Ok, great. So in terms still about that on the engineering drawings your
2 buyer retention I just had a question. So I'm assuming that that's the dotted areas in the, there's a plan
3 that shows some dotted areas.

4

5 Mr. Thatch: Yes.

6

7 Board Member Alizadeth: I'm assuming that's where the buyer retention is [unintelligible]?

8

9 Mr. Thatch: And I apologize I can't answer all the details.

10

11 Board Member Alizadeth: I understand. No problem. So, in terms of materials, I'll start there. It still
12 seems, sorry, it still seems like there's an abundance of materials. And it just seems like the façades
13 obviously which are in between are very sparse and that makes sense, but then the other ones to me are
14 still so busy, there's still so much stuff happening on one façade. So two different roofing materials on
15 again, I'm not so keen on that for one house. Some of the garages have like panels, which don't seem
16 to architecturally fit into the other, the kind of architectural family. So those kind of subdivided panels
17 I think are for me a bit of an overkill. So I'm really glad that you've moved, when I saw the other plans
18 I realized what a big change it's become. So I would just encourage a bit more of that kind of taking
19 this down a notch in terms of the business of the materials.

20

21 What else? I have my little markings here so let me see that. That was definitely one of my big ones.
22 In terms of the senior housing, so the stairwell that's 50 feet is the one that's in the kind of southeast
23 corner?

24

1 Mr. Thatch: It's tucked in and as my partner Glen Simmons has pointed out to me it's also a
2 requirement by the Fire Department to get up to the roof (interrupted)

3
4 Board Member Alizadeth: Sure, no problem. But that's not the one that's, it's not going to cast a
5 shadow (interrupted)

6
7 Mr. Thatch: No, it's going to cast a shadow on the roof.

8
9 Board Member Alizadeth: On itself.

10
11 Mr. Thatch: On itself. Right, exactly. Ok. And what are my other questions... so then in terms of the
12 kind of housing the site plan, the master plan of the housing did you consider maybe for that kind of
13 corner situation in terms of getting I know you said you went through a lot of iterations in terms of how
14 to get the garage back there **[like a at all of]** one car garages for those houses or maybe smaller floor
15 plans?

16
17 Mr. Thatch: I think again what we looked at as far as designing those homes is where the market is.
18 What there's a market for, what the possibilities are for designing **[that]** homes, what's going to also
19 work well for them to help them finance the seniors building. So I think we looked at I think as far as
20 one car garages and things like that, that's again, that's to be honest a negative on the marketability of
21 the homes and you would take a big hit for doing that. As far as making the homes smaller, we could
22 make them smaller, but again that's less revenue that's possible for those homes. And I think what
23 they're trying to generate as far as making this project work, making the seniors work, you know,
24 whole, again the senior's project I think we've discussed all the elaborate things that need to happen to

1 make a seniors project an affordable project happen especially with redevelopment agencies and
2 everything that's happened over the last few years.

3
4 Board Member Alizadeth: Ok, I mean yeah, I understand that there's a kind of balance which has to be
5 achieved.

6
7 Mr. Thatch: Right, and I think that's what we've tried to do the balance we really tried to really
8 articulate the houses in front. We talked it is a setback like this, but put in front porches, front
9 courtyards and things like that. Some of the things we've done with materials **[that have been**
10 **comments]** here though I think we looked at as trying to make the houses maybe a little more
11 interesting with some of the scales. I think they possibly still could be simpler. Why we did some of
12 the things about the roofs to answer some of those questions we are looking at basically doing the metal
13 roofs down lower, creating again sort of a level as far as some details, as far as low to high as far as
14 what you'd see. So different things like that and I'll answer one other question that you have the
15 windows, the windows are going to be more of a taupe color, they won't be white. But again, I think,
16 you know, there are **[very]** things that we're trying to create this layered architecture along with the
17 layered architecture I think that the materials also in the same light as opposed to going to just one
18 material, which it could be. I guess we like it the way, like it like that to have that variation and have
19 that sort the lower roofs being the metal.

20
21 We also again looking at the stone to be honest I think that could also be something that's, I could see
22 the stone could be there or not be there as far as the detail. I like the stone because it's simple and gives
23 the texture and also again speaking about marketability of the homes, people like stone. They like that

1 quality of having that stone to the house, gives more of a sense of permanence I think in their sense of
2 their home. So part of the reason I think we looked at incorporating a stone type material.

3
4 Board Member Alizadeth: Ok. Without being too controversial I guess the marketability I realize that
5 HGTV type things are kind of driving what people want in their homes and I think that we also have a
6 responsibility to suggest that there are other ways. We can build within our means. So I just, I would
7 just suggest that maybe not everything has to be market driven.

8
9 Mr. Thatch: No, and I agree. And I think these homes are that way. I think these homes are not what a
10 typical say builder would do. I think these homes are unique in a lot of different ways already as far as
11 things that we're doing that is not sort of common practice, which I'm very excited about. I think we
12 could do some of the things you talked about. I like that, but I'm just pointing out some of the issues
13 and why we did things.

14
15 Board Member Alizadeth: Ok. My last question was just, did you want to chime in? Go ahead.

16
17 Candice Gonzalez, Executive Director, Palo Alto Housing Corporation: Can I just add one thing to
18 John's comment about the parking? We've actually had several community meetings and a lot of the
19 feedback we got was make sure that there's parking within the units. So for the single-family homes
20 we were encouraged to do two car garages plus aprons when possible to try to get the parking away
21 from the street.

22
23 Board Member Alizadeth: Street, right.

24

1 Ms. Gonzalez: So that was really the driving force. We've mentioned the one car garage and tandem
2 parking outside and it was really negative feedback so again we tried to do the aprons when possible.

3

4 Board Member Alizadeth: Sure.

5

6 Ms. Gonzalez: We started out with a design without aprons and the feedback was definitely negative
7 and everyone said do two car garages plus aprons when possible.

8

9 Board Member Alizadeth: Ok.

10

11 Ms. Gonzalez: So really that was the main reason.

12

13 Board Member Alizadeth: And so my last question is in terms of the parking facility will you have
14 speed bumps or will you have changes of the paving to suggest kind of a slow down area let's say
15 where the crosswalks or how would you negotiate when people let's say from the senior center want to
16 cross through, not just walk on the sidewalks, but is there any type of (interrupted)

17

18 Mr. Thatch: [spoke off microphone—unintelligible]

19

20 Board Member Alizadeth: Right. You need to use a microphone.

21

22 Mr. Thatch: Right now the way we have a path is we basically have a path through here. As far as how
23 this evolves, I think yes we would use like probably a change in material or some type of bumps and

1 things like that that does cross the road. We have not got to that point as far as how all this is going to
2 work in their negotiations with HUD.

3

4 Board Member Alizadeth: Ok, thank you.

5

6 Chair Malone Prichard: Randy.

7

8 Board Member Popp: Alright, thank you very much. I'll just start by saying I'm in agreement with
9 comments made by the Board Members who already spoke and Alex's comments and Naseem's. I
10 think that I do like a lot of the changes that I'm seeing here and I appreciate that you've listened to our
11 comments, but I think one of the threads that I've heard repeated a number of times in a number of the
12 comments already is simplify. And really to put a really fine point on what Naseem said, I really think
13 taking it down a notch is something that needs to be done here. It's just still too chaotic for me in terms
14 of how it's organized and there's this sort of rigid repetitive plan. This sort of very consistent plan
15 that's occurring and then the elevations are sort of going crazy. And I still feel like there's really one
16 more very tough look you need to take at trying to just calm it down. I think that the way you started
17 the presentation today was talking about the fact that this is an organization that does build award
18 winning buildings. And I think that the buildings that I've seen produced that have won those awards
19 really have a simple elegance to them. And they exhibit that simplicity in a very elegant way. And I'm
20 looking for a level of control here that I don't quite see yet and I'm hopeful that you can get there. I
21 think the site plan is very nice. I don't have any real issues with the site plan.

22

23 I am, I'm going to go back to the staff report just for a moment and maybe Rafael or whoever wants to
24 respond here, but I'm challenged a little bit still to understand what the actual recommendation here is

1 relative to where the vehicle barriers are and the site access and what staff really is recommending. It's
2 not clear to me whether you're intending that they should move the barrier or if its ok the way it is or
3 should they move the driveway or should they have a second driveway. It's still a little too wishy-
4 washy for (interrupted)

5
6 Mr. Ruis: Just to back up, the traffic analysis analyzes a two access site one through an easement to the
7 north and one to Clemo and Arastradero and says that will work and we agree with that. And then it
8 does, I mean that was the main analysis. And what it says is if that access to the north is not available
9 and only one access point via Clemo is the only option that there could, there would be significant
10 delays in the morning due to the queuing on Arastradero and suggests moving the barrier south or east,
11 south of the driveway on Clemo so that the cars coming from this site on the site would have to exit via
12 Maybell instead of Arastradero.

13
14 Board Member Popp: Ok. So what I'm hearing you say is that either provide two accesses onto the site
15 or move the traffic barrier.

16
17 Mr. Ruis: Yes, that's what we, Transportation and the traffic study are recommending. Yes.

18
19 Board Member Popp: Recommending or requiring? Please.

20
21 Mr. Wong: It is a requirement. The mitigation measure in the initial study states that easement first or
22 relocation of barrier as a mitigation measure to this impact.

23

1 Board Member Popp: Ok. Alright. I guess I'm a little challenged about this. I think that we're either
2 looking at a redesign of the site potentially losing one of the units here in order to achieve that second
3 exit onto Maybell or moving this barrier and Candice do you want to talk to us about this or?

4
5 Chair Malone Prichard: Actually **it can wait** I think Tim has something too.

6
7 Board Member Popp: What's that?

8
9 Chair Malone Prichard: Tim has something to add.

10
11 Board Member Popp: Oh, I'm sorry. Excuse me.

12
13 Mr. Wong: Excuse me. Yes, just to clarify second access onto Maybell the applicant is working they
14 own the adjacent property Arastradero Park and they're working with their lenders to try to obtain an
15 easement through that property to provide access to Maybell. So a redesign of the site isn't necessarily
16 required if they obtain that easement. Or if not then the movement of the traffic barrier (interrupted)

17
18 Board Member Popp: So what do we think the likely timeframe is before you can be clear about what's
19 possible?

20
21 Ms. Gonzalez: We're talking to legal of HUD right now and it could be a couple of months. So we've
22 applied for both as an easement and second as just and **EVA** access, whichever they approve, but our
23 first request was an easement. Again, the government, HUD, works at its own timeline.

24

1 Board Member Popp: Yeah. Right.

2

3 Ms. Gonzalez: So [unintelligible-talking over each other]

4

5 Board Member Popp: It doesn't sound like the EVA requirement is there. It sounds like the Fire
6 Department has approved access already.

7

8 Ms. Gonzalez: Yes.

9

10 Board Member Popp: And so that's sort of solved. It really, this is more of a traffic issue.

11

12 Ms. Gonzalez: Yes.

13

14 Board Member Popp: Ok.

15

16 Ms. Gonzalez: So we're not sure of the timeline, but hopefully sooner rather than later.

17

18 Board Member Popp: Alright so stay tuned, right?

19

20 Ms. Gonzalez: Yes.

21

22 Board Member Popp: Ok, alright well that's something that's going to be important to understand I
23 think in terms of how this project works and the impact to the neighborhood and etcetera. We're
24 hearing that there are people that are concerned about this and so I'd like to make sure that we're clear

1 about what is required and what's being proposed as it goes forward. Could you also just talk to me
2 briefly about what's required in terms of guest parking for the resident units and where that's provided
3 onsite?

4
5 Mr. Wong: For the multi-family it requires that 10 percent of the unit, one unit plus 10 percent of the
6 total number of units. So guest parking for the senior would be one space plus 10 percent, or six
7 additional spots. The guest parking has not been officially designated. It's just the applicant has
8 provided the 47 spaces to accommodate both guest and resident parking.

9
10 Board Member Popp: So in particular I guess I'm concerned about lots 10 through 15 where those
11 guests park. It's clear that there's some apron parking for Lots 1 through 8 easily and I'm, what I'm
12 addressing here is the concern about parking on Maybell or how people access the site. And I think
13 that in particular the guest parking doesn't appear to me to be really resolved in a clear way unless I'm
14 misreading the drawings. But what I was understanding is there's this demand for 97 spaces. We've
15 reduced that and I understand why, the senior housing doesn't have the same requirement or intensity,
16 but the balance and making sure that there is enough parking in there and that it's being used properly
17 so that it's controlled in the right way. I don't know if we can.

18
19 What I'm looking back to is the Hyatt Rickey's project. Right? Which is internally sort of a disaster.
20 People are not using their garages, they're full of boxes. They're parking out in the development all
21 over the place. There's hardly any parking anywhere. It's actually really a failure and I'm wondering
22 if there's some way for us to control that as we go forward and I'm happy for any of the other Board
23 Members to address that too if they'd like to. But I'm just concerned a little bit about where the guest
24 parking is, if there's enough of it, if it's identified in the right way. And I think this may actually relate

1 in a nice way to Alex's comment about the width of the driveway entrance and making sure that that is
2 wide enough to really be inviting and make sure that people come into the site rather than staying
3 outside of the site. And that 22 to 26 foot width seems like a necessity to me and particularly in light of
4 the comments we've heard from the neighbors, but just in terms of how the site gets used.

5
6 I'll jump forward a little bit to the sun study. You know I realize that we have ownership of both of
7 these properties adjacent, but the winter solstice view that we're seeing at noon is not really reflective
8 of what I was hoping would be provided. I think the issue is 3:00 p.m. and when you see how far the
9 sun, at noon the sun's basically as overhead as it's going to get. If you look at 3:00 p.m. my sense is
10 that those units will lose all of their winter sun because of the height of this building. And I just want
11 to, again I'm not adverse to the density here. I'm not challenging the height. I just want to make sure
12 that everybody's fully aware of what the impact of this is going to be. And my belief if you just turn
13 this up three hours is that those buildings will be in complete shade and they will lose all of their winter
14 sun. And so the people that are occupants of those units will have a very, very different experience for
15 much of the year as a result of this building being there. So I'd like to see the 3:00 p.m. view. Please.

16
17 Looking at the overall massing and reflecting back to Mr. Moss' comments and his notes about
18 compatibility and integration I'll go a step further than even Alex did where he was talking about the
19 stepping down of the massing. And I think that the way you've moved the third story back on the
20 buildings and really tried to tier down to Maybell is the right thing to do there and I appreciate that. I
21 think that there's this issue about how much is going on with the roofs and how much is going on with
22 the elevations and all these other things that need to be dealt with, but I think that the overall massing
23 that you're achieving there is the right thing to do.

24

1 There was a brief mention I think Board Member Alizadeth said that the doors on the garages didn't
2 seem compatible. I'll actually extend that across more of the project. When I look at, I'm looking at
3 Plan 2, the corner building and you've got one particular style shown for a front door and sort of this
4 pale garage door. I see the same thing going on in I think I noted it on, yeah, Plan 1, elevation A or
5 Elevation B. You've got one style of front door and a different style of French door right next to it. I
6 think that again this sort of, it enhances sort of the chaotic feeling that I am trying to get my arms
7 around on the project. And if you can find a way to really just sort of pick a design and simplify it and
8 have it be more consistent I think it'll really help bring it down a notch and help at the same time to knit
9 together the architecture in a way that makes it feel more consistent.

10

11 I'm not overly concerned with having two different types of roofs on the same building. I don't mind
12 that especially because they're away from each other, but the colors and the sort of integration... do we
13 have color boards today for those materials? I know that there's a rendering, but do we have actual
14 materials to look at?

15

16 Mr. Thatch: There are colors in the book here.

17

18 Board Member Popp: Ok. That'll be great for us to review. While you're pulling that out I'm going to
19 just touch on the corner building a little bit and while I'm really appreciative, thanks. While I'm really
20 appreciative of taking that from a three story down to a two story I think that there are still some
21 elements of that that need some finessing. In particular on the Maybell Avenue elevation you've got
22 this major stone element that's launching from the ground all the way up to the roof. It feels like it
23 should be holding up a five story building with the scale of it. This is on the sort of the left hand side of
24 the entry door. On the right hand side this stone element stops short of touching the roof and somehow

1 that feels more comfortable to me. It's a decorative element in that way, but the piece that runs up and
2 touches the roof just seems out of balance and it's sort of throwing that elevation off and so I'd ask you
3 to study that a little bit as you're doing it. I'm still not a big fan of the tapered stone. It just seems out
4 of place to me, but it's, that's a subjective comment and I'm not overly concerned with it.

5
6 Let me jump to the [unintelligible] quickly and say that I really am happy with the changes that have
7 been made there. I think that the architecture really is improved and I'll reinforce comments made by
8 others that changes in material should also reflect a change in plane. I think that that's important to do.
9 That said, it feels a little bit like you ran out of steam on the north and the east elevations and those are
10 most directly facing the neighbors rather than the inside of the site. And I think that the same level of
11 care and character needs to appear on the north and east elevations and right now they're just I'm
12 contrasting the things I'm saying about the housing, but they're too simple and sort of overly plain.
13 And I think that we need to get a little more interest and variation in those because although they do
14 face the Tan building, which is quite tall and can tolerate that height I think that the east elevation is
15 sort of overly plain and the north elevation, which again will be right directly facing a number of units
16 really needs to have a bit more effort.

17
18 And I think I've got one more comment here. And as the package comes back to us I really would like
19 to see some more details, some larger blown up details of things where materials come together. The
20 window details are something that we often see and are not part of this package, the way flashings work
21 and etcetera, what the infill is inside the trellises or the canopies, but even things like the integration of
22 the wood posts and how those come into columns, the wood columns at the trellis, roof elements and
23 how those integrate with the stucco pieces that are below it and what those details and connections are

1 going to look like go a long way toward the character and the quality of a project. That's it. Thank you
2 very much.

3
4 Chair Malone Prichard: And I'm also going to be in agreement with most of the comments of my
5 colleagues. Want to thank you for making the improvements that you have made so far, especially the
6 Lot 9, which is the corner lot. That's a huge improvement in layout and massing. And I appreciate the
7 verticality of the elevations that we had commented on before. You've really sort of toned that down.

8
9 But a few detailed comments and I think this one actually matches Randy. There was on A 4.1 there's
10 Elevation Plan 2, it has that two story stone wall and I have the same observation as Randy that the
11 lower wall on the right works well and the tall one on the left doesn't work well. And then just
12 generally speaking if you look at a typical unit there are still too many materials going on. On a single
13 unit you may have stucco, faux stone, lap siding, which is cement siding, metal siding, and then you've
14 got a fence design, which is introducing yet another texture. And then you've got a shingle roof and a
15 metal roof all on one unit. It's just too much. It's not that any one of those materials is wrong; it's just
16 that there are too many of them in a small area. And then so tagging onto that sheet A 6.0 I was
17 looking for example at the top row of elevations the second house from the right on the second floor
18 there's an element there we have a pair of windows and you've got stucco to the right of the windows
19 and below the windows and then you've got some kind of a siding to the left. That's a small enough
20 elevation it could all be one material and should all be one material I think. Just as an example.

21
22 And then for the senior building I like what you've done with the community room making it a taller
23 mass. I think that's a really good move, but I would echo some of the same comments regarding
24 simplification. If you're going to make material changes do it where you've got a change in plane so

1 there's a reason for it. Because I think there's a little bit too much going on in that building still as
2 well. So I think to summarize it needs to be simplified. Again, you've done the first cut and that was
3 good and I'm glad to see what you have done. You need to do one more cut. Any follow ups?

4
5 Board Member Lew: So on the comments regarding the simplification of the materials I've worked on
6 this kind, like HUD HOPE VI projects and I think it's important to have variation like by building, but
7 just be careful of not putting all of the variation in like every unit. So like I think that like you have I
8 was looking through your palette. It's very rich and I think the colors and the stone choices that you're
9 selecting [unintelligible] very, all very nice. But just I'd like fewer on each building. Keep variation
10 within the project. I think a lot of architects have a problem of making everything too uniform and
11 when you see it in the whole project it just sort of deadens the project. It just makes it too sterile. So I
12 do want to encourage you to keep variation, but just be judicious about where you do it and don't do it
13 everywhere on every building on every façade. And do keep the porches on the houses. I think those
14 are really beautiful. I think that's like the nicest, I think that's the nicest porches that I've seen on any
15 project in Palo Alto in recent years. I think that it's really the size and the depth and stuff that goes a
16 long way to, for me for making a nice neighborhood. And so yeah, don't change those please.

17
18 And I just have one last follow up, which was in the conditions of approval there's the mention of our,
19 the carwash that we require on multi-family projects. And that's come up, it came up on the, what was
20 it? The Mayfield Mall site is the last time that I remember seeing it, but that project was never built.
21 But it is something required for water quality and so I think it's in the standard, it's in the approval
22 thing and it's usually, well the last time we saw it somebody built like a carport at the San Antonio
23 project for the carwash, which was a little over, it seemed like a bit overkill, but I think that you have to
24 find a place for it. You need a place for it somewhere.

1
2 Ms. Gonzalez: For some reason I think with our last project the Treehouse we were exempt from it and
3 it was as simple as putting up a sign that there's no car washing on site. So we're looking into that
4 again.

5
6 Board Member Lew: Ok. Well if you're going to handle that with the conditions, great. Thank you.

7
8 Chair Malone Prichard: Another one? Any other follow up? Randy, did you have something? Ok.
9 Would anybody care to craft a Motion on this?

10
11 Board Member Popp: Let's see, I'm going to need some help with this because I wasn't taking great
12 notes. Oh, go ahead.

13
14 Board Member Lew: I took notes, but can we have a... well, is there any discussion about how this
15 should come back to the Board? And is the applicant in a hurry?

16
17 Ms. Gonzalez: Yes, we are in a hurry. We're trying to apply for tax credits July 1st. So we're sort of
18 trying to do the fast track schedule of meeting with PTC again and City Council by early June. The tax
19 credit funding is crucial for us to start our project otherwise we get rolled into March of 2014 for the
20 next round. And that would definitely affect our project start and financing. Thank you.

21
22 Board Member Lew: I have a question for the applicant. Of the changes that we've or the things that
23 we've been talking about is there anything in there that you think is really a, like insurmountable
24 obstacle?

1
2 Ms. Gonzalez: No I think all of your feedback was pretty positive and I think we could work around it,
3 definitely simplify and look at the materials. I don't think they're insurmountable. We're hoping for
4 maybe an internal review as we apply, as we go towards the next step.

5
6 Board Member Lew: [Unintelligible] just curious as to what the rest of the Board thinks. It seems like I
7 have like 18 things on the list, which is fairly long. I think we've done it before on some PC projects.
8 There's like the College Terrace Center where we had a list about similarly long. It was a one block, a
9 whole city block project and yeah, they were in a hurry to go for other approvals and we've done it. I
10 get a little squeamish about doing it, but (interrupted)

11
12 Chair Malone Prichard: I'm less squeamish about doing that given that the Board seems to all be in
13 agreement. So I don't feel it's too much of a burden on the subcommittee members.

14
15 Board Member Popp: I was going to say the exact same thing. I think that in the comments that I've
16 heard this morning there's such consistency in terms of what we're all looking for that if others are
17 comfortable with that I would be certainly comfortable with managing this at subcommittee and
18 moving the project forward.

19
20 MOTION

21
22 Board Member Lew: Ok. I'll try to craft a Motion. To approve the project as conditioned in the staff
23 report and I think we usually, I think we're supposed to mention the findings. That the project meets
24 the findings and that the following items come back to the Board for subcommittee review: so 1) is

1 consider widening the main entrance driveway; 2) is to reconsider the dual roofing choices on the
2 houses, the metal and the shingle, asphalt shingle; to reconsider the, some of the roof shapes on the
3 third floors; 4) is to screen the residential or the transformer for the houses that's located on the corner
4 of Clemo and Maybell; 5) is to reconsider the wall, all of the wall materials on the houses, to simplify
5 them; and then I think 6) would be the same thing for the senior building, in particular I think the north
6 and east elevations; 7) is to sort of address the carwash or to provide an exemption or signage; let's see,
7 9) is to provide... eight? Yes, eight is, sorry I had eight as a stairwell that I think that was Naseem's
8 comment. So 8) would be provide the fence details and colors; 9) is to provide contextual street
9 elevations and site photos. Let's see, I'm trying to [unintelligible] one. Provide mailbox cluster design
10 if that's required by the Post Office; to demarcate the visitor parking for the senior housing; update the
11 sun study for 3:00 p.m. winter solstice; and then reconsider the garage door designs for the houses; and
12 then reconsider the two story stone at the corner lot which is Lot 9, House 9; and then also provide
13 details, particularly where there are material changes. Ok so what is that? That's 16? 15. Ok, I think
14 that's fine. I crossed a couple off of my list as we went down that. Is there any amendments?

15
16 Board Member Popp: I'd like to just discuss one of those with you. I think that on Number 13 where
17 you mentioned the garage door design, I'd like to extend that to the door designs.

18
19 Board Member Lew: All door designs.

20
21 Board Member Popp: Not just the garage doors (interrupted)

22
23 Board Member Lew: That's fine.

24

1 Board Member Popp: But entry door, French door, all of the visible doorframes.

2

3 Board Member Lew: I think that's a good comment. Ok that is a Motion we're to come back to
4 subcommittee (interrupted)

5

6 Board Member Popp: Excuse me, one more item. You had mentioned on Number 5 the raw materials
7 on the housing and simplifying and then I think what I heard you say was that you would reflect the
8 same comment on the senior in particular at the north and east elevations. I think my intent actually
9 was on the north and east elevations that we would improve the detailing and encourage a little bit more
10 variation on those elevations.

11

12 Board Member Lew: I'm sorry about that. I do agree with that. Do we have consensus just on
13 simplifying all of the, well ok. So I agree with that and then I think Board Member Prichard [Note—
14 Chair] was looking for simplification on other parts of the senior building walls. Is that correct?

15

16 Chair Malone Prichard: It was just generally looking at any time you have a material change so that it
17 happens for a reason not just for a decoration.

18

19 Board Member Lew: Ok.

20

21 Chair Malone Prichard: Do I have a second?

22

23 SECOND

24

1 Board Member Alizadeth: I will second that. I will second.

2

3 Chair Malone Prichard: Alright. All in favor? Aye. Opposed? None. Thank you.

4

5 MOTION PASSED (4-0, Vice-Chair Lippert **absent or recused?!**)

6

7 Ms. Gonzalez: Thank you so much.

8

9 **BOARD MEMBER BUSINESS AND ANNOUNCEMENTS.**

10

11 **REPORTS FROM OFFICIALS.**

12

13 *Subcommittee Members: Naseem Alizadeth and Randy Popp*

14 **SUBCOMMITTEE: None.**

15

16 **STAFF ARCHITECTURAL REVIEW:**

17

18 *Project Description: Removal of two Palm trees*

19 *Applicant: Kathleen Beckman*

20 *Address: 237 Homer Avenue [13PLN-00107]*

21 *Approval Date: 3/13/13*

22 *Request for hearing deadline: 3/25/13*

23

24 *Project Description: Second floor addition of a 370sq. ft. and façade improvements*

25 *Applicant: Dan Rhoads*

26 *Address: 210-216 Bryant Street [12PLN-00493]*

27 *Approval Date: 3/13/13*

28 *Request for hearing deadline: 3/25/13*

29

30

31 *Project Description: One new internally illuminated wall sign and one new internally illuminated free*
32 *standing sign*

33 *Applicant: Steve Peterson*

34 *Address: 3944 El Camino Real [13PLN-00053]*

35 *Approval Date: 3/19/13*

36 *Request for hearing deadline: 4/1/13*

37

38 *Project Description: Single story & two story additions to the existing three unit apartment building*

39 *Applicant: Cornelia Harber*

40 *Address: 400 Ventura Street [12PLN-00512]*

1 *Approval Date: 3/20/13*
2 *Request for hearing deadline: 4/2/13*
3
4 *Project Description: Installation of (3) new steel garage doors, new paint and new trim to an existing*
5 *six-unit multi-family building*
6 *Applicant: Naville Batliwalla*
7 *Address: 260 College Avenue [13PLN-0047]*
8 *Approval Date: 3/20/13*
9 *Request for hearing deadline: 4/2/13*

10
11 *Project Description: Modification to an existing wireless communication facility*
12 *Applicant: Modus Inc., for Sprint*
13 *Address: 2701 Middlefield Road [13PLN-00031]*
14 *Approval Date: 3/21/13*
15 *Request for hearing deadline: 4/3/13*

16
17 *Project Description: Review for one new internally illuminated wall sign & one new internally*
18 *illuminated awning sign*
19 *Applicant: Tommy Yoon*
20 *Address: 3990 El Camino Real [13PLN-00195]*
21 *Approval Date: 3/25/13*
22 *Request for hearing deadline: 4/8/13*

23
24 *Project Description: Relocation of existing cellular antenna equipment and addition of 12 foot tall*
25 *screen wall to the an existing three story building*
26 *Applicant: Paul Ferro*
27 *Address: 900 Arastradero Road [13PLN-113]*
28 *Approval Date: 3/27/13*
29 *Request for hearing deadline: 4/10/13*

30
31
32 *ADA. The City of Palo Alto does not discriminate against individuals with disabilities. To request accommodations to*
33 *access City facilities, services or programs, to participate at public meetings, or to learn more about the City's compliance*
34 *with the Americans with Disabilities Act of 1990 (ADA), please contact the City's ADA Coordinator at 650.329.2550 (voice)*
35 *or by e-mailing ada@cityofpaloalto.org.*

36
37 *Posting of agenda. This agenda is posted in accordance with government code section 54954.2(a) or section*
38 *54956.Recordings. A videotape of the proceedings can be obtained/reviewed by contacting the City Clerk's Office at (650)*
39 *329-2571.*

40
41 *Materials related to an item on this agenda submitted to the **Architectural Review Board** after*
42 *distribution of the agenda packet are available for public inspection in the **Planning and Community***
43 ***Environment Department at 250 Hamilton Avenue, 5th floor, Palo Alto, CA. 94301** during normal*
44 *business hours.*

45
46

DRAFT CONDITIONS OF APPROVAL
567 -595 Maybell Avenue
12PLN-00453

Planning Division

1. The plans submitted for Building Permit shall be in substantial compliance with plans dated April 15, 2013 except as modified to incorporate these conditions of approval.
2. These conditions of approval shall be printed on the plans submitted for building permits.
3. The existing city street trees shall be maintained and protected during construction per City of Palo Alto requirements.
4. Upon submittal of the application for a building permit, the project is required to comply with the City's Green Building Program (PAMC 16.14). The project required to complete a green building application, and implement the programs requirements in building plans and throughout construction. More information and the application can be found at http://www.cityofpaloalto.org/depts/pln/sustainablity_green_building_building/application/default.asp.
5. All Mitigation Measures as stated in the Mitigated Negative Declaration dated May 9, 2013 shall incorporated into these conditions of approval.
6. Vehicular ingress and egress will be from the main entryway on Clemo Avenue and the applicant shall obtain on access easement through the adjacent Arastradero Park Apartment Complex to connect the site access aisle to the existing driveway for APAC on Maybell Avenue.
 - a. If an access easement cannot be obtained and access is from a single driveway on Clemo Avenue, the access barriers on Clemo Avenue shall be relocated from the intersection of Maybell Avenue to east of the project driveway on Clemo Avenue.
7. A "No Parking" sign shall be installed on the Maybell Avenue frontage of the project site. The no parking hours will be between 7AM and 7 PM.
8. Shared Roadways Markings ("Sharrows") will be installed in both directions on Maybell Avenue.
9. The Senior Building will be exempt from Development Impact Fees as provided under the City Municipal code as an affordable housing development. The 15 unit single family subdivision (Market Rate parcel) will be subject to the following requirements as provided under the City Municipal Code:

1. All applicable Development Impact Fees;
2. Quimby Act;
3. Below Market Rate In-Lieu housing fee in the amount of \$1.5 million. The City will commit the fee towards the development of the senior affordable housing development through an affordable housing loan.

Public Works

10. **SUBDIVISION APPLICATION:** The applicant needs to file for a Major Subdivision Application with the Planning Department for creating five (5) or more parcels. A Major Subdivision typically requires the approval of tentative and final maps. A building permit cannot be issued until the final map is recorded at the County Recorder's Office.
11. **OFFSITE IMPROVEMENTS:** As part of this project, the applicant, at minimum, will be required to repave (2-inch grind and pave) the full width of Maybell Avenue and Clemo Avenue and install all new sidewalk, curb, gutter, and driveway approach in the public right-of-way along the property frontage per Public Works' latest standards and/or as instructed by the Public Works Inspector. The plan must note that any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Permit for Construction in the Public Right-of-Way ("Street Work Permit")* from Public Works at the Development Center.
12. **STREET TREES:** The applicant may be required to replace existing and/or add new street trees in the public right-of-way along the property's frontage. Call City Public Works' arborist at 650-496-5953 to arrange a site visit so he can determine what street tree work will be required for this project. The site or tree plan must show street tree work that the arborist has determined including the tree species, size, location, staking and irrigation requirements. Any removal, relocation or planting of street trees; or excavation, trenching or pavement within 10 feet of street trees must be approved by the Public Works' arborist. The plan must note that in order to do street tree work, the applicant must first obtain a *Permit for Street Tree Work in the Public Right-of-Way ("Street Tree Permit")* from Public Works' Urban Forestry.
13. **STORM WATER RUNOFF SYNOPSIS:** Provide a synopsis of pre and post-development storm water runoff flows and drainage systems. Summarize existing storm water drainage patterns such as where the existing site runoff drains to. Explain the increase in the site storm water runoff flow for post-development. Show justification that the existing City storm water drainage system has the capacity to handle the increase in the flow.
14. **STORM WATER TREATMENT:** This project must meet the latest State Regional Water Quality Control Board's (SRWQCB) C.3 provisions. The applicant is required to satisfy all current storm water discharge regulations and shall provide calculations and documents to

verify compliance. All projects that are required to treat storm water will need to treat the permit-specified amount of storm water runoff with the following low impact development (LID) methods: rainwater harvesting and reuse, infiltration, evapotranspiration, or biotreatment. However, biotreatment (filtering storm water through vegetation and soils before discharging to the storm drain system) will be allowed only where harvesting and reuse, infiltration and evapotranspiration are infeasible at the project site. Complete the Infiltration/Harvesting and Use Feasibility Screening Worksheet (Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook - Appendix I). ***Vault-based treatment will not be allowed as a stand-alone treatment measure.*** Where storm water harvesting and reuse, infiltration, or evapotranspiration are infeasible, vault-based treatment measures may be used in series with biotreatment, for example, to remove trash or other large solids.

Reference: Palo Alto Municipal Code Section 16.11.030(c)

http://www.scvurppp-w2k.com/permit_c3_docs/c3_handbook_2012/Appendix_I-Feasibility_2012.pdf

In order to qualify the project as a **Special Project** for LID treatment reduction credit, complete and submit the Special Projects Worksheet (Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook - Appendix J: Special Projects). Any Regulated Project that meets all the criteria for more than one Special Project Category may only use the LID treatment reduction credit allowed under one of the categories.

http://www.scvurppp-w2k.com/permit_c3_docs/c3_handbook_2012/Appendix_J-Special_Projects_2012.pdf.

The applicant must incorporate permanent storm water pollution prevention measures that treat storm water runoff prior to discharge. The prevention measures shall be reviewed by a qualified **third-party reviewer** who needs to certify that it complies with the Palo Alto Municipal Code requirements. This is required prior to the issuance of a building permit. The third-party reviewer shall be acquired by the applicant and needs to be on the Santa Clara Valley Urban Runoff Pollution Prevention Program's (Program) list of qualified consultants. Any consultant or contractor hired to design/and/or construct a storm water treatment system for the project cannot certify the project as a third-party reviewer.

http://www.scvurppp-w2k.com/consultants2012.htm?zoom_highlight=consultants

Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, **third-party reviewer** shall also submit to the City a certification for approval that the project's permanent measures were constructed and installed in accordance to the approved permit drawings. The project must also enter into a maintenance agreement with the City to guarantee the ongoing maintenance

of the permanent C.3 storm water discharge compliance measures. The maintenance agreement shall be executed prior to the first building occupancy sign-off.

15. SWPPP: The proposed development will disturb more than one acre of land. Accordingly, the applicant will be required to comply with the State of California's General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent to Comply (NOI), paying a filing fee, and preparing and implementing a site specific storm water pollution prevention plan (SWPPP) that addresses both construction-stage and post-construction BMP's for storm water quality protection. The applicant is required to submit two copies of the NOI and the draft SWPPP to the Public Works Department for review and approval prior to issuance of the building permit.
16. LOADING DOCK: If there is a loading dock, storm runoff from loading docks where chemicals or hazardous materials may be handled shall not drain to a street, gutter, or storm drain. See 16.09.032(b)(4)(D). It is recommended that the loading dock(s) be covered to preclude the need for a drain.
17. GREASE/OIL REMOVAL DEVICE: If there will be a kitchen and food serving area in the new Senior Building, any drains in the food service facilities shall be connected to a grease removal device.
18. PEDESTRIAN CIRCULATION: The pedestrian circulation shown for Senior Building on Sheet C2 indicates pedestrian route through neighboring property to access the public sidewalk at the north end of the property. Such encroachment through a private property is not recommended by the City.
19. The following comments are provided to assist the applicant at the building permit phase. You can obtain various plan set details, forms and guidelines from Public Works at the City's Development Center (285 Hamilton Avenue) or on Public Works' website:
http://www.cityofpaloalto.org/depts/pwd/forms_permits.asp

Include in plans submitted for a building permit:

20. GRADING & EXCAVATION PERMIT: For disturbing greater than 10,000 SF of land area, a *Grading and Excavation Permit* needs to be obtained from PWE at the Development Center before the building permit can be issued. Refer to the Public Works' website for "Excavation and Grading Permit Instructions." For the *Grading and Excavation Permit* application, various documents are required including a grading and drainage plan, soils report, Interim and Final erosion and sediment control, and storm water pollution prevention plan (SWPPP). Refer to our website for "Grading and Excavation Permit Application" and guidelines. Indicate the amount of soil to be cut and filled for the project.

<http://www.cityofpaloalto.org/civicax/filebank/documents/11695>

21. **GRADING AND DRAINAGE PLAN:** The plan set must include a grading and drainage plan prepared by a licensed professional that includes existing and proposed spot elevations and showing drainage flows to demonstrate proper drainage of the site. Other site utilities may be shown on the grading plan for reference only, and should be so noted. No utility infrastructure should be shown inside the building footprint. Installation of these other utilities will be approved as part of a subsequent Building Permit application.

Site grading, excavation, and other site improvements that disturb large soil areas may only be performed during the regular construction season (from April 16 through October 15th) of each year the permit is active. The site must be stabilized to prevent soil erosion during the wet season. The wet season is defined as the period from October 15 to April 15. Methods of stabilization are to be identified within the Civil sheets of the improvement plans for approval.

22. **BEST MANAGEMENT PRACTICES (BMP's):** In order to address potential storm water quality impacts, the plan shall identify BMP's to be incorporated into the Storm Water Pollution Prevention Plan (SWPPP) that will be required for the project. The SWPPP shall include permanent BMP's to be incorporated into the project to protect storm water quality. (Resources and handouts are available from PWE. Specific reference is made to Palo Alto's companion document to "Start at the Source", entitled "Planning Your Land Development Project").

The developer shall require its contractor to incorporate BMP's for storm water pollution prevention in all construction operations, in conformance with the SWPPP prepared for the project. It is unlawful to discharge any construction debris (soil, asphalt, sawcut slurry, paint, chemicals, etc.) or other waste materials into gutters or storm drains. (PAMC Chapter 16.09).

The applicant is required to paint the "No Dumping/Flows to Barron Creek" logo in blue color on a white background, adjacent to all storm drain inlets. Stencils of the logo are available from the Public Works Environmental Compliance Division, which may be contacted at (650) 329-2598. A deposit may be required to secure the return of the stencil. Include the instruction to paint the logos on the construction grading and drainage plan. Include maintenance of these logos in the Hazardous Materials Management Plan, if such a plan is part of this project.

23. **STORM WATER POLLUTION PREVENTION:** The City's full-sized "Pollution Prevention - It's Part of the Plan" sheet must be included in the plan set. Copies are available from Development Center or on our website. Also, the applicant must provide a site-specific storm water pollution control plan sheet in the plan set.

<http://www.cityofpaloalto.org/civicax/filebank/documents/2732>

24. IMPERVIOUS SURFACE AREA: Since the project will be creating or replacing 500 square feet or more of impervious surface, the applicant shall provide calculations of the existing and proposed impervious surface areas. The calculations need to be filled out in the *Impervious Area Worksheet for Land Developments* form which is available at the Development Center or on our website, then submitted with the building permit application.

<http://www.cityofpaloalto.org/civicax/filebank/documents/2718>

25. WORK IN THE RIGHT-OF-WAY - If any work is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, curb inlet, storm water connections or utility laterals, the following note shall be included on the *Site Plan* next to the proposed work:

“Any construction within the city right-of-way must have an approved *Permit for Construction in the Public Street* prior to commencement of this work. THE PERFORMANCE OF THIS WORK IS NOT AUTHORIZED BY THE BUILDING PERMIT ISSUANCE BUT SHOWN ON THE BUILDING PERMIT FOR INFORMATION ONLY.”

26. LOGISTICS PLAN: The contractor must submit a logistics plan to PWE prior to commencing work that addresses all impacts to the City’s right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor’s parking, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor’s contact, noticing of affected businesses, and schedule of work. The plan will be part of the building permit submittal.

<http://www.cityofpaloalto.org/civicax/filebank/documents/2719>

27. FINALIZATION OF BUILDING PERMIT: The Public Works Inspector shall sign off the building permit prior to the finalization of this permit. All off-site improvements shall be finished prior to this sign-off. Similarly, all as-builts, on-site grading, drainage and post-developments BMP’s shall be completed prior to sign-off.

Public Works Water Quality

28. **PAMC 16.09.170, 16.09.040 Discharge of Groundwater:** The project is located in an area of suspected or known groundwater contamination with Volatile Organic Compounds (VOCs). If groundwater is encountered then the plans must include the following procedure for construction dewatering:

Prior to discharge of any water from construction dewatering, the water shall be tested for volatile organic compounds (VOCs) using EPA Method 601/602 or Method 624. The

analytical results of the VOC testing shall be transmitted to the Regional Water Quality Control Plant (RWQCP) 650-329-2598. Contaminated ground water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain system or creeks. If the concentrations of pollutants exceed the applicable limits for discharge to the storm drain system then an Exceptional Discharge Permit must be obtained from the RWQCP prior to discharge to the sanitary sewer system. If the VOC concentrations exceed the toxic organics discharge limits contained in the Palo Alto Municipal Code (16.09.040(m)) a treatment system for removal of VOCs will also be required prior to discharge to the sanitary sewer. Additionally, any water discharged to the sanitary sewer system or storm drain system must be free of sediment.

29. **PAMC 16.09.180(b)(11) Carwash Required** New Multi-family residential units and residential development projects with 25 or more units shall provide a covered area for occupants to wash their vehicles. A drain shall be installed to capture all vehicle wash waters and shall be connected to an oil/water separator prior to discharge to the sanitary sewer system. The oil/water separator shall be cleaned at a frequency of at least once every six months or more frequently if recommended by the manufacturer or the Superintendent. Oil/water separators shall have a minimum capacity of 100 gallons. The area shall be graded or bermed in such a manner as to prevent the discharge of storm water to the sanitary sewer system; (Note: the Senior Housing component of this development may apply for an exemption to this requirements, in which case any hose bibs must be fitted with lock-outs or other connections controls and signage indicating that car washing is not allowed.)
30. **PAMC 16.09.180(b)(10) Dumpsters for New and Remodeled Facilities** New buildings and residential developments providing centralized solid waste collection, except for single-family and duplex residences, shall provide a covered area for a dumpster. The area shall be adequately sized for all waste streams and designed with grading or a berm system to prevent water runoff and runoff from the area.
31. **PAMC 16.09.180(b)(14) Architectural Copper** On and after January 1, 2003, copper metal roofing, copper metal gutters, copper metal down spouts, and copper granule containing asphalt shingles shall not be permitted for use on any residential, commercial or industrial building for which a building permit is required. Copper flashing for use under tiles or slates and small copper ornaments are exempt from this prohibition. Replacement roofing, gutters and downspouts on historic structures are exempt, provided that the roofing material used shall be prepatinated at the factory. For the purposes of this exemption, the definition of "historic" shall be limited to structures designated as Category 1 or Category 2 buildings in the current edition of the Palo Alto Historical and Architectural Resources Report and Inventory.

32. PAMC 16.09.175(k)(2) Loading Docks

- (i) Loading dock drains to the storm drain system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation.
- (ii) Where chemicals, hazardous materials, grease, oil, or waste products are handled or used within the loading dock area, a drain to the storm drain system shall not be allowed. A drain to the sanitary sewer system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation. The area in which the drain is located shall be covered or protected from rainwater run-on by berms and/or grading. Appropriate wastewater treatment approved by the Superintendent shall be provided for all rainwater contacting the loading dock site.

33. **PAMC 16.09.180(b)(5) Condensate from HVAC** Condensate lines shall not be connected or allowed to drain to the storm drain system.

34. **PAMC 16.09.180(b)(b) Copper Piping** Copper, copper alloys, lead and lead alloys, including brass, shall not be used in sewer lines, connectors, or seals coming in contact with sewage except for domestic waste sink traps and short lengths of associated connecting pipes where alternate materials are not practical. The plans must specify that copper piping will not be used for wastewater plumbing.

35. **PAMC 16.09.205(a) Cooling Systems, Pools, Spas, Fountains, Boilers and Heat Exchangers** It shall be unlawful to discharge water from cooling systems, pools, spas, fountains boilers and heat exchangers to the storm drain system.

36. **PAMC 16.09.165(h) Storm Drain Labeling** Storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent.

Fire Department

37. Fire sprinkler, standpipe, fire alarm and underground fire supply installations require separate submittal to the Fire Prevention Bureau.

38. Roof access shall be provided from both stairways. A hatch with ladder access is acceptable where access via stair is not otherwise required. Hatch must be a minimum 36 x 48 inches in size. Where alternating tread access is approvable under the code, a ship's ladder shall be provided instead.

Utilities

GENERAL

33. The applicant shall comply with all the Electric Utility Engineering Department service requirements noted during plan review.
34. The applicant shall be responsible for identification and location of all utilities, both public and private, within the work area. Prior to any excavation work at the site, the applicant shall contact Underground Service Alert (USA) at 1-800-227-2600, at least 48 hours prior to beginning work.
35. The applicant shall submit a request to disconnect all existing utility services and/or meters including a signed affidavit of vacancy, on the form provided by the Building Inspection Division. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued after all utility services and/or meters have been disconnected and removed.

THE FOLLOWING SHALL BE INCORPORATED IN SUBMITTALS FOR ELECTRIC SERVICE

36. A completed Utility Service Application and a full set of plans must be included with all applications involving electrical work. The load sheet must be included with the preliminary submittal.
37. Only one electric service lateral is permitted per parcel. Utilities Rule & Regulation #18.
38. If this project requires padmount transformers, the location of the transformers shall be shown on the site plan and approved by the Utilities Department and the Architectural Review Board. Utilities Rule & Regulations #3 & #16.
39. The developer/owner shall provide space for installing padmount equipment (i.e. transformers, switches, and interrupters) and associated substructure as required by the City.
40. The customer shall install all electrical substructures (conduits, boxes and pads) required from the service point to the customer's switchgear. The design and installation shall be according to the City standards and shown on plans. Utilities Rule & Regulations #16 & #18.
41. Location of the electric panel/switchboard shall be shown on the site plan and approved by the Architectural Review Board and Utilities Department.
42. All utility meters, lines, transformers, backflow preventers, and any other required equipment shall be shown on the landscape and irrigation plans and shall show that no conflict will occur between the utilities and landscape materials. In addition, all aboveground equipment shall be screened in a manner that is consistent with the building design and setback requirements.
43. For services larger than 1600 amps, the customer will be required to provide a transition cabinet as the interconnection point between the utility's padmount transformer and the

customer's main switchgear. The cabinet design drawings must be submitted to the Electric Utility Engineering Department for review and approval.

44. For underground services, no more than four (4) 750 MCM conductors per phase can be connected to the transformer secondary terminals; otherwise, bus duct must be used for connections to padmount transformers. If customer installs a bus duct directly between the transformer secondary terminals and the main switchgear, the installation of a transition cabinet will not be required.
45. The customer is responsible for sizing equipment according to the National Electric Code requirements. The service conductors shall be sized per City standards. Utilities Rule & Regulation #18.
46. Any additional facilities and services requested by the Applicant that are beyond what the utility deems standard facilities will be subject to Special Facilities charges. The Special Facilities charges include the cost of installing the additional facilities as well as the cost of ownership. Utilities Rule & Regulation #20.
47. Projects that require the extension of high voltage primary distribution lines or reinforcement of offsite electric facilities will be at the customer's expense and must be coordinated with the Electric Utility.

DURING CONSTRUCTION

48. Contractors and developers shall obtain permit from the Department of Public Works before digging in the street right-of-way. This includes sidewalks, driveways and planter strips.
49. At least 48 hours prior to starting any excavation, the customer must call Underground Service Alert (USA) at 1-800-227-2600 to have existing underground utilities located and marked. The areas to be check by USA shall be delineated with white paint. All USA markings shall be removed by the customer or contractor when construction is complete.
50. The customer is responsible for installing all on-site substructures (conduits, boxes and pads) required for the electric service. No more than 270 degrees of bends are allowed in a secondary conduit run. All conduits must be sized according to National Electric Code requirements and no 1/2 – inch size conduits are permitted. All off-site substructure work will be constructed by the City at the customer's expense. Where mutually agreed upon by the City and the Applicant, all or part of the off-site substructure work may be constructed by the Applicant.
51. All primary electric conduits shall be concrete encased with the top of the encasement at the depth of 30 inches. No more than 180 degrees of bends are allowed in a primary conduit run. Conduit runs over 500 feet in length require additional pull boxes.

52. All new underground conduits and substructures shall be installed per City standards and shall be inspected by the Electrical Underground Inspector before backfilling.
53. The customer is responsible for installing all underground electric service conductors, bus duct, transition cabinets, and other required equipment. The installation shall meet the National Electric Code and the City Standards.
54. Meter and switchboard requirements shall be in accordance with Electric Utility Service Equipment Requirements Committee (EUSERC) drawings accepted by Utility and CPA standards for meter installations. Shop/factory drawings for switchboards (400A and greater) and associated hardware must be submitted for review and approval prior to installing the switchgear to:

Gopal Jagannath, P.E.
Supervising Electric Project Engineer
Utilities Engineering (Electrical)
1007 Elwell Court
Palo Alto, CA 94303

Catalog cut sheets may not be substituted for factory drawing submittal.

55. All new underground electric services shall be inspected and approved by both the Building Inspection Division and the Electrical Underground Inspector before energizing.

AFTER CONSTRUCTION & PRIOR TO FINALIZATION

56. The customer shall provide as-built drawings showing the location of all switchboards, conduits (number and size), conductors (number and size), splice boxes, vaults and switch/transformer pads.

PRIOR TO ISSUANCE OF BUILDING OCCUPANCY PERMIT

57. The applicant shall secure a Public Utilities Easement for facilities installed on private property for City use.
58. All required inspections have been completed and approved by both the Building Inspection Division and the Electrical Underground Inspector.
59. All fees must be paid.
60. All Special Facilities contracts or other agreements need to be signed by the City and applicant.

SUBDIVISION PROJECTS

61. There may be other conditions applicable to your project that can be found in previous sections of this document.
62. Only one electric service lateral is permitted per parcel.
63. The developer/owner shall provide space for installing padmount equipment (i.e. transformers, switches, and interrupters) and associated substructure as required by the City. In addition, the owner shall grant a Public Utilities Easement for facilities installed within the subdivision as required by the City.
64. The civil drawings must show all existing and proposed electric facilities (i.e. conduits, boxes, pads, services, and streetlights) as well as other utilities. The developer/owner is responsible for all substructure installations (conduits, boxes, pads, streetlights system, etc.) on the subdivision parcel map. The design and installation shall be according to the City standards and all work must be inspected and approved by the Electrical Underground Inspector.
65. The developer/owner is responsible for all underground services (conduits and conductors) to single-family homes within the subdivision. All work requires inspection and approval from both the Building Department and the Electrical Underground Inspector.
66. The tentative parcel map shall show all required easements as requested by the City.

Utilities Water, Gas Wastewater

PRIOR TO ISSUANCE OF DEMOLITION PERMIT

67. Prior to demolition, the applicant shall submit the existing water/wastewater fixture unit loads (and building as-built plans to verify the existing loads) to determine the capacity fee credit for the existing load. If the applicant does not submit loads and plans they may not receive credit for the existing water/wastewater fixtures.
68. The applicant shall submit a request to disconnect all utility services and/or meters including a signed affidavit of vacancy. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued by the building inspection division after all utility services and/or meters have been disconnected and removed.

FOR BUILDING PERMIT

69. The applicant shall submit a completed water-gas-wastewater service connection application - load sheet for City of Palo Alto Utilities for each residential or commercial unit. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the existing (prior) loads, the new loads, and the combined/total loads (the new loads

plus any existing loads to remain).

70. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities.
71. There is no sewer main in Clemo Ave and the sewer main in Maybell Ave is constricted to 6" in the last block approaching El Camino Real. As part of this project the applicant is required to pipe burst the 6" section of main sewer main to 8".
72. Water and gas services for each single family home will be served directly off Maybell Ave or Clemo Ave.
73. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).
74. The applicant shall be responsible for installing and upgrading the existing utility mains and/or services as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains and/or services.
75. The applicant's engineer shall submit flow calculations and system capacity study showing that the on-site and off-site water and sanitary sewer mains and services will provide the domestic, irrigation, fire flows, and wastewater capacity needed to service the development and adjacent properties during anticipated peak flow demands. Field testing may be required to determine current flows and water pressures on existing water main. Calculations must be signed and stamped by a registered civil engineer. The applicant is required to perform, at his/her expense, a flow monitoring study of the existing sewer main to determine the remaining capacity. The report must include existing peak flows or depth of flow based on a minimum monitoring period of seven continuous days or as determined by the senior wastewater engineer. The study shall meet the requirements and the approval of the WGW engineering section. No downstream overloading of existing sewer main will be permitted.
76. For contractor installed water and wastewater mains or services, the applicant shall submit to the WGW engineering section of the Utilities Department **four** copies of the installation of water and wastewater utilities off-site improvement plans in accordance with the utilities department design criteria. All utility work within the public right-of-way shall be clearly shown on the plans that are prepared, signed and stamped by a registered civil engineer. The contractor shall also submit a complete schedule of work, method of construction and the manufacturer's literature on the materials to be used for approval by the utilities engineering section. The applicant's contractor will not be allowed to begin work until the improvement plan and other submittals have been approved by the water, gas and wastewater engineering section. After the work is complete but prior to sign off, the applicant shall provide record drawings (as-builts) of the contractor installed water and wastewater mains and services per City of Palo Alto Utilities record drawing procedures. For contractor installed services the

contractor shall install 3M marker balls at each water or wastewater service tap to the main and at the City clean out for wastewater laterals.

77. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. **Show the location of the RPPA on the plans.** Residential single family homes with no special cross connection hazards will be allowed to use double check assemblies.
78. An approved reduced pressure detector assembly is required for the existing or new water connection for the fire system (non single family home buildings only) to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval). reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. **Show the location of the reduced pressure detector assembly on the plans.**
79. All backflow preventer devices shall be approved by the WGW engineering division. Inspection by the utilities cross connection inspector is required for the supply pipe between the meter and the assembly.
80. Existing wastewater laterals that are not plastic (ABS, PVC, or PE) shall be abandoned per the WGW Utilities Standards.
81. The applicant shall pay the capacity fees and connection fees associated with new utility service/s or added demand on existing services. The approved relocation of services, meters, hydrants, or other facilities will be performed at the cost of the person/entity requesting the relocation.
82. Each unit or place of business shall have its own water and gas meter shown on the plans. Each parcel shall have its own water service, gas service and sewer lateral connection shown on the plans.
83. A separate water meter and backflow preventer is required to irrigate the approved landscape plan. Show the location of the irrigation meter on the plans. This meter shall be designated as an irrigation account and no other water service will be billed on the account. The irrigation and landscape plans submitted with the application for a grading or building permit shall conform to the City of Palo Alto water efficiency standards. New gas service installations are required. Show the new gas meter locations on the plans. The gas meter locations must conform with utilities standard details.
84. The applicant shall secure a public utilities easement for facilities installed in private property. The applicant's engineer shall obtain, prepare, record with the county of Santa

Clara, and provide the utilities engineering section with copies of the public utilities easement across the adjacent parcels as is necessary to serve the development.

85. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW Utilities procedures.
86. Utility vaults, transformers, utility cabinets, concrete bases, or other structures can not be placed over existing water, gas or wastewater mains/services. Maintain 1' horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters. New water, gas or wastewater services/meters may not be installed within 10' of existing trees. Maintain 10' between new trees and new water, gas and wastewater services/mains/meters.
87. To install new gas service by directional boring, the applicant is required to have a sewer cleanout at the front of the building. This cleanout is required so the sewer lateral can be videoed for verification of no damage after the gas service is installed by directional boring.
88. All utility installations shall be in accordance with the City of Palo Alto utility standards for water, gas & wastewater.
89. The applicant shall obtain an encroachment permit from Caltrans for all utility work in the El Camino Real right-of-way. The applicant must provide a copy of the permit to the WGW engineering section.

PRIOR TO DEMOLITION, BUILDING OR GRADING PERMIT ISSUANCE

90. BUILDING PERMIT SUBMITTAL REVIEW-CERTIFICATION LETTER. Prior to submittal for staff review, the plans submitted for building permit shall be reviewed by the project site arborist to verify that all the arborist's recommendations have been incorporated into the final plan set. The submittal set shall be accompanied by the project site arborist's certification letter that the plans have incorporated the following information:
 - a. Final Tree Protection Report (TPR) design changes and preservation measures.
 - b. Palo Alto Tree Technical Manual Standards, Section 2.00 and PAMC 8.10.080.
 - c. Outstanding items. Itemized list and which plan sheet the measures are to be located.
 - d. Landscape and irrigation plans are consistent with CPA Tree Technical Manual, Section 5.45 and Appendix L, Landscaping under Native Oaks and PAMC 18.40.130.
91. PROTECTED TREE REMOVAL REQUIREMENTS(Reference: [CPA Tree Technical Manual](#), Section 3.05). Provide an evaluation and summary for any Protected Tree proposed to be removed with findings recognized by the tree ordinance; include replacement tree Mitigation Measures using the Replacement Standards (Tree Canopy/Value Method) in the

Palo Alto Tree Technical Manual, Section 3.00. If the total Mitigation canopy cannot be entirely planted on site, the remainder shall be paid to the City of Palo Alto Forestry Fund (Acct#60662). A Protected Tree removal permit shall be issued by the Urban Forestry section.

92. SITE PLAN REQUIREMENTS. The final Plans submitted for building permit shall include the following information and notes on the relevant plan sheets:

- a. Sheet T-1 Tree Protection-it's Part of the Plan (<http://www.cityofpaloalto.org/environment/urbancanopy.asp>), Applicant shall complete the Tree Disclosure Statement. Inspections and monthly reporting by the project arborist are mandatory. (All projects: check #1; with tree preservation report: check #2-6; with landscape plan: check #7.)
- b. The Tree Preservation Report (TPR). All sheets of the TPR approved by the City, Arborist Report for 567-595 Maybell Avenue, dated November 26, 2012, prepared by McClenahan Consulting, LLC shall be printed on numbered Sheet T-1 (T-2, T-3, etc.) and added to the sheet index.
- c. Protective Tree Fencing Type. Delineate on grading plans, irrigation plans, site plans and utility plans, Type II fencing around Street Trees and Type I fencing around Protected/Designated trees as a bold dashed line enclosing the Tree Protection Zone (per the approved Tree Preservation Report) per instructions on Detail #605, Sheet T-1, and the City Tree Technical Manual, Section 6.35-Site Plans.
- d. Site Plan Notes. Note #1. Apply to the site plan stating, "All tree protection and inspection schedule measures, design recommendations, watering and construction scheduling shall be implemented in full by owner and contractor, as stated in the Tree Protection Report on Sheet T-1 and the approved plans". Note #2. All civil plans, grading plans, irrigation plans, site plans and utility plans and relevant sheets shall include a note applying to the trees to be protected, including neighboring trees stating: "Regulated Tree--before working in this area contact the Project Site Arborist at (650) 326-8781 Note #3. "Basement foundation plan. Soils Report and Excavation for basement construction within the TPZ of a protected tree shall specify a vertical cut (stitch piers may be necessary) in order to avoid over-excavating into the tree root zone. Any variance from this procedure requires City Arborist approval, please call (650) 496-5953." Note #4. Utility plan sheets shall include the following note: "Utility trenching shall not occur within the TPZ of the protected tree. Contractor shall be responsible for ensuring that no trenching occurs within the TPZ of the protected tree by contractors, City crews or final landscape workers. See sheet T-1 for instructions."

93. LANDSCAPE PLANS.

- a. Make the following changes in plant material for the following species, and planting specifications (*if any*)
- b. Provide a detailed landscape and irrigation plan encompassing on-and off-site plantable areas out to the curb shall be approved by the Architectural Review Board. A Landscape Water Use statement, water use calculations and a statement of

design intent shall be submitted for the project. A licensed landscape architect and qualified irrigation consultant will prepare these plans, to include:

- i. All existing trees identified both to be retained and removed including street trees.
 - ii. Complete plant list indicating tree and plant species, quantity, size, and locations.
 - iii. Irrigation schedule and plan.
 - iv. Fence locations.
 - v. Lighting plan with photometric data.
 - vi. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.
 - vii. Reduce heat islands--Parking lot shade tree plan. Provide a landscape sheet showing tree planting designed to achieve 50% shading of paving surfaces pursuant to PAMC 18.40. 130(e) (Parking Lot Shading Guidelines, Tree Technical Manual, Addendum 9).
 - viii. All new trees planted within the public right-of-way (public land) shall be installed per Public Works (PW) Standard Planting Diagram #603 or 604 (include on plans), and shall have a tree pit dug at least twice the diameter of the root ball.
 - ix. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.
 - x. Automatic irrigation shall be provided to all trees. For trees, PW Detail #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers shall not be mounted inside an aeration tube. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards. Irrigation in the right-of-way requires a street work permit per CPA Public Works standards.
 - xi. Landscape Plan shall ensure the backflow device is adequately obscured with the appropriate screening to minimize visibility (planted shrubbery is preferred, painted dark green, decorative boulder covering acceptable; wire cages are discouraged).
- d. Planting notes to include the following mandatory criteria:
- i. Prior to any planting, all plantable areas shall be tilled to 12" depth, and all construction rubble and stones over 1" or larger shall be removed from the site.
 - ii. Note a turf-free zone around trees 36" diameter (18" radius) for best tree performance.
- e. Mandatory Landscape Architect (LA) Inspection Verification to the City. The LA of record shall verify the performance measurements are achieved with a separate letter of verification to City Planning staff, in addition to owner's representative for each of the following:
- i. Percolation & drainage checks have been performed and is acceptable.

- ii. Fine grading inspection of all plantable areas has been personally inspected for tilling depth, rubble removal, soil test amendments are mixed and irrigation trenching will not cut through any tree roots.
- iii. Tree and Shrub Planting Specifications, including delivered stock, meets Standards in the CPA Tree Technical Manual, Section 3.30-3.50. Girdling roots and previously topped trees are subject to rejection.

94. TREE PROTECTION VERIFICATION. Prior to demolition, grading or building permit issuance, a written verification from the contractor that the required protective fencing is in place shall be submitted to the Building Inspections Division. The fencing shall contain required warning sign and remain in place until final inspection of the project.

DURING CONSTRUCTION

95. EXCAVATION RESTRICTIONS APPLY ([TTM, Sec. 2.20 C & D](#)). Any approved grading, digging or trenching beneath a tree canopy shall be performed using 'air-spade' method as a preference, with manual hand shovel as a backup. For utility trenching, including sewer line, roots exposed with diameter of 1.5 inches and greater shall remain intact and not be damaged. If directional boring method is used to tunnel beneath roots, then Table 2-1, Trenching and Tunneling Distance, shall be printed on the final plans.

96. PLAN CHANGES. Revisions and/or changes to plans before or during construction shall be reviewed and responded to by the project site arborist, John H. McClenahan, WE-1476B, (650) 326-8781, with written letter of acceptance before submitting the revision to the city for review.

97. CONDITIONS. All Planning Department conditions of approval for the project shall be printed on the plans submitted for building permit.

98. TREE PROTECTION COMPLIANCE. The owner and contractor shall implement all protection and Contractor and [Arborist Inspection Schedule](#) measures, design recommendations and construction scheduling as stated in the TPR, and is subject to code compliance action pursuant to PAMC 8.10.080. The required protective fencing shall remain in place until final landscaping and inspection of the project. Project arborist approval must be obtained and documented in the monthly activity report sent to the City. A mandatory Monthly Tree Activity Report shall be sent monthly to the City beginning with the initial verification approval, using the template in the Tree Technical Manual, Addendum 11.

99. TREE DAMAGE. Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to TTM, Section 2.20-2.30. Contractor shall be responsible for the repair or replacement of any publicly owned or protected trees that are damaged during the course of construction,

pursuant to Title 8 of the Palo Alto Municipal Code, and city Tree Technical Manual, Section 2.25.

100. GENERAL. The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.

PRIOR TO OCCUPANCY

101. LANDSCAPE INSPECTION. The Planning Department shall be in receipt of written verification that the Landscape Architect has inspected all trees, shrubs, planting and irrigation and that they are installed and functioning as specified in the approved plans.

102. TREE INSPECTION. The contractor shall call for an inspection by the Project Arborist. A final inspection and report by the project arborist shall evaluate all trees to be retained and protected, as indicated in the approved plans, the activity, health, welfare, mitigation remedies for injury, if any, and for the long term care of the trees for the new owner. The report shall provide written verification to the Planning Department that all trees, shrubs, planting and irrigation are installed and functioning as specified in the approved plans. The final arborist report shall be provided to the Planning Department prior to written request for temporary or final occupancy. The final report may be used to navigate the security guarantee return process, when applicable.

103. PLANNING INSPECTION. Prior to final sign off, contractor or owner shall contact the city planner (650-329-2441) to inspect and verify Special Conditions relating to the conditions for structures, fixtures, colors and site plan accessories.

POST CONSTRUCTION

104. MAINTENANCE. All landscape and trees shall be maintained, watered, fertilized, and pruned according to Best Management Practices-Pruning (ANSI A300-2001 or current version). Any vegetation that dies shall be replaced or failed automatic irrigation repaired by the current property owner within 30 days of discovery.

1 **Planning and Transportation Commission**
2 **Verbatim Minutes**
3 **May 22, 2013**

4
5 **DRAFT**
6 **EXCERPT**
7
8

9 **567-595 Maybell Avenue [12PLN-00453]**: Request by Candice Gonzalez on behalf of Palo
10 Alto Housing Corporation, for Planning and Transportation Commission review and
11 recommendation to Council regarding a new Planned Community (PC) zone district and
12 Comprehensive Plan land use designation amendment to allow a 15 single family home and a 60
13 unit affordable rental project for seniors on parcels having a combined area of 107,392 square
14 feet and zoned R-2 and RM-15. Environmental Assessment: An Initial Study and Mitigated
15 Negative Declaration have been prepared. *Quasi Judicial
16

17 Chair Martinez: This is a quasi-judicial item for the Planning Commission, which means that any
18 contact outside of the hearing by members of the Commission we need to report upon. Excuse
19 me. I'll begin.
20

21 Last Friday I had lunch with Jean McCown on another matter. I wanted to see about working
22 with Stanford. Not me personally, but for a nonprofit that I'm working with. But she did bring
23 up the fact that she was on the Board of Directors of Palo Alto Housing Communications
24 [Note—does he mean Corporation?]. And as a good Commissioner our procedures are to listen
25 politely and not offer our opinions or how we choose to see these issues. Her comments were
26 that if she had to do it over again that she would do a different kind of outreach and I appreciated
27 that. And I think that there's going to be a discussion from the applicant tonight about parking
28 for senior housing. And that was it and we went on to talk about other items. Any other
29 members of the Commission care to speak? Ok. So that's it.
30

31 I announced earlier that our procedure for the public hearing is going to be that since there are so
32 many that want to speak we're going to dedicate an hour for public comments and each member
33 of the public will be given two minutes to speak. However some of you have indicated that you
34 have, your part of a group for which one member will speak for you. And if you're a group of
35 five I mentioned that the person speaking in your behalf will be given 10 minutes to speak for
36 you, but you need to fill out a speaker card as well that indicates you're part of that group being
37 represented tonight. That just helps us with the public record of who was here and whose views
38 were represented. And this also helps the Council when this goes further to them.
39

40 So again if you're here for the first time our procedure is to hear the staff report followed by the
41 applicant who will be given 15 minutes to present the project. And at the end of the presentation
42 and the comments from the, questions from the Commission, the applicant will be given an
43 additional three minutes to summarize. So following that we, before actually we go to
44 deliberations from the Commissioners we're going to invite members of the public to speak. So
45 we'll talk more about that.
46

47 So tonight's public hearing is an application by the Palo Alto Housing Corporation (PAHC) for a
48 recommendation from the Planning and Transportation Commission (PTC) to the City Council
49 on their application for a Planned Community (PC) Zoning District for 567 through 595 Maybell

1 Avenue to construct 60 senior housing units and 15 single family units. In addition to that, we're
2 being asked to make a recommendation on the Comprehensive Plan designation for this project
3 for that site change and to comment on the environmental review that's been prepared for
4 tonight. So with that we are going to go to Planning staff for the staff report.
5

6 Curtis Williams, Director – Planning: Thank you Chair Martinez and Commissioners. I'm Curtis
7 Williams the Director of Planning and Community Environment. And tonight Tim Wong our
8 Senior Planner, Housing Planner is going to make this presentation to you followed by some
9 brief remarks from Cara Silver, Senior Assistant City Attorney and then I have some concluding
10 remarks before you move on to the hearing. Thank you. Tim.
11

12 Tim Wong, Senior Planner – Housing: Thank you Curtis. Good evening. As Curtis stated my
13 name is Tim Wong and I'm a Senior Planner for the City. And tonight as Chair Martinez stated
14 that you have a request from Palo Alto Housing Corporation for a Planned Community rezone,
15 Comp Plan amendment to do a, to allow for a development of 60 multi-family affordable senior
16 rental units and a development of 15 single family units on [fee simple] lots. And with the intent
17 that sale of the market rate units, the 15 single family units would help provide financial
18 assistance for the development of the 60 unit multi-family affordable development.
19

20 The applicant is Palo Alto Housing Corporation. They have been a partner with the City since
21 1971 in managing and developing affordable housing throughout the City of Palo Alto. And just
22 quick the site was acquired by Palo Alto Housing Corporation in November 30th of last year with
23 some financial assistance from the City.
24

25 That's just a quick architectural rendering of the proposed development. The senior
26 development is tucked in the corner of the parcel with the single family homes lining Maybell
27 and Clemo Avenue. Just a quick overview about the existing site conditions; there are two
28 legal... closer to the [unintelligible], oh, excuse me. Alright. Ok. There are two legal lots on
29 the property .32 and 2.14 acres respectively and right now the site is divided between R2 and
30 RM15 zoning. There are four existing homes along Maybell Avenue with each accessing
31 Maybell Avenue. The rest of the site is a nonfunctioning orchard; hasn't been in operation since
32 probably early Nineties. And currently there is no sidewalk on Maybell Avenue. The site is
33 surrounded by single family and multi-family units. Across the street on Maybell Avenue is
34 single family and the site is adjacent to the Arastradero Park Apartments and the Tan Plaza
35 multi-family unit. And across the street on Clemo is Juana Briones Park. There is an existing
36 barrier on Clemo Avenue at the intersection of Maybell and Clemo that prevents vehicular access
37 onto Clemo from Maybell Avenue.
38

39 Some information about the proposed senior housing; it is a four story building of approximately
40 50 feet in height. It will be 59 one bedroom units of approximately 600 square feet with a two
41 bedroom property manager's unit. They'll be providing services. There will be laundry facilities
42 on each floor. There will be a service coordinator, a computer room, a community room,
43 exercise room along with a community courtyard, and 4th floor rooftop terrace for open space.
44 And as part of the development they are proposing to provide 42 parking spaces for the senior
45 development with 5 spaces in reserve. The 47 total spaces is a ratio of about .78, which is higher
46 than other affordable senior developments throughout the City. Stevenson House, the senior
47 development on Charleston has a ratio of about .48 and the Sheraton Senior Apartments has a
48 ratio of about .35 and there, and so other, just as a comparison to other affordable senior
49 developments.

1
2 Quick note about the single family homes; the four existing homes will be demolished for the
3 proposed 15 units. The 15 units as stated would be lining Maybell and Clemo with 8 on Maybell
4 Avenue corner lot and 6 units along Clemo Avenue. Maybell, the Maybell homes are proposed
5 to be two and three stories high. Two stories are about 25 feet in height, approximately 2,300
6 square feet. And the three story units are 35 feet high with about 2,700 square feet proposed.
7 And the units on Clemo are all three story, 35 feet high with approximately 2,300 square feet.
8 All parking will be provided on site on the interior of the lot with two car garages. In addition
9 the units on Maybell will have two car aprons for the units on Maybell.

10
11 The proposed senior house is generally compliant with the Planned Community zone. However
12 it exceeds the PC zone requirement for daylight plane and it also exceeds the height requirement.
13 The PC zone requires that any development within 150 feet of residential development must
14 have a maximum height of 35 feet and also a daylight plane requirements are in effect when
15 again a project site is within 150 feet of residential. So as part of it the applicant has requested
16 two concessions for the daylight plane and height issue per Government Code 65915. If a
17 development provides a certain percentage of affordable housing they are eligible for
18 concessions and these concessions are granted by right. And these I would like to point out that
19 the concessions are not required because of the proximity to the single family homes, it is
20 because the senior building is adjacent to the Tan and Arastradero, the Tan complex and the
21 Arastradero Park Apartments.

22
23 A Mitigated Negative Declaration (MND) has been prepared for this project as part of the initial
24 study a traffic study was prepared identifying that this project would generate 16 net new a.m.
25 peak hour trips and 21 new p.m. [loud outburst from public] Oh, ok.

26
27 Chair Martinez: Hold on please. I know some of you are new here, but we don't comment, we
28 don't laugh, we don't boo the Chair. We remain respectful and everybody will have a chance to
29 be heard. Thank you.

30
31 Mr. Wong: Um, continuing, yes as the traffic study had determined that 16 net new a.m. peak
32 hour trips and 21 net new p.m. hour, peak hour trips would be created. And based on those
33 findings from a cumulative standpoint based on the propose, what the projects have proposed
34 was all ingress and egress go from Clemo onto Arastradero with no access to Maybell, but the
35 initial study found based on the traffic study's findings that a potentially significant impact
36 would be created if all traffic was directed from Clemo via Arastradero. Therefore a mitigation
37 measure has been inserted into the Negative Declaration requiring that they obtain an easement
38 in the adjacent property, the Arastradero Park Apartments, which is also owned by Palo Alto
39 Housing Corporation thus giving this development two points of access: Maybell Avenue
40 through Palo Alto Housing Corp.'s Arastradero Park and with the proposed Clemo to
41 Arastradero.

42
43 And would like to point out these are conditions of approval and not mitigation measures, but
44 staff has also included a no parking sign along the southern portion of Maybell Avenue and the
45 installation of sharrows, which are shared, share the road arrows. And those will also be
46 installed in both directions on Maybell Avenue. And would also like to point out that the traffic
47 barrier would not be relocated; it will stay in its current place.

1 Also there are 12 oak trees along Clemo Avenue. The applicant proposed to remove two of
2 them. Therefore... and in review all recommendations, an arborist report had been prepared for
3 the oak trees and all recommendations of the arborist's report have been integrated into the
4 Mitigated Negative Declaration. The comment period is currently open and the end of the
5 comment period is May 30th of this month, end of this month.
6

7 Just as a quick comparison of what is being proposed versus what could be allowed in the
8 existing zoning. Currently as mentioned the, it's a 2.46 acre parcel that is R2 and RM15 zoned.
9 And with those two zoning districts 34 units could be developed there. And using a .7 on in
10 general a single family residential unit will generate about .75 a.m. peak hour trip and 1.0 p.m.
11 peak hour trip. And using those two ratios a proposed 34 unit subdivision or development would
12 generate 22 a.m. peak hour trips and 32 p.m. peak hour trips. And if they were to invoke the 35
13 percent density bonus they could get up to 46 units, which would then generate approximately 32
14 a.m. peak hour trips and 43 p.m. peak hour trips. And as you can see the proposed Maybell
15 development is determined to generate 16 a.m. peak hour trips and 21 peak hour trips in the p.m.
16 So this proposed development would be lower than any proposed existing zoning.
17

18 And just as part of a PC you must show the public benefits and for this project clearly it's the 60
19 units of affordable housing for seniors. In the City Housing Element and we also have additional
20 data that approximately 20 percent of the seniors are living around the poverty level or slightly
21 above and so this would be a significant contribution towards that population. And in addition it
22 would be the installation of the sidewalk for that segment of Maybell. Currently there is not an
23 existing sidewalk therefore this would connect the sidewalk system for the southern side of
24 Maybell for that area. And so that concludes my presentation. Cara Silver, I'll turn it to Cara.
25

26 Cara Silver, Senior Assistant City Attorney: Thank you Tim. Cara Silver, Senior Assistant City
27 Attorney. I wanted to note that we received a letter from Attorney Kent Mitchell just today and
28 he raised a couple of issues. He raised an issue with respect to conflict of interest because he
29 claims that because the City was a lender on this project the loan documents place the City in a
30 conflict of interest position. He is going to further articulate that argument to Council. We have
31 reviewed his arguments, will research them further and will report to Council. At this point we
32 think the Political Reform Act that governs conflicts of interest applies to personal financial
33 interests of the decision makers and so the fact that the City Council has adopted the loan
34 agreement would not trigger a conflict of interest for purposes of the Political Reform Act, but
35 we will certainly look at that issue. We have also looked at the loan documentation and the
36 [loans permit] do not require the City Council or the Planning Commission upon
37 recommendation to the City Council to approve the projects. So the full discretion is with the
38 Planning Commission and the City Council to approve or deny the project regardless of the fact
39 that the City has loaned money on the project for the acquisition of the site. With that I will turn
40 it over to Curtis Williams for the final conclusion.
41

42 Mr. Williams: Thank you Cara. So I know the Commission and the staff and Council have
43 received a number of communications from neighbors in the area and we certainly acknowledge
44 that there have been legitimate concerns raised in those comments, particularly about traffic on
45 Maybell and some of the other issues. And I also want to say we clearly understand that those
46 comments are not opposition to affordable housing per se, they're concerns about the impacts of
47 the potential for development on the site so. However, we do feel like in many respects those
48 comments are misplaced in terms of being directed at this project and in particular in five areas
49 that I'd like to briefly cover.

1
2 First is that the site isn't appropriate for affordable senior housing. And finding an affordable
3 housing site in Palo Alto clearly is precious, so it's hard to find any sites for affordable housing.
4 The work that the Housing Corporation and other nonprofits do in trying to first identify sites,
5 negotiate with owners, and then cobble together from many varied financing sources a package
6 that makes a project work is pretty amazing, and the Housing Corporation has done it in this
7 case. We strongly believe that regardless of our regional housing requirements or anything else,
8 put all that aside, the City does need to provide opportunities for affordable housing and
9 especially for low income seniors as our population in Palo Alto and in Silicon Valley ages and
10 is expected to age rapidly over the next few decades.

11
12 This site is not directly on El Camino Real. That'd be nice if it were; it's not, but it is close
13 enough for many in this complex to be able to walk there. The Palo Alto Housing Corporation
14 has a great track record for not just providing affordable units, but also for providing
15 transportation and social and recreational services for its residents. So it's not a case where
16 they're in an island and they need to get off themselves to be able to find, to recreate or shop or
17 whatever.

18
19 This is also a very unique opportunity to share services at the existing adjacent Palo Alto
20 Housing Corporation site. So they're, they've got a project next door and they can share some of
21 the services that are available there and also create more of an intergenerational living
22 environment between the two complexes. So we do feel like this is a good fit for affordable
23 senior housing. Sites are hard to come by and it's a great opportunity.

24
25 The second and probably the area of most concern that we've heard is traffic on Maybell and
26 conflicts with the school commute congestion and safety issues. So, and certainly there is a
27 period of time a couple of times a day when this road is very congested and it is filled with
28 cyclists and kids cycling and walking to and from school and that's something that we have a
29 number of programs here in the City to promote and to hopefully protect the safety of those
30 children in particular. However, in this case we and the traffic consultant do strongly believe
31 that the impacts of this project on Maybell and school traffic will be negligible particularly with
32 respect to the following: the four existing driveways and homes, the home access to Maybell will
33 be eliminated; the barrier on Clemo will not be relocated; the access easement will be provided
34 through the adjacent Palo Alto Housing Corporation site, which will accommodate some trips to
35 Maybell, but almost all of that we believe again would head away from the school area and
36 towards El Camino Real certainly during the peak morning commutes. We've proposed parking
37 be prohibited on Maybell adjacent to the project to further limit trips there and provide more
38 room for cyclists and walkers along the road. And all of this is in anticipation of a larger scale
39 project of Maybell as a bicycle boulevard and additional improvements to be made there to
40 enhance safety.

41
42 There have been questions raised about the number of trips generated by senior affordable
43 housing, but the traffic estimates that we've been using are based on we believe very sound data
44 from existing projects in our area and region as well as from general engineering analysis. We
45 hear this concern about trip generation and parking frequently on affordable housing project.
46 Probably all four or five that have happened during my tenure here. This is a comment that is
47 frequently made and I would say that once they're built the concerns have simply not
48 materialized. They do end up [unintelligible] as a result on the low side and so we've not
49 experienced that as being an issue later. So in this case the estimates are for a handful of

1 morning peak hour trips using Maybell, probably mostly turning right towards El Camino Real
2 and even looking if that number is half and it's twice that much that's one car per five minutes
3 every five minutes in that location at the most.
4

5 So the third issue is density and comments that the density is out of character with the area. We
6 assume that out of character primarily means in terms of traffic impacts which I've just
7 discussed, but also bulk and height of the structures. In this case the senior housing project as
8 Tim showed was, is up to four stories in height, it's pushed back as close to the eight story Tan
9 Apartments as possible. Some distance, quite some distance away from any of the single family
10 homes along Maybell. It steps down then to a parking lot and a drive aisle and then to the single
11 family homes along Maybell as transition to the neighborhood. Certainly if the Commission
12 feels like the three story portion of homes along the Maybell frontage is excessive then that's
13 certainly a point for discussion and design, but overall that transition in height and mass we
14 believe is appropriate.
15

16 The fourth comment is basically don't rezone, leave the property and the zoning that it is right
17 now the R2 and RM15. As Tim mentioned and showed in the presentation and in the staff report
18 we believe that a market rate project at the allowed density would generate considerably more
19 vehicle trips and would generate more school students than what's proposed as this combination
20 of affordable housing and market rate housing. Also would note that the market rate project
21 would not require Planning and Transportation Commission review or City Council review; it
22 would just be an architectural review of the design if it complied with that zoning.
23

24 And finally the issue of preserving the area as playing fields or as a park; we'd all like to have
25 more parks in our community certainly. We also need more affordable housing. In this
26 particular case to make this a playing fields or park would require paying at least the \$16 million
27 that the Palo Alto Housing Corporation has paid for the site, money which we don't believe the
28 City has available. We don't believe the site is large enough for a playing field and the parking
29 that would go along with it. And there's a park next door and a school nearby with additional
30 recreational facilities. And also we'd have to consider the impacts: parking, traffic, noise
31 impacts of that kind of facility on the neighbors, but that hasn't been looked at specifically.
32

33 So staff in conclusion does urge the Commission to take advantage of this very limited
34 opportunity and to provide for the affordable senior housing in the community. We recognize
35 there may be adjustments that are needed to finalize an acceptable design, but recommend that
36 you move the project forward to the City Council. We'll be glad to answer the questions.
37

38 Chair Martinez: Is the applicant here to present... (interrupted)
39

40 Mr. Williams: Yes they are.
41

42 Chair Martinez: ...the project. We're going to hold off questions for a while.
43

44 Candice Gonzalez, Executive Director, Palo Alto Housing Corporation: Good evening Planning
45 Commissioners, I'm Candice Gonzalez the Executive Director of the Palo Alto Housing
46 Corporation. With me tonight to help present and answer questions are Jessica DeWit our
47 Project Manager, Michelle Hunt with Hexagon our Traffic Consultant, Dahlin Group Architects,
48 Kate Young our Director of Resident Services. We also have property management staff. But
49 very quickly I would like to take our, thank our supporters that showed up tonight. A bunch of

1 them will probably refrain from speaking because of the limited time, but I would like to ask
2 them to stand up to show their support and to say thank you. Thank you again.

3
4 This was the quick memo we put together this afternoon just to help you follow our presentation.
5 As you consider our project this evening please remember the significant need for affordable
6 senior housing in Palo Alto where 20 percent of our seniors are living near or below the federal
7 poverty limit. That's around \$19,800 a year. It's actually, the seniors are actually the second
8 fastest growing population in Palo Alto and the fastest growing population in Santa Clara
9 County. With this in mind we do urge you to deliberate on our project this evening and move it
10 forward. We also have a tax credit application due in July, July 3rd. if we don't meet that
11 deadline we get pushed to March of 2014, which means about another \$500,000 in carrying costs
12 for us and other financing risks. Furthermore in the last probably six to eight months we have
13 made significant changes to our design and site plan in response to community feedback, in
14 response to our initial meeting with PTC and the City Council preliminary study session and lots
15 of neighbors.

16
17 We've done the following, we've made the following changes: we're proposing affordable
18 senior housing rather than affordable family housing to minimize impacts on schools, traffic, and
19 the surrounding neighborhood. Again we are not moving the street barrier at the intersection of
20 Clemo and Maybell. We've located the higher density components of the site plan away from
21 the single family homes to allow for a transition. We're providing driveways for 14 of the 15
22 single family homes located on private alleys rather than on the streets of Maybell or Clemo to
23 add safety during traffic hours. Driveway aprons were created for nine of the proposed single
24 family homes so that we're providing an additional 18 on site off street parking. We facilitated a
25 United States Department of Housing and Urban Development (HUD) approved easement
26 through our adjacent property for a secondary project access and traffic abatement. We're
27 adding a sidewalk on the Maybell Avenue frontage for the safety of pedestrians and bicyclists.
28 We widened the Clemo driveway entry point to about 22 feet for, 22 feet instead of 20 feet for
29 greater visibility. We're going to continue working with City transportation officials to enforce
30 no parking on the Maybell Avenue frontage during, probably from 7:00 a.m. to 7:00 p.m. We're
31 providing our residents with a shared drive, shared van to further minimize the need for car
32 ownership. And we also plan on installing a commemorative plaque paying respect to the
33 history of the previous orchard. With this in mind Jessica's going to go speak on some of the
34 main concerns that Curtis spoke about.

35
36 Jessica DeWit, Project Manager, Palo Alto Housing Corporation: So we know one concern has
37 been bicycle and pedestrian safety.

38
39 Chair Martinez: Sorry, can you identify yourself?

40
41 Ms. DeWit: I'm sorry. I'm Jessica DeWit with Palo Alto Housing Corporation. So we know
42 one concern has been bicycle and pedestrian safety. So we checked with the City Records
43 Department and there have been no reported auto accidents involving a pedestrian or a bike in
44 the Maybell corridor during peak traffic hours from January 2005 through December 2012.
45 There has been one collision report of one person jaywalking and one bike hitting a parked car at
46 9:00 p.m. at night, but both of those were during off peak hours.

47
48 Another concern has been traffic. Affordable senior projects generate minimal peak hour traffic.
49 Studies show that low income seniors have even lower impacts on traffic because they drive less

1 and have lower car ownership rates. Affordable seniors drive during off peak hours because
2 most no longer work. Current demographic data from local Palo Alto senior projects include
3 Arastradero Park Apartments, which is next door to the current proposed property, 89 percent of
4 the seniors there do not work. 55 percent of those seniors do not drive. The remaining have a
5 combination of part time jobs and some full time jobs. At Sheraton Senior Apartments, which is
6 100 percent seniors, 98 percent of the tenants there do not work. So there's only one senior that
7 is a part time worker.

8
9 I know the neighborhood has also asked us to do more traffic analysis of existing senior
10 properties in the area to cross check the forecasted counts that were done for the traffic study.
11 We've done that. Hexagon Traffic Consultants actually studied three existing senior rental
12 apartments in the area. The Stevenson House, Sheraton Apartments, and Monte Vista Terrace
13 together had an average observed trip rate of .11 trips per unit during the a.m. peak hour, which
14 is lower than the published national rate of .13 trips per unit during the a.m. peak hour. So this
15 additional analysis further supports the traffic study that has been done, and Michelle Hunt is
16 here to answer more questions and to provide a little bit more detail next. Another concern has
17 been that the existing zoning would have a better traffic impact than our proposal. Existing
18 zoning would permit 34 single family homes that would produce 38 percent to 52 percent more
19 peak hour traffic than the proposed project.

20
21 There's also been concern over school impact. This proposed project has minimal impact on
22 schools. With the 15 single family homes this would yield approximately eight new students for
23 the local schools. For the 60 senior affordable units, PAHC expects zero impact to the schools
24 from the senior site. None of our senior units currently have children occupying them. PAHC
25 requires proof of legal custody for a resident to have a minor move into any of our apartments.

26
27 Lastly there's been a concern that the emergency response time will be hindered by our project.
28 We talked to the Fire Department, we've had them review our plans and the Fire Department
29 does not anticipate any significant traffic issues specifically related to the Maybell Orchard
30 Development. Next we're going to have Michelle talk a little bit more about details on the traffic
31 analysis.

32
33 Michelle Hunt, Vice President, Hexagon Transportation Consultants: My name is Michelle Hunt,
34 I'm a Vice President and Principle Associate with Hexagon Transportation Consultants. We did
35 the traffic study for this project. We looked at a number of scenarios with regard to access, but
36 just to clarify because our report did look at multiple scenarios what is being proposed is two
37 access points. One on Clemo, which would lead to Arastradero and then a secondary access to
38 Maybell through the adjacent property.

39
40 As Jessica mentioned the trip generation for the project is extremely low because primarily the
41 senior affordable housing component is expected to generate much lower trips than a market rate
42 development would be. I know that residents or neighbors have expressed doubts about the
43 forecast for the trip generation so we did go out and do actual counts that were done last week at
44 the three sites that Jessica mentioned. And the results basically confirmed the previous trip rates
45 that we used. The trip rates that were used in our study were from the Institute of Transportation
46 Engineers (ITE) publication called Trip Generation. It's based on surveys of sites throughout the
47 country. The three sites that we found locally the trip rates are shown on this table and the
48 published trip rate that we used in our study is within the range of trip rates that we saw at the
49 three locations that we surveyed. And if we had used the average trip rate from the local surveys

1 instead of the published ITE rate the difference in trips would have been only one fewer trip in
2 the a.m. peak hour and two additional trips in the p.m. peak hour. One trip per hour or two trips
3 per hour would not have changed our conclusions.
4

5 I would like to point out that because the project is generating less than 100 peak hour trips a full
6 traffic impact analysis is not required according to the City and Santa Clara Valley
7 Transportation Authority (VTA) guidelines, but the City did request a focused analysis. We
8 looked at six intersections. We used the methodology that has been adopted by the City and the
9 VTA. The only intersection that showed an issue with regard to level of service was Arastradero
10 and Clemo and this is as a result of the projected delay at the stop controlled approach on Clemo
11 only under the cumulative conditions. Under the existing [plus] project the level of service is
12 expected to remain acceptable, but under cumulative when we consider the anticipated growth
13 due to other background projects out to the year 2020 and then add the project additional
14 increment on it even though it is small, the level of service on Clemo was shown to be at level of
15 service E. And as a result the City has put a condition of approval on this project to include the
16 second access on Maybell. With that second access the, there would be fewer trips on Clemo
17 and the level of service even under cumulative would remain at level of service D or better.
18

19 And then lastly I just wanted to point out as was mentioned there was special attention to bikes
20 and pedestrians in our traffic analysis. The City provided counts that show, if you go forward,
21 that show the pedestrian and bike volumes in the vicinity. We do recognize that it's a significant
22 corridor for bike use and therefore there have been a number of measures that have been
23 mentioned before to ensure that the safety of pedestrians and bikes. I think with all these
24 measures combined that basically the bikes and pedestrians will have an environment that's at
25 least as safe as today. Those measures being: no additional driveways on Maybell, in fact a
26 reduction in the number of curb cuts on Maybell; the restriction for no parking along Maybell;
27 the addition of a sidewalk along Maybell; and then the project also adding bike boulevard
28 treatments along Maybell between Clemo and El Camino Real.
29

30 And if we just back up I just want to give you a good feel for the number of trips. Yes, that one.
31 It's maybe a little hard to read on this figure. I'll read off some of the key numbers for you from
32 my report in case it's difficult to read from this slide. So on Maybell we are expecting during the
33 a.m. peak hour four trips, four net new trips on Maybell generated by this project on Maybell
34 between El Camino Real and the project driveway. That's four trips per hour, so one every 15
35 minutes is the average there. This low volume really creates a very negligible effect as far as the
36 delays on the corridors. And the, splitting the project traffic between two driveways basically
37 shares the load and minimizes the impact to residents within every street in the area. So I'm
38 happy to answer questions later.
39

40 Chair Martinez: Thank you.

41
42 Ms. Gonzalez: Thank you Michelle. We have a lot of good data, but one question we're always
43 asked is who will our residents be and where do they come from? Kate Young our Director of
44 Resident Services will speak on this for about a minute.
45

46 Kate Young, Director of Resident Services, Palo Alto Housing Corporation: Hello, Kate Young,
47 Director of Resident Services. My staff and I interact with PAHC residents on a daily basis and
48 our residents come from a variety of backgrounds, possess a diverse array of skill sets, and make
49 positive contributions to this community in many different ways each day. PAHC family

1 housing is primarily workforce housing and PAHC senior housing is primarily housing for the
2 retired workforce. Residents who live in our properties are providing or have provided services
3 that help keep this community running strong. They work at Whole Foods, Walgreens and CVS,
4 Palo Alto Community Childcare, Ace Hardware, Lytton Gardens, Channing House, the School
5 District, and as nannies, housekeepers, in home support caregivers, hair dressers, dental
6 assistants, pharmacy technicians, landscapers, teaching assistants, and in numerous support
7 positions at the University, Stanford Hospital, and Palo Alto Medical Foundation (PAMF). They
8 are working hard every day in local restaurants and as retail clerks serving us and making our
9 lives easier.

10
11 As these low wage earners such as these age and move into retirement they too live in our
12 housing. Affordable housing that allows them to make ends meet between their Social Security
13 benefits and modest or nonexistent pension income. I'd like to give the example of Lavell,
14 Lavell is here tonight. She's 88 years old. Lavell grew up in Barron Park, moved away for a
15 time but then returned to Palo Alto and worked for 30 years for Palo Alto Unified School District
16 (PAUSD) in several support positions. During this time she was renting a conventional market
17 rate apartment and rent kept going up. As she moved to retirement she could not continue to
18 afford the rising rent. A friend told her about a new PAHC development at the time called Alma
19 Place. She moved into Alma Place as one of the first tenants in 1998 and has lived there ever
20 since. She remains close to family and friends and lives in the community where she was raised
21 and worked most of her life.

22
23 Mary and George are another example of our senior residents. They're here tonight. They are a
24 couple who moved to Palo Alto in the 1960's, relocated by the Bureau of Indian Affairs. George
25 worked at Ford Aerospace as a maintenance technician for 27 years and then at HP for 5, excuse
26 me, 5 years. Mary worked as a housekeeper, nanny, and senior companion for various families
27 in the area for about 35 years. Their first few years in Palo Alto they rented a house in
28 downtown, but the rent started to rise and over time became unaffordable for them. Luckily they
29 found and moved into Arastradero Park Apartments where they raised their four children. They
30 are extremely proud of their children who attended college. One served in the army. One works
31 as a supervisor at a hospital. Over the years Mary and George downsized to a smaller unit, but
32 they are happy that they still live here, living in the same community where they raised their
33 children. Mary tells me that without this housing they would not have been able to stay in Palo
34 Alto. They love Palo Alto, love how everything is so close to them, and feel they are very
35 fortunate to live in a nice, safe community where they can enjoy their lives as independent
36 seniors for as long as possible. Thank you.

37
38 Ms. Gonzalez: That's the end of our presentation, but we're happy to answer any questions.
39 Thank you.

40
41 Chair Martinez: Ok, thank you. We're going to open our public hearing. There is still the
42 opportunity if you have speaker cards, wish to speak, you can bring them forward. As I stated
43 each speaker will be given two minutes. If you're speaking for a group of five or more you'll be
44 allowed 10 minutes to speak. We've got more cards than I've ever seen before so bear with us
45 on this. And I just again want to welcome you; it's impressive that our community cares this
46 much. And I want to remind everyone that we are one community and we're trying to come up
47 with the best decision that we can and that we should all offer due respect to everyone who
48 speaks. Thank you. Vice-Chair Michael.

1 Vice-Chair Michael: We have over 60 cards.
2
3 Chair Martinez: 60, what about the breakdown?
4
5 Vice-Chair Michael: [Unintelligible] that doesn't help in terms of time. [Unintelligible] two
6 hours for this?
7
8 Chair Martinez: Ok, we have 60 cards at two minutes each. That's I think two hours. Let's
9 begin and if you feel that another speaker has represented your point of view we appreciate you
10 just acknowledging that and we'll try to give everybody the opportunity that wants to speak.
11
12 Vice-Chair Michael: So the first speaker this evening is Thomas Pamilla to be followed by Ree
13 DuFresne for two minutes each.
14
15 Thomas Pamilla: Good evening Commissioners. Thank you very much for the opportunity to
16 address you this evening. I am Thomas Pamilla. I am the Executive Director of Stevenson
17 House, which is on Charleston Road, East Charleston near Middlefield. I'm very sensitive to the
18 issues that have been raised by the neighbors, by the folks who have presented so far this evening
19 about this important project. And I recognize also the very importance of dialogue and
20 communication between both sides because I think that both sides have very important issues
21 and something to learn from each other. I think it's important that that dialogue continues.
22
23 Palo Alto is a beautiful community, but the truth is that housing is extremely expensive and
24 unaffordable to many seniors, especially those who are trying to survive on Social Security. At
25 Stevenson House I see the seniors who come who have, looking at many long waiting lists and
26 these are seniors who provide a great deal to our community including intergenerational contact
27 which our youth needs. They also provide child care and provide a great deal to the economy of
28 our community. So basically I encourage you to approve this project and move it along.
29
30 Stevenson House is between Hoover School a very busy school, elementary school. It's right
31 next to the Unitarian Church. It's right down the block from Abilities United and also from
32 Challenger School. And Charleston and Middlefield are very busy streets. There have been no
33 issues that I can point to because of our senior population. So thank you for the opportunity to
34 speak to you and [unintelligible].
35
36 Vice-Chair Michael: So the next speaker is Ree DuFresne followed by Tom Wasow. And I
37 apologize in advance to anybody whose name I don't pronounce. Thank you very much.
38
39 Ree DuFresne: My name is Ree DuFresne and I live on Thain Way in Palo Alto. Thank you for
40 listening to us this evening. First of all I want to say that the Palo Alto Housing Corporation I'm
41 sure does a wonderful job. Two of my grandchildren are actually on the list. But this project is
42 endangering the safety of our children.
43
44 The impacts on our community because of Maybell's substandard width are huge. If you drive
45 down Maybell at times that are not on this traffic study's notes or anything, Volvo has two huge
46 transport trucks that park on Maybell to get the cars off. So it requires that everyone stop and it's
47 blind to go around them. You have children on bicycles, not just at peak traffic time, but you
48 have kids on bicycles all the time. Kids that aren't in school. Kids that have nannies and moms
49 going to the park with strollers. We're all walking on the street because you don't have a

1 sidewalk on the other side of the street. They talk about a four foot wide sidewalk that they're
2 adding, but they don't tell you how short that sidewalk is and that the other side of the street
3 doesn't have a sidewalk. So we're all walking in the middle of the street or biking in the middle
4 of the street. If you're driving a car and it's school time you may be following four children that
5 are across the whole width of the street. And so you're just waiting for them to have an accident,
6 God forbid that's what we do next.

7
8 But my husband and I are both approaching 80. We're retired and have been for a number of
9 years. We both go to the gym and we're in and out all the time. Just because we're retired
10 doesn't mean we don't make trips. We can't get out of our street because it is one of the streets
11 that's between this project and El Camino Real. So we can't get out of the street because all of
12 your exits are going to be going right on El Camino Real. And so those people who live from
13 the project to El Camino Real are not going to be able to move. Mothers with strollers, kids on
14 bikes, people walking, we're all at risk here. This is a substandard street. This is not the place
15 for this particular project. (Interrupted)

16
17 Chair Martinez: Thank you very much. We're going to be a little [public applauded]. We don't
18 do that at Planning Commission folks. We're going to be a little bit harsh on the time
19 commitment because we have a lot of people who want to speak. So thank you.

20
21 Vice-Chair Michael: So the next speaker is Tom Wasow to be followed by Don Anderson.

22
23 Tom Wasow: Hi, I'm a member of the Board of the Community Working Group and I'm here as
24 a representative of the Community Working Group to read a resolution that we passed at last
25 month's meeting. So it says, "Whereas individuals 65 and older are the fastest growing
26 population group in Santa Clara County; and whereas nearly 20 percent of seniors in Palo Alto
27 are living at or below the federal poverty line; and whereas the Palo Alto Housing Corporation
28 has proposed developing 60 apartments for low and very low income seniors as part of its
29 Maybell Orchard Project; therefore, the Community Working Group Incorporated fully supports
30 the proposed Maybell Orchard Senior Apartment Project and the Community Working Group
31 urges the City of Palo Alto, the City Council, and the Planning and Transportation Commission
32 to offer its full and enthusiastic approval of the proposed Maybell Orchard Senior Apartment
33 Project." I'll just, that's the end of the resolution. I'll just add I have lived in Barron Park for
34 over 37 years and I am an enthusiastic supporter of this project. Thank you.

35
36 Vice-Chair Michael: Next speaker is Don Anderson to be followed by Susan Pines.

37
38 Don Anderson: I'm Don Anderson, I live on Arastradero in Barron Park. I've lived there for 27
39 years. I live on the same block as the proposed project will be situated. I want to lend my voice
40 in strong support of the project, of approving the project. That doesn't mean that I haven't
41 noticed that we have traffic problems in the neighborhood and some safety problems that flow
42 from them. When I look within about a half a mile of where I live I can see that over the last few
43 years we have had large developments on the Rickey's Hyatt property, on the Elks Club
44 property, there are two more enormous developments that seem to be digging in just south of us
45 on El Camino Real. There's also a hotel around the corner that's coming in. Something needs to
46 be done to address this, but it seems to me that it's a little bit like trying to kill a fly with a
47 cannon to look at this tiny development that is doing a lot of social good and say that that should
48 be a focal point. I think it will generate less traffic than the alternative and I urge you to support
49 it. Thank you.

1
2 Vice-Chair Michael: Next speaker is Susan Pines to be followed by Kevin Hauck who is the
3 representative of a group.
4

5 Susan Pines: Hi, I'm Susan Pines. I live on Donald Drive, been there for 32 years and my
6 husband and I are both bike riders. He rides to work every day, I ride to work most of the days.
7 So we're very familiar with the bicycle problems and issues in Barron Park, Maybell, Donald,
8 and that's my major concern is I know you've done the traffic studies, but I don't feel they
9 adequately address the bicycle issue, the bicycle/pedestrian issue. They are enormous... I'm
10 very pleased that in the period when my kids have gone to school we have a much larger
11 community of school bikers. That's been a focus of people's work to get more kids riding their
12 bike. They are successful, but it comes at a cost. When I leave for work I see bicyclists going in
13 about four different directions, mostly in the middle of the road. And Maybell is a real problem
14 with the cars and the bicyclists and I don't think the traffic studies adequately address that
15 complexity. So I'm pleased that they've taken a lot of time thinking about it, but I think that's
16 still a major safety issue.
17

18 And while that's my major focus the other thing is the density and the ugliness of the density and
19 the ugliness of I thought we were going to avoid having alleyways for driveways because of the
20 Rickey's Hyatt with the problems of too many cars and emergency access in those narrow streets
21 that are not streets. So to sum up, if we're going to have a planned benefit or a public benefit the
22 public benefit should be to have real bike lanes on Maybell, not just sharrows. Thank you.
23

24 Kevin Hauck: Hi, I'm Kevin Hauck I'm speaking for a group of four of my neighbors.
25

26 Vice-Chair Michael: Excuse me Kevin, I'm just going to, as a representative you have up to 10
27 minutes, but don't feel you have to use the whole time.
28

29 Mr. Hauck: Sure. Alright, I'll try to talk fast. So there's going to be a lot said about traffic. I
30 live in the neighborhood. All of it's going to be true; I'm not going to repeat what's said. You
31 know it's a too narrow street with too many bikes, too many pedestrians, too many cars jammed
32 into one narrow lane. Stop signs getting mowed down about once a month. They're trying this
33 fancy reflective tape now to see if they can keep those things alive for more than about 30 days.
34 We'll see if that works. So as a parent whose kid uses that street I'm understandably nervous.
35 That said on the other hand we have this traffic report commissioned by the developer which
36 comes along and says, "Well, everything's ok." So I'd like to look a little bit more about, look a
37 little more into this and some of the assumptions.
38

39 So first of all as been mentioned it ignores the impact of this project and the rezoning on bicycles
40 and pedestrians. [Unintelligible] a neighborhood where there aren't four schools nearby or the
41 street where the principle traffic increase is a safe, is a transit corridor for four schools that might
42 be ok. In this case it's not. It completely undermines the credibility of any document, you know,
43 that represents itself as an accurate impact of the traffic impacts of this project or an accurate
44 assessment of the traffic impacts of this project. That's, in the industry we call that a fatal flaw.
45 It's completely flawed and anything that this thing touches has a fatal flaw. The main concern of
46 everybody here who's opposed to the project is principally the effect on the bicycles and
47 pedestrians. The study chose to ignore it. The street does not merit that being ignored. This is a
48 street with piles of kids coming in bursts around the opening and closing bells of the school.
49

1 So let's for the sake of argument, let's spot them one fatal flaw. Let's assume that we're going
2 to ignore that. It's ok to ignore bikes; it's ok to ignore kids. If one gets hit it's just a kid. Ok?
3 Let's spot them that. Let's look at the data then that they used to paint a picture of this
4 neighborhood and the traffic situation. Counter to what everybody here is going to tell you
5 tonight, people who have lived in this neighborhood, who drive it everyday, Hexagon Traffic
6 Consultants came out and took 12 data points. It's in their Table 3 in their traffic study. 12 data
7 points. Three of them, well two of them are more than two years old so I guess it was April 5,
8 2011, two of the data points are taken, which is before this project even came into existence so I
9 guess they had some data lying around that they could recycle. Third, April 5, 2012, is the third
10 data point was taken during spring break. Palo Alto Unified School District was on spring break
11 April 5, 2012. That to me is a garbage data point. It is absolutely not reflective of the situation,
12 the typical situation or the worst situation is when school's in session obviously. So what we
13 have here is a quarter of the data is corrupt and it's a quite small data set to begin with. So this to
14 me is fatal flaw number two.

15
16 They smoothed the data over one hour when really the bikes come in bursts around the closing
17 bell and the opening bell of school. They gather up on El Camino Real and they cross with the
18 green light and they come in bursts and surges concentrated around 15 minute, 20 minute
19 periods. So [unintelligible] that, that's probably a little more acceptable, but not necessarily
20 accurate. The other thing is it chooses to focus on this hypothesis known as the [Tire] Index,
21 which focuses on will it be noticeable by residents? So a street that's already overcrowded by
22 definition is more, is easier to cram more traffic on it and claim that it won't be noticeable
23 because there's already too much traffic there. That's the case with Maybell. So they're saying
24 essentially "It's already so crowded we're going to put a few more cars on there, what's the big
25 deal?"

26
27 Now the man who came up with the [Tire] Index, and I should point out it's not discredited, but
28 he himself admits the [Tire] Index stops short of defining the threshold at which a volume
29 change should be considered unacceptable or a significant impact. The index itself does not
30 claim to be able to make that determination. Fortunately, you guys get to make that
31 determination based on the facts that you hear. So that's essentially where we are now.

32
33 This street is too crowded, it's too narrow, there's too many kids, there's too many pedestrians,
34 too many bikes. There's stop signs getting run over about once a month. It's a dangerous street.
35 I would say that adding any additional volume change should be considered unacceptable and a
36 significant impact. So that's essentially the index itself doesn't claim to make that. This report
37 bases its conclusions on this index. So we have a, we have a report that's fundamentally riddled
38 with fatal flaws and more troubling is that staff has gone along with this. Staff has made a
39 recommendation based largely on the conclusions delivered to them by this report. So instead of
40 having a quantitative analysis that factors in our concerns about bikes and about pedestrians and
41 any of that, we get reassurances that we've looked at other projects in the past and there haven't
42 been impacts. But have those other projects been on streets where the stop signs are getting
43 mowed down every month? There really isn't any beast like Maybell until you go there and see
44 it, until you've been there, you live on it. It's a dangerous place and we're at the threshold where
45 adding any traffic is going to be bad.

46
47 So the other thing; the reason this is, you know, and why staff made this conclusion doesn't
48 matter. What matters is the conclusion itself is based on tainted data and faulty conclusions.
49 And the staff recommendation needs to be disregarded. This Council [Note—means

1 Commission] needs to make up its own mind based on what it hears. Now I know these are
2 complicated issues with a lot of moving parts and it's easy to just go with the recommendation in
3 this case, but I'm here to say it's not, it's not a valid recommendation in this case because it is
4 based on flawed data. To hear now that "Oh, we did look at pedestrians," if you looked at
5 pedestrians, put it in the traffic report. Don't give us a traffic report that ignores it and then say
6 in the open forum "We looked at this, we took this into consideration." So, with regard to that
7 and with regard to the credibility of the staff report I guess I'd also like to point out that you
8 don't get far in any organization by taking your bosses' favorite project and telling them that it's
9 full of warts and it shouldn't be done. And why would they be under this pressure? Because the
10 City Council has already lent its weight to this project in the form of an 8 – 0 vote to put \$5 plus
11 million of taxpayer dollars behind it. So they have removed any ability for the staff to make an
12 unbiased neutral evaluation of the data.

13
14 So the fact that the traffic study itself is fatally flawed in more than one way and the fact that the
15 staff recommendation relies on that traffic study as a basis for its recommendation to approve the
16 rezoning coupled with the fact that staff really isn't in a position to make a clear neutral
17 judgment on this matter because it's already been approved by their boss. So for these reasons I
18 ask you guys to, you know you guys can play the role of the impartial arbitrator in this case and
19 judge it for the merits that are before you. The thing that has been most maddening for me
20 personally is that I felt like we're forced to play defense about concerns that our kids are going to
21 be in a very dangerous situation every morning and every afternoon. You know this project was
22 approved before any of these concerns were even aired. And not approved, I know that's
23 terminology, but this project was de facto approved by an 8 – 0 vote backed by \$5 million of
24 taxpayer money. So we're forced to play defense about our children's safety. That to me is the
25 most maddening thing. So the City has put itself essentially by aligning itself so closely with the
26 developer they've put themselves in the role of a developer that gets to write its own permits. Now
27 how do you fight that? There's no, how do you get a fair shake?

28
29 If you send this to the City Council, you're sending us up against a developer that gets to write
30 its own permits. So I'm asking you guys to be the neutral body, the impartial body to rule on this
31 and I strongly urge you to vote against rezoning this project and put the burden of proof back
32 where it belongs. To put it back on, if you want to come get preferential zoning treatment come
33 forth with an honest traffic study, with an honest impact study, have an honest dialogue with the
34 involved parties, the people whose kids use that street, understand the problem, go look at the
35 street and understand that you can't have a traffic study on Maybell without factoring in
36 pedestrians and bikes. That's the core of the problem and it's been ignored. So thank you for
37 your time and I thank you for your consideration. [Public applauded]

38
39 Vice-Chair Michael: So the next speaker is Dr. Maurice Green to be followed by Craig Bright.
40 Now Dr. Green represents less than five people so we'll give you some extra time, but keep it to
41 five minutes. Well this says plus three. Do... well it says plus three. Ok, I see four hands.
42 Yeah, if we have it. I don't know. Alright. No, 10. He's got his whole group. 10 minutes,
43 timers and judges ready.

44
45 Chair Martinez: [Long pause] You should know your clock is ticking so...

46
47 Vice-Chair Michael: So let's change the order, recognize Craig Bright first and then Dr. Green
48 will be second so you can get your audio/visual ready.

49

1 Craig Bright: Hello honorable Council [Note—means Commission]. Now my name is Craig
2 Bright and I've lived at Alma Place for a year. I'm 60 years old. Took me a year and a half to
3 be on that waiting list to get into that place and I just want to say it's a great opportunity for Palo
4 Alto to extend more senior housing.

5
6 I do want to say that the public consideration that the Palo Alto Housing Corp. is providing with
7 this project I think with mitigate the pedestrian issues. I grew up on East Meadow and Alma
8 Street with the school traffic going from Terman on up to the other schools that they're speaking
9 about and people do adjust just like we're adjusting to the sequestering issues. I think that the
10 parents have great concerns, myself being a parent I had similar concerns, but I believe that the
11 program will work itself out and it will be a safe project. And I definitely think that Palo Alto is
12 doing the right thing by having a project like this and going forward with it. Thank you.

13
14 Vice-Chair Michael: So Dr. Green are you ready or we could move to the next speaker? So the
15 next speaker is Annamae Taubeneck.

16
17 Chair Martinez: Yeah, we really request that you do not clap, applaud or boo, hiss. Just respect
18 the speakers. Thank them when you leave.

19
20 Annamae Taubeneck: Hi, my name is Reverend Annamae Taubeneck and I am a Chaplain at
21 Stanford Hospital and I'm also a resident of the Palo Alto Housing Corporation on the Ramona
22 Street property, Oak Court property. I am a former resident of Barron Park where I lived in a
23 one bedroom apartment with my two children and was able to acquire affordable housing
24 through the Palo Alto Housing Corporation, which helped me to remain here and provide the
25 service that I do at the hospital. I'm a Chaplain at the hospital. I work there five days a week
26 and my children attend Addison and Jordan. We are consumers in the community and not only
27 consumers of regular everyday goods, but also services of other folks who live here who provide
28 services to my children.

29
30 And I am an older parent and my children won't be with me that much longer. And I will be
31 needing to move into senior housing and I'm hoping that having been a contributor to the
32 community, having been able to live here and participate in the life here that I would be able to
33 retire here. One of the key things that is of interest to me in this property is that I'm also a
34 veteran of the United States Army, a combat veteran, and I receive all of my medical services at
35 the Veteran's Affairs Hospital just around the corner from this proposed property. And so I
36 would be able to actually walk to the hospital and on the days that I wouldn't be able to walk as I
37 get older they have vans that could come and bring me to my appointments. So, thank you for
38 your time.

39
40 Vice-Chair Michael: Dr. Green for 10 minutes.

41
42 Dr. Maurice Green: Thank you Mr. Chairman, Members of the Commission. I think that, I'm
43 Maurice Green. I live in Barron Square. I'm president of the Homeowner's Association, but I'm
44 here tonight speaking for myself and my wife. We've lived in Barron Park now for 22 years. I
45 don't claim to be as good, as much a veteran as many. I don't believe that any of the
46 Commission here live in the Barron Park area, correct me if I'm wrong. So I'd like to give you a
47 more direct view of what's going on on Maybell and in Barron Park.

48

1 For the past several years we have seen the results of the Charleston/Arastradero calming project,
2 which predictably drove traffic from Arastradero over onto Maybell. This is the data presented
3 originally by Jaime Rodriguez of the City Planning Department showing that the traffic on
4 Maybell, and this is combined traffic in both directions, went from 408 cars in the a.m. peak hour
5 in the spring of 2008 [unintelligible] before the project all the way up to 690 cars in the spring of
6 last year. That's a 69, excuse me, yeah. That's a 69 percent increase. In the p.m. hours the
7 increase was 87 percent. And most of this as far as we're concerned was due to the calming on
8 Arastradero. Now we're faced with yet another project which proposes that it won't be a
9 problem, it won't impact us, and yet there are some questions to be asked.

10
11 First of all as a senior myself I'm the last one who's going to say that we shouldn't have
12 affordable housing for seniors. And I think most of us in Barron Park agree on that. That point.
13 The question we're raising is, is this the right project and is this the right place considering what
14 impact it may have. Seniors may not drive very much even in the morning hours. But what
15 about their caretakers? What about the staff that's coming to the senior housing project to take
16 care of them? How do they get there? When do they get there and what's as somebody has
17 already pointed out, what's the availability of local services for these people who may wish to
18 stay active? Not close to restaurants, not close by any means especially with the closing of
19 Miki's in another wonderful project not close to shopping. So how are they going to get around?

20
21 It was also pointed out in the staff report that the private residences which would be built will
22 have a two car garage and will have a driveway apron which will support two more cars. In
23 private residences we no longer think of only one car that is moving and multiple family
24 members drive. So we have again an increased impact which I don't think is being considered.

25
26 If we can go and if we are going to just simply trust statistics and reports, well then I have to go
27 back to something that happened about 10 years ago when the City of Palo Alto passed the Auto
28 Dealership Overlay Zone and we supported it. We thought it was a wonderful idea because we
29 wanted to keep that money in Palo Alto, but we had to give them a little bit of concession to
30 make them happy as well. Well part of that overlay dealership agreement said that the dealers
31 shall provide for private, for space for unloading and loading cars on their own property. That's
32 a City ordinance. That City ordinance has never been enforced on Maybell. So as Ree DuFresne
33 pointed out to you, we get things like this. As a retired reserve police officer I can tell you I see
34 about three citations there and when I call the City Community Service Officer over to see it she
35 offered to direct traffic around the vehicle. That's just one instance. Then there was on the other
36 side of the street on another day.

37
38 And finally there was this one [public laughed]. And I wouldn't want to be the lady on the
39 bicycle trying to go through that narrow zone. This is at the intersection of Maybell and Thain.
40 We move down the road a little further we're going to come to Maybell and Clemo and to the
41 schools. So I'd like to give you, if I can find the right file... I think it's this one right there. I'd
42 like to give you a little visual presentation. A picture is worth a thousand words and a video is
43 30 pictures per second. So how many thousand words am I going to be able to speak? [Showed
44 video].

45
46 See my pointer on the screen. The stop sign at the far end that you see is the intersection with
47 Coulombe and I would also point out that when the initial traffic study was done no counts were
48 made on Coulombe even though El Camino Real to Maybell to Coulombe would be the primary
49 cut through route. This video was all done in the peak morning hour between 7:45 and 8:45 and

1 as Kevin pointed out and you will see, the traffic goes in bursts, not smoothed out over the whole
2 hour. You're now looking in the reverse direction and where the gentleman is standing on the
3 far right is the intersection of Clemo and Maybell. Those are the four single family residences
4 that you see on the right. You've been immortalized Tim.

5
6 Chair Martinez: I don't think I'm going to be able to stop you from applauding, so go ahead.
7 [Public applauded]

8
9 Dr. Green: If any of you would care to see it again, it's on YouTube.

10
11 Vice-Chair Michael: The next speaker for two minutes is Lydia Kou to be followed by Richard
12 Valenzuela.

13
14 Lydia Kou: Good evening. My name is Lydia Kou and I'm speaking on behalf of the Barron
15 Park Association Board of Directors. The Board of the Barron Park Association understands the
16 need and supports the effort by the Palo Alto Housing Corporation to build affordable housing
17 for seniors. However, we feel the location identified in the Planning and Transportation
18 Commission staff report at 567 Maybell Avenue is not a suitable location for such a high density
19 project and rezoning should not be approved.

20
21 The proposed development would create a significant negative impact in our neighborhood and
22 our neighboring neighborhoods. It would further increase the traffic congestion, the traffic
23 congestion experienced and endanger pedestrian and bicycle safety on Maybell Avenue and on
24 the surrounding local streets and create a density and size of housing along Maybell Avenue that
25 is out of scale with the surrounding community. Additionally it would significantly impact and
26 reduce emergency response time to any emergencies within two neighborhoods, especially those
27 emergencies which would happen during the hours of stand still traffic congestion.

28
29 I'm not going to go through the rest of how it impacts on Maybell in terms of traffic because I
30 think the audience has already said it. However, I do want to say that the Barron Park
31 Association categorically rejects statements in the traffic study commissioned by the Palo Alto
32 Housing Corporation and in the Mitigated Negative Declaration that the additional amount of
33 traffic on Maybell Avenue would not be significant. Barron Park Association specific
34 recommendation to the Planning and Transportation Commission to recommend to City Council
35 is to keep the current zoning and do not approve the proposed PC rezone. Thank you.

36
37 Vice-Chair Michael: Next speaker is Richard Valenzuela to be followed by Robin Angstadt. Is
38 either Richard Valenzuela or Robin Angstadt present? If not, Scott Souter for Tasha Souter. Are
39 Scott or Tasha Souter? Ok. To be followed by Allan Marson. So two minutes.

40
41 Scott Souter: Good evening. Actually I'll be speaking both for myself and Tasha.

42
43 Vice-Chair Michael: Two minutes.

44
45 Mr. Souter: Ok. We want to help you make an informed decision. The stakes in the near and in
46 the long term are very high because rezoning this part of Barron Park changes what Barron Park
47 is and we love Barron Park. When I hear Barron Park I think of Niner and Perry, garden
48 railroads, and rural Palo Alto. There are people walking in the street interacting with neighbors
49 and I want to repeat walking in the street, because after all this is Barron Park. From the cities in

1 which I've lived I've found as population density increases anonymity also increases. My wife
2 grew up blocks from University Avenue here in Palo Alto, attended Ohlone and Castilleja and I
3 served as the Juana Briones Parent Teacher Association (PTA) President. We're very invested in
4 community and considered many parts of Palo Alto before we ultimately settled on Barron Park
5 for its identity in which to settle and raise our children. And it's that identity which we now feel
6 is threatened.

7
8 We know that something is going to be built, but please, please let it be Barron Park. We fear
9 oversized generic structures to merely store more people. We want whatever project goes there
10 to be the sort of project that makes architects become architects in the first place. In addition to
11 that fear of losing the social, emotional aspects of what makes the neighborhood desirable we
12 fear for our walking and bicycling safety. The traffic generated either will be significant or it
13 won't be. If it's not significant then there's no reason for any egress to Maybell. If it is
14 significant then why would we put that extra traffic onto a bike route or a school route? The
15 message that sends to our kids is that their safety is not paramount and shows an unwillingness to
16 do everything we can to value them and their safety even if it is just putting one less car on a
17 school route. And even worse than passing an opportunity to not put one more car on a school
18 route is to actually adds traffic to a school route.

19
20 [And if you're the community is at] a disadvantage because so much of what we're responding to
21 is not quantifiable in the short term as a mandate or money so please let's have the foresight and
22 respect to really make this Barron Park, keep it Barron Park because we're in your hands and we
23 need your help. I hope you have a better understanding of what we fear and what we love and
24 how much we need your help in keeping Barron Park Barron Park. Thank you. [Public
25 applauded]

26
27 Vice-Chair Michael: So thank you. Next speaker is Allan Marson to be followed (interrupted)

28
29 Chair Martinez: We only applaud for the movies, please. Thank you.

30
31 Vice-Chair Michael: Allan Marson to be followed by Eugene Zukowsky.

32
33 Allan Marson: Well I'd like to thank the Planning Commission for the opportunity to speak
34 tonight. Oh, sorry about that. Is that better? I was going to speak to several points, but I think
35 others will cover them better than I can so let me just talk about my personal experience. So my
36 wife and I moved into the area in 2001. We raised two sons. We used the Barron Park School
37 but we live in Barron Square, which means we're right across from the Walgreens. We have the
38 spurts of traffic passing right in front of our driveway. I won't talk about what it's like around
39 Juana Briones, but on my way to work I typically avoid even leaving Barron Park, sorry, Barron
40 Square during the time those spurts are coming because it's just dangerous. It's nervous, nerve-
41 wracking to drive through that area when all those bicycles and pedestrians are passing.

42
43 The other point I'd like to make or one other point is that I am a cancer survivor and also a
44 transplant survivor, bone marrow transplant. I have used the, I'm a patient at Stanford so I have
45 used the emergency services. I have had those large vehicles come in to pick me up and it's very
46 difficult to imagine what would happen if one of the seniors experienced an emergency during
47 the school rush hours. How would you get those vehicles in there? The risk looks quite
48 daunting.

1 Also one final point I'd like to mention is that I work for, I lived for many years in a city that has
2 endless rows of three and four story apartment buildings that's [Tibe? Tyebay? Tibee?] given
3 the changes that are taking place in Barron Park, very nice housing, certainly support
4 development, but endless rows of those three and four story apartment buildings create an
5 environment that really is not very livable. Now this isn't at that stage yet, but if you approve
6 continued projects that violate or not violate but that are contrary that require exceptions to the
7 zoning regulations we're headed toward that result. Thank you.

8
9 Vice-Chair Michael: Thank you and the next speaker is Eugene Zukowsky to be followed by
10 Carol Kibler.

11
12 Eugene Zukowsky: [Speaks off microphone] I've been ably represented elsewhere
13 [unintelligible].

14
15 Vice-Chair Michael: Thank you Mr. Zukowsky, so moving to Carol Kibler to be followed by
16 Janet Negley.

17
18 Carol Kibler: So I'm Carol Kibler and I live on Coulombe, one of the streets that is now been
19 majorly impacted. I've been a Palo Alto resident since the 1960's. I've lived on Coulombe for
20 the last 19 years. The traffic is horrible. It's gotten worse since the Arastradero project. I can't
21 imagine what yet one more project is going to do to the street. The kids already come down. I
22 feel like it's hard for me to even get out of my driveway in the morning let alone sometimes in
23 the afternoons just on my little street let alone I absolutely hate to go down Maybell. Maybell is
24 horrible for the mere things that these kids are on bikes and you feel like you're going to hit one.
25 You feel like you're not quite sure that they're not going to zig when you zag. It's a place that
26 needs a lot of help and does not need one more bit of traffic.

27
28 If the people think that everyone's going to go out on Clemo they're wrong because going out
29 onto Arastradero from Clemo is just as scary as Coulombe and worse because there's not a light
30 there. I've had elderly parents that lived in the Tan Plaza and have gotten in accidents. They are
31 just trying to get out of their own street there, let alone adding more traffic. So these families
32 and seniors and whoever is caretaking are going to go out through the apartments and go onto
33 Maybell because that's an easier exit with all of the traffic then that you've added let alone the
34 stop signs that keep getting mowed down at the corner of Coulombe and Maybell. I don't know
35 how there hasn't been a fatality let alone many accidents. I don't see how it hasn't happened.
36 It's been a miracle, but it is going to happen and I'd appreciate not having it happen.

37
38 Vice-Chair Michael: So thank you very much. Next speaker is Janet Negley to be followed by
39 Ruth Kaufman.

40
41 Janet Negley: Hi, I'm Janet Negley and I live on Willmar. I've lived there for 18 years. And I
42 won't be one more person to tell you how bad the traffic is, but I would like to suggest that the
43 community is not trusting of some of the solutions that are being put forward by PAHC because
44 we were told on the Arastradero project that this would help our safety issues in the community
45 and they've actually slowed traffic on Arastradero but made our safety issues on the surrounding
46 streets much worse.

47
48 Part of the four feeder schools include one grade school, a middle school, and a private grade
49 school, but also a high school, Gunn High School. And the students there do not follow the

1 safety rules. They barrel through stop signs when they are on their bikes and they use our
2 particular little cut through in order to avoid about 100 feet of Arastradero, which can take you
3 five minutes during peak hours. They will barrel through our neighborhood going 30, 40 miles
4 an hour and we have a very small, short, rounded street. Now on Maybell some of the proposed
5 suggestions are to put in a bike lane. I don't believe there's the width to do that if you wanted to
6 be able to have two cars pass each other unless you knock some of the existing houses down, not
7 the four that are being, not the four that are part of your property parcel. So my sum up, I see my
8 sum up light here is yes for senior housing, not for high density in this particular site and let's
9 make safety be first.

10
11 Vice-Chair Michael: Thank you. Next is Ruth Kaufman to be followed by Craig Bright.

12
13 Ruth Kaufman: Hello. I live on the other side of Arastradero in Green Acres One. Quite frankly
14 most of us were unaware of any of this. I'm speaking as a senior myself. It's very costly and
15 expensive. My children moved here from Colorado. They couldn't find a house so they are
16 renting it at an exorbitant rate, but my mother as a senior moved here 20 years ago from New
17 York. She said, "Fine, I'm coming. Two questions: I need an affordable place and I need to be
18 able to walk to a grocery store or a pharmacy or see people in the neighborhood." We have
19 nothing like that off of Arastradero. Absolutely nothing. They will be dependent if they cannot
20 drive themselves on the vans that come in and pick up seniors to take them places. This adds
21 traffic.

22
23 We were told that when Rickey's was demolished and rebuilt we were told on Alma Expressway
24 that we're going to have public benefit. There has been none. Poor Miki's went bankrupt, but
25 18 houses were built. Starbucks is there. What's the public benefit? When you look for a place
26 to put senior housing it should be near a supermarket, near a pharmacy, near someplace where a
27 senior can walk to without even thinking about getting in a car. Thank you. [Public applauded]

28
29 Vice-Chair Michael: Our next speaker is Craig Bright to be followed by Lydia Klussman. Oh,
30 Lydia Klussman is next then followed by Jane Sideris.

31
32 Lydia Klussman: Hi and good evening. I'm Lydia Klussman and I live in the neighborhood. I
33 live on Los Robles. I also am a parent. Closer? I can't, is that better?

34
35 Vice-Chair Michael: Yeah, just talk into it real loud.

36
37 Ms. Klussman: Ok. So I live in the neighborhood and I'm also a parent so I have children that
38 also attend the schools. I have a son who goes to Terman. So as to traffic there is a lot of traffic
39 on Maybell, but that is for short times and I do not believe that the seniors would add to that.
40 The seniors I think would actually really enrich the neighborhood. I look forward to having
41 them at the park and interacting with the children and sharing stories, etcetera. And so I don't
42 really think that the traffic would be what should stop this project. I just think they would be
43 very enriching.

44
45 And there's a Walgreens on Maybell, so there is definitely a pharmacy as well as groceries
46 available to the seniors. It's minimal at Walgreens, but the pharmacy is right there. El Camino
47 Real is very close. They can take the buses to the grocery store or doctor's appointments so they
48 really would not need to be driving all the time. And that's it. Thanks.

1 Vice-Chair Michael: Ok. So the next speaker Jane Sideris is the representative of a group and
2 we'll give you more time. No? Ok, so Jane Sideris, just me. Ok.

3
4 Jane Sideris: But I do have something to say. I'm Jane Sideris. I live on Georgia Avenue.

5
6 Vice-Chair Michael: Two minutes.

7
8 Ms. Sideris: Georgia Avenue is also impacted by a lot of traffic and we're getting a lot more
9 traffic because they come up Maybell and drop their kids off at the back of Gunn High School
10 and then make U-turns and turn around and go back down Georgia Avenue and Donald and
11 Maybell. So we have been impacted as well with this so called calming. It even started before
12 that.

13
14 Also I don't approve of the process. One person has mentioned that they didn't even know about
15 this. When I went to pass out leaflets many people said, "I'm not even aware of this."
16 Especially over in Palo Alto Orchard, which is very, very close to Arastradero and to Clemo. So
17 they didn't know anything about it. I think that your process for notifying the neighborhood was
18 very poor and I went to a lot of meetings starting last fall and went to the Architectural Review
19 Board (ARB) and realized they were already deciding on the color of the windows. And I didn't
20 even know that it had been approved by you. Then I found out that you already loaned them the
21 money. Why did they buy a piece of property before they even knew if they could afford the
22 building? If they can't afford the building and have to shove in three, 15 three story houses or
23 how many ever is three stories, then I don't think they should build this until they can afford it.
24 And you can have the neighborhood decide with them what it's about.

25
26 And if I were a senior I wouldn't want to be inside that compound with all these three story
27 houses and the Tan Apartments and the other place on the other side with all this, these
28 driveways and cars. What a terrible place to live! If you're going to build a senior center put
29 some grass and some trees around them and forget about the houses. If you're going to build the
30 houses, do it like you did on Homer. Build the houses and have a lovely park in front of them
31 like you did with the Palo Alto Medical Foundation. I think it was poor planning and you didn't
32 let the neighborhood know in time. [Public applauded]

33
34 Chair Martinez: Ok you all, I feel like I'm losing control here. So let's try to hold the applause
35 down.

36
37 Vice-Chair Michael: So next speaker John Elman to be followed by Robert Hessen who is a
38 representative of a group. So Mr. Elman for two minutes.

39
40 John Elman: And by the way Jane meant to end her presentation with the word "Damn it." And
41 she brought up this notion of a land locked project. These people are going to have to take a
42 helicopter to get out of there. If they can't go out on Clemo and they'll never get onto
43 Arastradero, I don't understand it. I'll tell you one thing as kind of a punch line to this. If you
44 could return Arastradero to the way it was five years ago you would lose half the objectors to this
45 project because we could come and go. I've lived in my house it'll be 50 years on Green Acres
46 One, a hundred yards off Arastradero it'll be 50 years in August and I until 5 years ago I didn't
47 even know how many stop signs there were on Maybell. I'd never been on Maybell or go
48 through Georgia or Amaranta now to get someplace. A lot of us have to; when we leave our
49 neighborhood can't go through Arastradero.

1
2 The seniors need a place to go. El Camino Real has a Jiffy Lube, 9 Minute Lube, Quick Lube,
3 well over a dozen hot sheet motel operations. The only new place that we have that the City has
4 given us in all these many decades is the Walgreens, but that can't be everything. The reason
5 that Clemo has that block is that when those of us who worked on that park many years ago and
6 the City wasn't going to give it, we had to fight hard to get that park, is that the kids had chased
7 their ball out into the street and the parents had to have those who came to meet their friends in
8 the area had to park on Clemo and [unintelligible]. You can't open up Clemo to traffic, that's a
9 park. That's part of the park really if you go look at it.

10
11 By the way I suggest to you that you come over to our southwest quadrant of the City and see
12 what we need and what we have. The man from Stevenson House he failed to mention you cross
13 the street from Stevenson House there's a supermarket, a barber shop, a cleaner, an ice cream
14 store. They got all those things. We have none of that over here. [Public applauded]

15
16 Vice-Chair Michael: So Mr. Robert Hessen. You're representative of a group. We'll give you
17 10 minutes if you need that much.

18
19 Robert Hessen: It shouldn't take 10 minutes to if I avoid repeating points that have already been
20 well made. My name is Robert Hessen. I live for 40 years on Georgia Avenue in Palo Alto. I'm
21 retired from Stanford, but my wife God help her is still working and has to go out in the morning
22 on Maybell to get to El Camino Real to go south to Mountain View Library. And it is hellish to
23 drive into the sun and into an armada coming this way of bicycles and cars. It scares the wits out
24 of her. I've occasionally gone with her just to reassure her and it doesn't work. There's too
25 much traffic there.

26
27 Well this proposed project we've been told contradictory things, which annoyed the hell out of
28 me because we were told first that all the traffic in the new project would come out on
29 Arastradero. Now Arastradero's already a parking lot in the morning from El Camino Real to
30 Foothill Expressway it inches along because of this damn corridor which was made to slow
31 traffic down. Well it succeeded beautifully in that objective. Now we were also told that no,
32 there won't be any traffic onto Arastradero, which of course has no light there and it'll be
33 impossible to make a left turn to go to El Camino Real. You take your life in your hands. Now
34 we're told the barrier at, currently at Clemo and Maybell will be moved; moved to the
35 Arastradero so people will have to go out on Maybell and Clemo. And then were told tonight,
36 no, no. The barrier's remaining at Clemo. Well if any of you has ever driven an SUV you know
37 that an SUV just goes over that barrier without even scraping. You don't, you're going to have
38 to put a moat in there with piranha to keep people from going over that barrier or widen it.

39
40 But I also care deeply because my children spent a lot of time playing there for Juana Briones
41 Park. Right now there are nine parking spots on the street in front of Juana Briones. We're told
42 tonight for the first time they'll be no parking permitted on Maybell. Where the hell will people
43 park if they are coming to Juana Briones to take their children to play or their dogs to run in the
44 field?

45
46 Where did this notion come from that 59 units could be built and people would not have to go
47 out to shop or they wouldn't go to the library, they wouldn't go for a blood test, medical exams,
48 to visit friends and neighbors? Or are we going to have a quarantine that the elderly can't come

1 out of the house until say the rush hour is over in the morning? Like a curfew, they can only
2 come out after 10:00 a.m. and they must be back in their shells by 2:00. It's really quite hideous.

3
4 And no one has mentioned Terman. When those kids come pouring out, I came home from
5 marketing yesterday and faced a flotilla of kids on bicycles. They are quite indifferent by virtue
6 of being teenagers. They are immortal they know and cannot be hurt and their bones are made of
7 rubber and therefore they can do whatever the hell they please and they do! They are indifferent
8 to safety and unless that area is carefully policed there's going to be a fatality and we're going to
9 have hundreds and hundreds of people wearing black arm bands and saying "Oh, what a pity this
10 should've been foreseen," but it hasn't been.

11
12 A final point and then I give up my time. We're told the largest growing segment of the
13 population of Palo Alto is the elderly and the poor elderly. We're building 59 units. Assume
14 that each of the units is occupied by a couple rather than by a single widow or widower or a
15 single person. How big is the ocean of which this is going to be a drop in the bucket? How
16 many more hundreds of people if as the population ages, how many more people are going to
17 need to be put into affordable housing built by the City or underwritten by the City in advance of
18 any study of future impact? What the hell does 59 or 59 times 2 even do if we don't know the
19 total pool or the eligible pool of people of people who will be coming along wanting to be
20 housed in subsidized affordable housing? Tell us is this the elephant putting its toe in the tent?
21 What other areas will be impacted? Is Atherton having to give up land for affordable housing?
22 Is Menlo Park? Is Los Altos Hills? Is Los Altos? We'd like to know why we seem to be down
23 in our quadrant of Palo Alto we seem to be treated with disrespect, given contradictory
24 information, and generally treated like stepchildren. Thank you. [Public applauded]

25
26 Vice-Chair Michael: So the next speaker is to be Dana Souter to be followed by Jean McCown.

27
28 Dana Souter: Dear Planning Commission, my name is Dana and I am nine years old. And I think
29 it is nice that you are giving seniors affordable housing, but I don't like where you are putting it
30 because it on school bike routes. I want to bike safely to school, but it is not safe. Please think
31 of kids like me. Thank you. [Public applauded]

32
33 Vice-Chair Michael: And thank you very much. Jean McCown is the next speaker.

34
35 Jean McCown: So you never want to follow a child. That's in the theatre anyway. I'm Jean
36 McCown. I am a Board Member of the Palo Alto Housing Corporation. I want to speak to two
37 questions, the density issue and the trip issue.

38
39 Over the past decades the City has approved many affordable housing projects and it is been
40 evident that higher densities are simply necessary to achieve the affordability. Hundreds of units
41 have been provided all over Palo Alto demonstrating how these higher densities can be achieved
42 in attractive facilities that are compatible with their neighborhoods. Some examples of other
43 senior complexes and their densities: Palo Alto Commons is 65 units to the acre; the Sheraton
44 Apartments near California Avenue is 66 units to the acre. The Maybell project as proposed is
45 54.5 units to the acre if you only consider the senior parcel itself. If you look at the whole zone
46 in total with the single family then the unit count the per acre count would be 30.5 units to the
47 acre.

1 Now there are clearly are very low net new trip numbers projected here for the peak periods.
2 And because there have been a lot of questions understandably about that I did try to look for
3 other studies of senior projects to see how other projects are being evaluated here and around the
4 country. And some of the reports that I found are also referenced by the city in the staff report.
5 The ITE paper which looked at particular projects and data found that the peak hour volumes of
6 a facility occurred at lunchtime and midafternoon. Caltrans data indicated the peak hour
7 occurred between 11:00 and 4:00 depending on the facility. These peak hour times do not
8 coincide with the peak hour of adjacent street traffic because the residents do not want to or have
9 to travel during the rush hour.

10
11 Here we have one bedroom attached apartments with a manager living on site with an age
12 qualification of 62 years and income levels at the lowest range. It is not surprising that these
13 tenants would be expected to generate a low level of trips in general and very few in the morning
14 and evening peak periods. Thank you.

15
16 Vice-Chair Michael: And thank you. Next speaker is Barb Luis to be followed by Elaine Heal.

17
18 Barb Luis: Ok, so good evening. My name is Barb Luis and I live on Donald Drive. I'm
19 actually a native Palo Altoan and a 10 year resident of Green Acres Two. Now the fact that I'm
20 a high school history teacher means that in about 30 or 40 years I'm probably going to need
21 affordable senior housing. So I understand the concern. I understand the City finding this lot
22 and thinking let's put those two things together. But when my parents were my age they were
23 here imploring the City to stop selling land, the school land for development. The conventional
24 wisdom was that well there's declining enrollment and we need to get money for the City. The
25 problem with that was that it was based on bad data. And the concern of the neighborhood as I
26 see it is our same shared concern of bad data today.

27
28 We implore you to stop this plan and reconsider and take a more clear look at reliable data.
29 Developing the parcel is appropriate. It's expected. Developing senior housing would be
30 fantastic, but the plan as it is is untenable. So with history as our guide let's just remember that
31 sometimes conventional wisdom is not always wise. [Public applauded]

32
33 Vice-Chair Michael: The next speaker is Elaine Heal to be followed by Margaret Bard.

34
35 Elaine Heal: Hi, my name's Elaine Heal. I live on Arastradero Road in that 100 feet of
36 Arastradero Road that takes five minutes to travel in the morning as previously described. And I
37 have four kids who I walk across Arastradero on the crosswalk that's at Arastradero and Clemo
38 every morning taking my kids to Juana Briones. And then I cross the intersection that was
39 shown in that video earlier that has no crossing guard and where we get nearly pummeled by cars
40 and bikes every morning.

41
42 And like others I'm not going to reiterate the issues with bike and pedestrian traffic with the
43 traffic study. However I did want to point out that this area is somewhat unique especially
44 Arastradero as opposed to Maybell because it also contains many kids biking to school, walking
45 to school, and driving not only to school at Terman and Gunn and other schools, but also driving
46 up to the business parks that are at the other end of Arastradero in the morning. So there really is
47 sort of a sub peak hour that I don't think was really identified in the traffic study. Sort of, maybe
48 it's even a half hour; the 7:45 to 8:15 time where I will not leave my driveway because I can't.

49

1 And one other concern I have is that this facility now is geared toward seniors and the parking
2 spaces and traffic impact was studied as such. But if at some point this unit, the facility is
3 opened up to non-seniors that could have a devastating effect on both parking and traffic and I'm
4 not sure that we have assurances that the facility will sort of forever be used for what's described
5 here. I just have no way of knowing one way or the other how that, the future use of the facility
6 will be. And with that I'll implore you to consider rejecting the rezoning. Thank you.

7
8 Vice-Chair Michael: Next speaker is Margaret Bard to be followed by Bonnie Packer. Is
9 Margaret Bard here? Is Bonnie Packer here?

10
11 Bonnie Packer: Good evening Chairman Martinez and Commissioners. My name's Bonnie
12 Packer. I live on Stone Lane in South Palo Alto. My kids both biked to Gunn on Maybell and
13 my son when to Hoover when it was in Barron Park so I feel very much a part of Barron Park.
14 And I understand the traffic problems on Maybell. But as a former Planning Commissioner I
15 know what it's like to sit up there and listen to so many different viewpoints on an issue and also
16 to listen to all the emotion that comes and how it's easy to be swayed by that. But I urge you to
17 overcome that and to concentrate on the very good data in the staff report.

18
19 One of the things though I noticed by all the comments of the opposition and their concerns
20 about traffic is one that these problems exist today and the new project, the proposed project is
21 going to have a very minimal impact. What they don't seem to realize is this project doesn't
22 happen and a private developer comes in and builds the 34 housing, let's even forget the density
23 bonus. Let's say up to 34 single family houses that can have up to two, four cars whatever.
24 Family houses that will have more traffic impacts on Maybell as shown in the staff report. It
25 would just exacerbate the problems that have already been talked about today. So it's really
26 better for Barron Park to go with this PC, which has an obvious less impact on Maybell than to
27 let it stay its existing RM15 zoning, which could result in a worse impact.

28
29 So you know this is a well-planned, appropriately located, very much needed project and it's a
30 great buffer. Ok, so I urge you to support this PC application. Thank you.

31
32 Vice-Chair Michael: Thank you. Next speaker is Mila Zelkha to be followed by Nisar Shaikh.

33
34 Mila Zelka: Hello, Mila Zelka. I'm a resident of the Fairmeadow neighborhood, a neighborhood
35 with its own share of traffic issues being surrounded by Jane Lathrop Stanford Middle School
36 (JLS), Fairmeadow, Hoover, and several other schools. I also happen to be a Board Member of
37 the Palo Alto Housing Corporation, but tonight I'm here speaking as a parent of two young
38 children who are in school. They will be driving on their bicycles in four years to Gunn High
39 School. And I support this project because I believe that my children would be safe and it offers
40 much needed affordable housing in this community for residents who have been working and
41 renting long term. So I urge you to support the approval of this project.

42
43 Vice-Chair Michael: Next speaker is Nisar Shaikh to be followed by Salit Gazit. Is, are either of
44 those two people present? Next speaker is Richard Valenzuela. Ok, Bill Reller. Patricia Saffir?
45 Excuse me. Followed by Rosa Dell Oca.

46
47 Patricia Saffir: Patricia Saffir. I'm speaking tonight for the League of Women Voters of Palo
48 Alto. Chairman Martinez and Commissioners, the Palo Alto League of Women Voters has a
49 long standing position in support of providing diverse economic housing opportunities in Palo

1 Alto. We urge you to approve the Palo Alto Housing Corporation's request for a zoning change
2 to Planned Community for Maybell Orchards Project, which will provide 59 units of affordable
3 senior housing and 15 single family homes at 5, well, at Maybell Avenue. There are a large
4 number of senior citizens in Palo Alto whose income would qualify them for affordable housing
5 and who are currently on long waiting lists. Retaining these residents and providing them with
6 high quality, low cost housing is in the best interest of Palo Alto community. Land suitable for
7 such projects is hard to come by in Palo Alto. This is a rare opportunity for affordable senior
8 housing, which should not be missed.

9
10 The Palo Alto Housing Corporation as we all know has been building and managing affordable
11 housing for 40 years and has an excellent reputation. Time is of the essence for the Palo Alto
12 Housing Corporation to qualify for tax credits for the project, which are necessary for the project
13 to move forward. So we urge you to approve the zoning change. Thank you.

14
15 Vice-Chair Michael: And thank you. Next speaker is Rosa Dell Oca to be followed by Bob
16 Moss.

17
18 Rosa Dell Oca: Good evening. The City of Palo Alto has a unique opportunity at this defining
19 point to mitigate the traffic conditions posed on Maybell and Arastradero. We heard tonight that
20 the bollard on Clemo would not be changed; however, the easement to the Arastradero
21 Apartments as well as the new egress from the apartments onto Clemo, onto Arastradero both
22 impact as you've heard the safe routes to four schools as well as to the park. It was pointed out
23 the fact that Clemo is basically part of the park. I've taken my six year old there when she was
24 two years old and we didn't worry so much when she approached that street because basically
25 nobody is really there.

26
27 I think it is a great opportunity for the City to provide affordable housing, but without impacting
28 the aesthetics and the safety of our neighborhood. This neighborhood has a historic
29 characteristic. My parents moved here in 1970. Of all the communities in Palo Alto, they chose
30 Barron Park because for the both primary education and secondary education one is able to walk
31 or bicycle. Barron Park has always been environmentally friendly. As you've heard we bicycle,
32 walk, scooter everywhere. But we are in the streets. And if the cars are not able to park on
33 Maybell they will park on the adjoining streets. They will park on Thain, on Pena, on Georgia,
34 on Baker, on Amaranta, and on Able and therefore you will just push the issue onto these streets
35 where the children originate, having to dart in and out of parked cars and as you've heard it's
36 difficult to see these children.

37
38 I'd like to also mention, that hasn't also been mentioned is that at various times Juana Briones
39 has groups of disabled children that are taught at the school and also they use the park. And they
40 come over on their caregivers arms, in wheelchairs, and in walkers. And I would just urge you
41 to reassess the safety of this project. Thank you. [Public applauded]

42
43 Vice-Chair Michael: And thank you. Next speaker is Bob Moss to be followed by Jennifer
44 Fryhling.

45
46 Bob Moss: Thank you Chair Martinez and Commissioners. First thing I want to point out is that
47 the private streets in this project are illegal. If you look at the drawing it shows that there's a
48 driveway 22 feet wide and an alley 26 feet wide. However, since there are 16 separate
49 properties, 15 single family homes plus the senior development this must have a 32 foot wide

1 minimum private street. That's the law. I wrote it. That means that the size or the number of
2 units is going to have to be reduced. No argument, do it.
3

4 Second, the project as proposed violates two established Council principles. The first one was,
5 which was established several years ago is that single family zones will not be increased in
6 density. R2 is a single family zone. This project increases the density from approximately 4
7 units to approximately 12 to 15 units, tripling the density. Violation of a supposed policy.
8

9 Second, Association of Bay Area Governments (ABAG) has said they want to have properties
10 within a quarter mile of El Camino Real upzoned. The City Council took a strong position that
11 they were not going to increase the density and the zoning within a quarter mile of El Camino
12 Real, especially in single family zones. This property is more than a third of a mile from El
13 Camino Real. So upgrading the density is a really lousy priority or principle because it's going
14 to make it very hard to fight ABAG and prevent them from forcing increases in density in the
15 single family homes and neighborhoods adjacent to El Camino Real.
16

17 Finally, I want to talk about senior housing and the need for that. We have two projects under
18 construction right now. Palo Alto Commons is approximately doubling its size and that's on El
19 Camino Way and then we have that ghastly project at Alma and Homer, which is about 50
20 Below Market Rate (BMR) units for seniors. And the Moldaw project has almost two dozen
21 senior units for BMR's which have been vacant for years. If there's such a need for low income
22 senior housing why don't we need more in this location?
23

24 And the last point I want to make is I've been following developments in all sorts of projects in
25 Palo Alto for almost 40 years. I have never seen a project that has had more community
26 opposition than this one. Learn from that. [Public applauded]
27

28 Vice-Chair Michael: So thank you. The next speaker is Jennifer Fryhling to be followed by
29 Trina Lovercheck.
30

31 Jennifer Fryhling: Good evening Commissioners. I'm representing a group, so I think it's 10
32 minutes. So I agree with everything that's been said about traffic and safety so I'm not going to
33 go into that, but I am going to focus on some things that haven't been as emphasized. And the
34 four things are: the incompatibility of the neighborhood this project projects; the street parking;
35 the lack of public benefit for PC zoning; and the inadequacy of the notice.
36

37 So incompatibility with the neighborhood; so right now there are four single family homes and
38 an orchard. So in the place of the four single family homes that are one story the project will
39 replace it with 9 single family homes. They'll squeeze it in where there's four. And of those 9,
40 7 of them are going to have three stories high and the ones on Maybell will only be, will only
41 have 12 feet setbacks. And in between each house is only eight feet between them. So we,
42 under current R2 zoning they would be required to have a 20 foot setbacks, two stories, and they
43 would have to have more distance between them and of course 6,000 square foot lots at least.
44 But what's being proposed is 2,500 to 3,500 lots. So what we have instead of 4 single family
45 one story homes we're going to replace it with a wall of 9 tall, skinny homes right up against the
46 street. And on the other side is going to be another 6 of the three story homes. So there's
47 nowhere else in Barron Park that there are three story single family homes. This is very unusual
48 and this is what is being asked.
49

1 I also want to address the 60 units. It is so dense in scale and size. Right now the law is RM15,
2 so that's 15 units per acre. The developer wants to build 60 units on one acre. That's on one
3 acre. So that's four times the density currently available under RM15. The developer compares
4 itself to Tan Plaza and that is 61 units, but that's over two acres. And APAC [Note—not sure??],
5 the Arastradero Park, their sister complex, that's 65 units and that's over three acres. So what's
6 being proposed here on one acre is 60 units, four stories high, four times the density that's
7 currently allowed with RM15. So that is a new precedent that is being set for housing
8 allowances for RM15 to be increased fourfold to 60 units on one acre.
9

10 The complex will be 50 feet high with the stairwell. Current zoning on RM15 is 30 feet high.
11 So that's two-thirds higher than what it should be currently. The abutting APAC property is only
12 two three stories and has deep setbacks. It is across three acres and it's surrounded by trees.
13 This one is going to be surrounded and closed in by 15 tall, skinny houses. If APAC is a model
14 than the new complex should be cut in half. It is totally out of scale, too immense, too dense,
15 and too high on one acre. So I ask the Commissioners and the City staff if they would like to
16 volunteer the lot in front of their house for this property? They can look at the nine tall, skinny
17 houses, 12 feet setbacks, and the fifty foot 60 unit complex and that could be their view every
18 day. Because the view I see when I walk up Maybell is the foothills and now that is being
19 endangered because of this big, high, tall project.
20

21 I'd also like to talk about street parking. The staff report recommends a no parking sign in front
22 of what is now the four single family homes and that that's going to reduce the conflict with
23 bicycles and pedestrians. I think the mitigation is insufficient. First of all I want to look at
24 APAC. So the APAC property I walk by and see every day; 24/7 street parking. The cars and
25 commercial vehicles are always there because I see it every day I've taken photographs at
26 different times. They are always there. I speak with residents there and I say why is there so
27 much street parking? They are allotted one lot, one spot for each unit and many of them they say
28 have two or three cars, so that is why they park in the street. The rest of the community has to
29 bear the burden of PAHC not originally providing enough onsite parking at APAC. Street
30 parking leads to narrowing Maybell so bicyclists get pushed out into the middle of the road and
31 have to maneuver around all the parked cars. PAHC should address the problems at APAC if
32 they genuinely want to mitigate parking impact with their new proposed project.
33

34 Second, the PAHC seem to be recreating the same scenario at this proposed 60 unit development
35 by providing only 42 spots for their tenants. They assume that seniors are not going to drive and
36 that transport services are going to come in. But PAHC hasn't addressed how it will
37 accommodate any increase in demand for parking. Rather again the public has to
38 disproportionately bear the burden of all additional cars that don't get spots on the property to be
39 parked on the street, just like APAC. It is very plausible that there could be up to 120 more cars
40 in the senior unit if a couple lives there and they both want cars and they're active and live active
41 lifestyles and drive. Forty-two spots is providing for about one-third of the possible parking
42 needs that could be reasonably needed by tenants at a 60 unit complex. APAC [Note—she says
43 APAC twice in this sentence does she mean PAHC] should provide more parking onsite
44 especially given the lessons learned from the misassumptions made at APAC and where there's
45 clearly inadequate onsite parking and is providing a tremendous burden on the neighborhood and
46 the increased safety risks with so many bicyclists and pedestrians that use Maybell. The public
47 should not have to disproportionately bear the burden of APAC's inadequate onsite parking
48 allotments for its seniors there.
49

1 The staff report also proposes red painting 65 feet on Clemo. Now the problem there is they're
2 taking away a public benefit. And that is that people use Clemo to park and visit Briones Park.
3 All of Palo Alto benefits from this because there are sporting events and practices held there
4 practically every night, AYSO, Little League. So they're eliminating parking on Clemo and
5 taking that public benefit away from the people that want to visit the park. So it is, I believe it is
6 unfair that a disproportionate burden of the proposed high density project is being passed onto
7 the neighborhood and residents of Palo Alto. PAHC should accommodate for the inevitable
8 parking problems when its tenants don't have a place to park onsite and will take away parking
9 that is available for visitors to the park and the rest of the neighborhood. The lesson should be
10 learned from their sister property APAC, where they have big parking problems.

11
12 I also want to talk about the lack of public benefit for PC zoning. So PC zoning says that
13 [unintelligible] is allowed where the development of the site under the provisions of the PC
14 Planned Community will result in public benefits not otherwise attainable by applicable by the
15 application of regulations of the general district. And the cited benefits are 60 affordable
16 housing and a small sidewalk segment that connect Briones Park and the APAC property. So
17 first, so one acre is zoned for RM15 and that could be provided for affordable housing. So that
18 we can still provide the public benefit of affordable housing. The neighborhood supports
19 affordable housing, but that is not the issue. In fact we have several low income housing in our
20 neighborhood. We have Arastradero Park Apartments, Terman Apartments, Treehouse, Oak
21 Manor, and Buena Vista. The problem is the size and scale of 75 housing units and the severe
22 environmental impact that do not outweigh the public benefits of affordable housing when the
23 same can be achieved under current zoning with just a reduced number of affordable housing
24 units on one acre.

25
26 The second is the small sidewalk segment that is being proposed on Maybell where the four
27 single families are. The problem is that that only connects the sidewalk from the park and the
28 adjoining APAC property, but after the APAC property there is no sidewalk. And after the park
29 there is no sidewalk. So there's really little public benefit by offering just filling in one segment
30 of Maybell with a sidewalk when there's no continuous sidewalk from up and down Maybell.

31
32 Finally on the inadequacy of notice I agree with Jane Sideris here that the notice is inadequate. I
33 know that the City claims that they gave 60 feet within the project notice, but if you look at the
34 topography there, right next to the project is Briones Park, which is very large. And then you've
35 got Tan Plaza, then you got the school, the playground, and then you've got the APAC property.
36 So there's a very small area that is giving notice to the rest of the single family homes. So I
37 implore you please vote no for the rezone. [Public applauded]

38
39 Vice-Chair Michael: So thank you. Thank you very much. Trina Lovercheck to be followed by
40 John Fredrich.

41
42 Trina Lovercheck: Good evening Commissioners. My name is Trina Lovercheck. I'm a resident
43 of Barron Park and I have lived there for 35 years and in Palo Alto for 45 years. I support the
44 Palo Alto Housing Corporation's plan to provide 60 units of affordable housing plus the single
45 family homes. There are very few spaces where such a project could go in Palo Alto. I value
46 having the diversity in our community both by having a range of people economically and by
47 age. I think that's really important that we keep that in Palo Alto. Many senior citizens are on
48 long waiting lists while they wait for low income affordable housing. We're heard tonight
49 numbers about how many people that entails. I don't want to see Palo Alto become a place just

1 for well to do people. So I urge you to approve this project and not let this opportunity slip
2 away. Thank you.

3
4 Vice-Chair Michael: So John Fredrich followed by Robert Neff.

5
6 John Fredrich: Good evening Commissioners and friends, members of the community. My name
7 is John Fredrich. I live on La Para Street [Note—Avenue?] in Barron Park. I've lived in Barron
8 Park almost 10 years now and in the City for almost 50 years now. I've been a candidate four
9 times for City Council, so I'm informed somewhat on the zoning issues and in fact I first ran
10 before Barron Park was part of the City. It was County land back at that time in the Seventies. I
11 taught in the community for 30 years, the last 20 of which at Gunn. And I don't envy your
12 position this evening. It's one of these issues where I think the good is being held hostage to the
13 perfect and I acknowledge the traffic problems, particularly those on Arastradero, but I do think
14 the reasons for this project and the granting of the PC zoning is well within your authority and it
15 provides a substantial and perhaps immeasurable contribution to the public good over the
16 lifetime of the project.

17
18 My mother lived in subsidized housing, Menorah Park in San Francisco for nearly 30 years. She
19 lived to be 99. During that time she could not only serve as president of the association there,
20 she did volunteer work at the VA Hospital and her earlier work as a teacher and a librarian that
21 meant that she had a limited income allowed her to live in a place like that. And it allows more
22 than just one group of people because the 60 units rotate over and over again.

23
24 So I think there's no question about the public good here, which it seems like we keep backing
25 up into the traffic problem. And I consider the traffic scheme on Arastradero poorly conceived,
26 poorly executed, and poorly evaluated. And those 10,000 vehicles per day that were predicted to
27 go elsewhere have gone into the neighborhood. And because that study did not meter the traffic
28 on La Donna and on Laguna and the streets in that area there's a difficulty in assessing it now.
29 But as the bike paths are developed, and that's another issue pending there is adequate areas to
30 solve the traffic problem, but I don't think it can be solved with a one lane each way Arastradero
31 scheme (interrupted)

32
33 Chair Martinez: Thank you very much.

34
35 Vice-Chair Michael: So thank you. The next speaker is Robert Neff to be followed by Art
36 Liberman.

37
38 Robert Neff: Hello Commissioners, my name is Robert Neff and I'm a resident of South Palo
39 Alto. I frequently bicycle on Maybell and Clemo on my way to work and of course my kids
40 went to Gunn High School and they would bicycle along Maybell also. I'm speaking in support
41 of this project. I think the affordable senior housing will be a valuable addition to this City.
42 Also if you consider the traffic and school impacts that would happen by doing nothing, by
43 allowing the current zoning and the amount of housing that could be built with just the current
44 zoning and no, without doing this project I think this will have less impact than doing nothing.
45 And in general I think the new proposed parking restrictions and the sidewalks for Maybell will
46 be a small improvement for pedestrian and bicycle safety at least in this short section of the street
47 where the development will affect it. Thank you.

1 Vice-Chair Michael: Thank you. Next speaker is Art Liberman to be followed by Richard
2 Evans.

3
4 Art Liberman: Good evening, my name is Art Liberman. I'm a Barron Park resident. I'm the
5 President of the Barron Park Association, but I'm speaking just as an individual. The position of
6 the Board of our Association was presented very eloquently recently just a few minutes ago by
7 Lydia Kou.

8
9 I personally want to express the opinion that I reject the current plan from the Palo Alto Housing
10 Corporation, but I heard Mr. Williams say that there can be some adjustments and I want to
11 suggest one. I sent in a comment to you that called for a reduction by a factor of two the single
12 family homes on Maybell and Clemo. Scaling that down to no more than two stories with
13 standard 20 foot setbacks. This would make the single family homes compatible with the
14 surrounding neighborhood and I think it probably would get enough money for the Palo Alto
15 Housing Corporation to subsidize this plan. Single family homes in Barron Park are going for \$2
16 million plus. There was one that just went on the market for \$5 million. So I don't know how
17 much money they need to have to subsidize this project. I think it would be helpful if they were
18 a little bit more transparent in their needs for this market rate housing because of the fact that the
19 City Council, we are fronting some of the money for the proposal.

20
21 I'm not going to talk anymore about the traffic and safety issues, because that's been expressed
22 already, but I do believe that a smaller single family cluster five along Maybell, three along
23 Clemo along with an affordable senior facility would actually result in less traffic than if a
24 project of market rate homes were to be built to currently allowed zoning on that site.

25
26 I just want to make a few final comments about the character of the residential neighborhood.
27 And I attended the Council meeting on Monday where you presented your outlines to the
28 Comprehensive Plan Amendment. For the Housing Element your first goal, "Ensure the
29 preservation of the unique character of the City's residential neighborhoods." Your third goal,
30 "Meet underserved housing needs and provide community resources to support our
31 neighborhoods." For the Transportation Element, "Protect neighborhood streets that support
32 residential character and the range of local transportation options." Your fifth goal, "Provide,"
33 Transportation Element, "Provide high level of safety for motorists, pedestrians, and bicyclists
34 on Palo Alto streets."

35
36 The Transportation and Housing Elements do not exist in isolation one from the other. Honor
37 your own goals. Think really hard before you approve a rezoning. This project does not satisfy
38 all of these goals. Thank you very much. [Public applauded]

39
40 Vice-Chair Michael: So thank you. Richard Evans to be followed by Jim Jurkovich.

41
42 Richard Evans: I'm Richard Evans. I also live in the Maybell corridor on Thain Way. I wanted
43 to make a remark on the public benefit and the disproportionate burdens that the project has on
44 the residents on Maybell. Public benefits are citywide. The City should bear the cost of creating
45 those benefits by reducing the density of the market rate units to be compatible and I agree with
46 the set off requirement it is not compatible with the neighborhood.

47
48 The other thing you've heard is an indictment of past City activities and neglect of this important
49 school corridor. The traffic issues are significant. I also bicycle sometimes with Robert because

1 we work at the same place and it's bad, it's going to get worse. It's unacceptably bad now and it
2 has to be addressed and I think that you're going to find opposition to any development in that
3 area unless the City steps up and addresses the Safe Routes to School issues, which it hasn't.
4

5 On the north side of the street there is a sidewalk that goes all the ways to Barron, to Briones
6 Elementary School. However, kids don't use it because the City decided to save a Redwood tree
7 and put it in the middle of the sidewalk and then have this narrow little path around it. So the
8 kids say, "I'm not going to bother with that, I'm just going to go down the street." And on the
9 other side as you've heard from several people for your senior citizens who want to walk to
10 Walgreens they are going to be in the middle of the street as soon as they get past the housing
11 authority property because there are no sidewalks until you get to the Walgreens property. If
12 you're going the other way from the housing authority now, the children there now are risking
13 contact with automobiles because as soon as they pass Briones Park, which they have to do, they
14 have to be in the middle of the road to get to the crosswalk to go to school. These issues [they
15 sure have been] neglected by the traffic portion of the City have to be addressed if you want to
16 restore the trust of this neighborhood. Thank you. [Public applauded]
17

18 Vice-Chair Michael: So thank you. Next speaker is Jim Jurkovich to be followed by Josh
19 Walker.
20

21 Jim Jurkovich: Good evening. My name is Jim Jurkovich. My wife and I live on Willmar Drive
22 in the Green Acres neighborhood and we'd like to also say that we feel that this project is
23 inappropriate for that area. We recognize the traffic problems. We commute daily on Maybell
24 Avenue and we feel that a project adding more traffic to Maybell is not worth the effort.
25

26 Something that hasn't been discussed in the traffic reports is ingress and egress. It seems like all
27 the traffic report discusses is just the number of cars added to the flow, but as you add more in
28 cars ingressing and egressing out of the project you're really going to add to congestion and
29 slowness of traffic in that neighborhood.
30

31 But the real question I'd like to ask the Commission here is why this property was chosen for a
32 project of this size. It seems like in the last few meetings no one has answered why this project
33 has to exist at this location. There are I think other alternatives. It seems like this project is
34 being proposed for this site just for the purpose of satisfying a potential ABAG requirement that
35 says you need to provide certain number of low income housing units in Palo Alto. We're not
36 against having low income housing. I think we're just against having a project that's this dense
37 in a neighborhood that's primarily an R1 zoned neighborhood. So I think the question to you as
38 members of the Commission would be are there other alternatives that provide low income
39 housing to the City that can be fitting in a neighborhood that supports the density that's desired.
40

41 Another alternative is don't require the density that you're requesting in this proposal but instead
42 scale it down. Still have the low income housing for seniors so you won't have traffic problems
43 and you can have something that fits the neighborhood and will fit policies that are set up by the
44 City housing plan, which is to have projects that fit the size and scale of the neighborhood.
45 Thank you.
46

47 Vice-Chair Michael: So thank you. Next speaker is Josh Walker followed by Phyllis Cassel.
48 Mr. Walker? Phyllis Cassel followed by Marlene Prendergast.
49

1 Phyllis Cassel: Phyllis Cassel and I'm speaking for myself this evening. I think a point of order
2 to begin. The reason we don't clap is not to scare people who might want to speak. So it's
3 urgent that people respect other people so that they feel comfortable when they speak.
4

5 My point is the first three are the Housing Element that's just been passed by the Planning and
6 Transportation Commission emphasizes the need for small size units to reduce the number of
7 children. I'm not sure that part of it is legal, but that was the goal. Senior units to meet the
8 increased number of seniors in the community and affordable housing. This is affordable senior
9 units.
10

11 We have to be careful about what we want. It is really important to consider what the alternative
12 will be. This piece of property was for sale, it was purchased, if nothing happens on it it will be
13 sold again and other projects will be built. So people must consider what the alternative is.
14 Remember the project where Miki's is now. It was proposed at least twice to be a large family
15 food store and it got turned down by the City in one way or another and in place of that is what
16 you have now. The property was for sale and it will be again and it will not be a situation of
17 having no traffic on Maybell as a result.
18

19 Vice-Chair Michael: So thank you. Marlene Prendergast to be followed by Edie Keating.
20

21 Marlene Prendergast: Good evening. I'm Marlene Prendergast. I live on Chaucer Street in Palo
22 Alto and I'm the former Executive Director of the Palo Alto Housing Corporation. And before
23 that I was an Assistant City Attorney in Palo Alto doing mostly land use planning, development,
24 subdivisions, and environmental law, and also in the City of San Mateo. So I have been
25 participating one way or another since about 1981 in the question of affordable housing in
26 various communities and it's always the same. It's always like this. There's a big crowd and it
27 is not the right site for this particular project.
28

29 But seniors do not create traffic. Single family homes do not create as much traffic as big
30 developments of condominiums. So the Palo Alto Housing Corporation has I think about 13
31 projects in Palo Alto and they are all over town and they are scattered in every section of town
32 and each time we went through this and each time we made it through and now there are no
33 problems. The projects exist. For the most part people don't know where they are. They are
34 good looking, the people are nice who live in them, and things are fine. So that's my perspective
35 and I hope you'll keep it in mind.
36

37 Vice-Chair Michael: So thank you. Next speaker is Edie Keating to be followed by AJ
38 Lumsdaine who is representing a group.
39

40 Edie Keating: Hi, Edie Keating. I hope as you consider this that you will keep in mind and
41 separate what are the existing problems and what are the incremental addition to those problems
42 that will come from this development. Existing problems, if there needs to be more bicycle
43 police enforcement of the students commuting that should be pursued. If traffic calming is
44 needed to address cut through traffic, that should be pursued, but to say that because all of that is
45 there that this project should not go forward, I don't think that's correct. And as many prior
46 speakers have pointed out, compared to a project within the current zoning this project will have
47 far fewer impacts.
48

1 Some asked who will want to live there. The Stevenson House site is larger and it's really
2 beautiful. It's like living in a garden. And this site will also have a garden. This site will allow
3 you to walk to the Walgreens. If you've made it to Walgreens you've made it to the 22 bus and
4 that takes you to all kinds of medical centers and also to all kinds of shopping centers. So that
5 adds a lot of mobility.
6

7 It's been interesting to hear Palo Alto Housing Corporation referred to as the developer, because
8 that's not how I think of them. For profit developers set rates as high as they can and raise rents
9 whenever they can. Palo Alto Housing Corporation will offer starting rents as low as they can
10 and will only raise rents when they must. We need more affordable community serving housing
11 in our community and we just can't get enough of it owned by Palo Alto Housing Corporation.
12 These 60 units of senior affordable housing are a benefit to the whole community that you should
13 not pass up and the project that's being proposed as so many speakers have said is safer and less
14 impactful than any feasible alternative. So I hope you will be very rational and approve this
15 project. Thank you.
16

17 Vice-Chair Michael: So thank you. Next speaker is AJ Lumsdaine. I'll give you 10 minutes for
18 your representing a group followed by Elaine Dai.
19

20 AJ Lumsdaine: Ok, good evening. Sorry, I'm not used to this so I'll be reading. Sorry about
21 that. First of all I want to say that the neighbors really support Palo Alto Housing Corporation.
22 We do have several projects in our neighborhood that are integrated. We have friends in those
23 places and there's not an opposition to Palo Alto Housing Corporation or Below Market Rate or
24 affordable units. I wanted to make that point because someone on the Palo Alto Housing
25 Corporation sent out a newsletter to all the different sites asking people to come to this meeting
26 because a vocal group of neighbors had come out to oppose affordable housing. And it said
27 nothing about that this was a rezoning meeting and the specific concerns of the neighbors and the
28 rezoning.
29

30 I also want to say that the neighborhoods biggest problems are actually with the market rate units
31 more so than the senior complex. In fact if Palo Alto Housing Corporation were to build 40 units
32 instead of 60 and then maybe get their other 20 units by renegotiating the empty units at Moldaw
33 that have been empty for three years, that would give 60 units and it would make the neighbors
34 happy and it would be a way, and looking at the market rate units and making them more
35 compatible with the neighborhood, that would be a good compromise.
36

37 I do want to make one correction though. Everybody keeps saying that you could build 15
38 market rate units per acre under RM15, which is true. But the Comprehensive Plan actually lists
39 under multi-family residential, which is what that is that the density should be on the lower end
40 of the scale. So RM15 is actually 8 to 15 units per acre and since that little patch there with the
41 Tan, Arastradero, and the Orchard are surrounded by R1 and in an R1 region according to the
42 Comprehensive plan it would really be 8 units per acre. So that whole project would really,
43 should really be under the Comprehensive Plan 20 to 24 units, but I think people would accept
44 that if it was a senior complex that that would actually be preferable at 40 than otherwise.
45

46 But my real reason for speaking tonight is for the sake of safety. People forget about safety until
47 the worst happens. I mean saying that nobody has been killed yet is not a reason not to take
48 safety seriously especially since there are numerous tales of children who have actually been hit
49 or who have themselves run into cars. But my big concern actually has to do with emergency

1 safety because I have lost my home in a natural disaster. The, I called the Chief of Operations
2 this week, the Fire Marshal. And he said that he had not been apprised of any of the concerns
3 that I expressed.
4

5 As you all know the big concern is that the proposed development would sit right at the juncture
6 between the only two routes in and out of our neighborhood: Maybell, which is substandard
7 width and Arastradero between El Camino Real and Foothill. That same stretch of Arastradero
8 also happens to be the only route of egress and ingress for all of the neighborhoods east of
9 Arastradero between Arastradero and the creek. Both routes are designated Safe Routes to
10 School and often heavily congested with car, pedestrian, and bike traffic as you've heard. Do
11 you even know how many people are affected by this? Putting more traffic on Clemo increases
12 the very real possibility that both driveways for the Fire Department on Arastradero could be
13 blocked and delay emergency response to the area. That Fire Station serves not only the
14 immediate area but also the hills. It could also delay emergency response to the schools and the
15 neighborhood.
16

17 When neighbors inquired about the safety concern at the April meeting Palo Alto Housing
18 Corporation representatives said that they had checked into this and that the Fire Department said
19 there was no problem and that it met code. But when I called the Fire Marshal, the other Fire
20 Marshal, Rich Dean, this week he told me that he had been called by some group representing
21 the developer some time ago and they asked if there would be a delay in getting to the
22 development and he said no, it's across the street from the Fire Station and that's it. No one
23 involved with the development had studied or followed up on the concerns about delays of
24 emergency services to the neighborhood and schools because of traffic gridlock or additional
25 traffic from the project.
26

27 There are other safety concerns because of this site's particular circumstances than just traffic.
28 They include: increasing congestion at a bottleneck of egress and ingress to our neighborhood
29 and all the neighborhoods to the east of Arastradero including several schools and how that will
30 impact evacuation and emergency response since all of these neighborhoods have limited access
31 routes; and increasing congestion in the neighborhood including the very real possibility of
32 blocking both entrances of the Fire Station on a daily basis leading to emergency response delays
33 or even failures. Given such limited routes of egress from the neighborhood, meaning basically
34 Maybell, which is I've already said that.
35

36 And given that we live in earthquake country and fire is a huge threat following earthquake and
37 that we have had such a spate of high density building in the area in the last few years already at
38 a minimum we are overdue for a risk assessment to map out an egress network in case of
39 emergency. This should be done before any high density building is done in the neighborhood at
40 all. Has the City considered how the neighborhoods and schools would evacuate if there were a
41 disaster along the Arastradero pipeline, which runs up our, we have a major one like broke in
42 San Bruno up along, up under Arastradero. The only outlet for the neighborhood then is
43 Maybell. The only inlet for emergency responders too. In the San Bruno disaster as bad as it
44 was only eight people died because they were relatively, there was relatively good egress and
45 ingress for responders, even amateur responders. In the Oakland firestorm a few dozen people
46 died almost all because of preventable egress and ingress issues, things that neighbors had been
47 complaining about already before the fire similar to what we have here in this neighborhood
48 actually.
49

1 Egress is already so compromised in this area it's unsafe to put a large development right at that
2 bottleneck. The issue should be studied before anything at all is built there. It may very well be
3 that given the site's location at a traffic bottleneck infrastructure constraints, traffic congestion,
4 and existing and planned project impacts building on that property at all at this time could pose a
5 safety threat, a public safety threat to residents in the area. I personally feel and many in the
6 neighborhood prefer for the site to become a much lower traffic use with significant public
7 benefit, such as a community orchard or a playing field. Give us a chance to raise the money.
8 We will do it.
9

10 I called the Palo Alto Fire Department's Chief... oh yeah, I already said that. Sorry, it's hard
11 when I'm reading. We live in earthquake country and as I said already the biggest risk of loss of
12 life and property after an earthquake is fire. Green Acres One and Two and all the
13 neighborhoods to the east of Arastradero Road have limited routes of ingress and egress both to
14 evacuate residents and for emergency responder access. Nobody talks about this. In Oakland
15 frankly the reason that they lost 3,000 homes instead of a few dozen that they lost in Berkley was
16 because they had three inch hose couplings to the hydrants and it was predictable that there
17 would be delays if there was a big fire, but they decided that they could hand out adaptors
18 somehow and mutual aid was parked on the freeways and unable to water down houses because
19 they didn't have what was predictable and predictably needed in a disaster.
20

21 One other thing I also think hasn't been said is that one thing people keep saying that a regular
22 project, a regular market rate project would pose more risks, but seniors actually statically
23 unfortunately do pose a higher risk of collision with bicyclists and pedestrians. They are also
24 more likely themselves to be killed as pedestrians. And nobody has actually looked at the risk
25 per trip. Even while we're questioning the actual trips nobody's looked at the risk per trip. So I
26 would ask you to consider delaying looking at the approval of this until things have been studied
27 much more carefully. I think the City could leave itself open to significant liability if it doesn't.
28 Thank you. [Public applauded]
29

30 Vice-Chair Michael: So thank you. The next speaker is Elaine Dai to be followed by Lisa
31 LaForge.
32

33 Elaine Dai: My name is Elaine Dai and I live on Able Avenue. I sit on the Juana Briones
34 Elementary School Site Council although I'm not representing them speaking, I'm speaking as
35 an individual, but I'm aware of information as to what happens at that school and how people get
36 into and out of that school on a daily basis. I know you've heard a lot today about traffic and
37 safety, particularly bike and pedestrian safety. I think when we as a community constantly sort
38 of encourage parents and families walk to school, reduce carbon footprint, save the environment,
39 all those are really good things and we want to support those kinds of causes, but when you see
40 the things that you do, that that video so finely showed, every single day it's horrific. You know,
41 it's unimaginable what could possibly happen.
42

43 I personally witness all the time due to lack of contiguous sidewalks, it's a sidewalk on this side
44 of the road and then in order to get to the sidewalk on the other side of the road you've got to
45 cross it again and on the other side... all along down Maybell it just makes not really a whole lot
46 of sense. And so kids are forced to like be on Maybell and also because of what's happening in
47 the surrounding streets we see a lot of really terrible things on Georgia. For much of last year
48 there was a policeman parked at Georgia and Amaranta just sort of stopping cars from going
49 there. There is a lot of dangerous U-turning at that intersection and they're all being pushed

1 there because of what's happening on Maybell. And so I guess where I'm very concerned is I
2 feel like there are a lot of contradictory pieces. So we hear from the City walk to school. And
3 yeah, it's a Safe to School Route and yeah, they want to put up a project that hasn't really, I
4 believe or not logically looked at the concerns.

5
6 Just to end, we're not against low income housing. We're not against senior housing, but we
7 want to be reasonable and we want to be responsible. There are some options that I've heard
8 today in terms of reducing the scale and the size. It's not to say don't do it because you're going
9 to lose it and it's going to be fair market housing; it's to reduce the scale and the size and also to
10 let the people know in the neighborhoods what are the alternatives. I don't have access to that
11 data. I'm an individual, but why don't you open up some of the possibilities? Why don't you
12 tell us what has been looked at? I think that would help a lot towards restoring the neighborhood
13 and the greater community's trust in what's happening here.

14
15 Vice-Chair Michael: So thank you. Next speaker is Lisa LaForge to be followed by Joe Hirsch.
16 Is Lisa LaForge still here? Joe Hirsch to be followed by Dean Park.

17
18 Joe Hirsch: As the previous speaker said, this should not be characterized as neighborhood
19 versus affordable housing. We have plenty of high density housing in this area, some of which
20 Marlene Prendergast and I worked on as far back as the early Eighties like the Terman
21 Apartments and we're getting more. What I object to and many people object to is the scale and
22 intensity of the project and from the appearance that it's already a politically done deal
23 notwithstanding what the neighborhood feels. The proposed project is simply too intense. The
24 site is zoned RM2 and RM15 and in my opinion is properly zoned for what it is and where it is.
25 And I sat in your position for eight years as I was on the Council, on the Commission and a
26 Chairman for one year, but I sat there for eight years.

27
28 I go back and look at the definitions of the zoning, excuse me. RM15 low density multi-family
29 resident district is intended to create, preserve, and enhance areas for a mixture of single family
30 and multi-family housing which is compatible with lower density and residential districts nearby.
31 RM30 medium density multi-family residential district is intended to create, preserve, and
32 enhance neighborhoods for multi-family housing, not single family, with site development
33 standards and visual characteristics intended to mitigate impacts on nearby lower density
34 residential districts. Projects at this density are intended for larger parcels, should provide their
35 own parking spaces, and meet their own open space needs in garden apartments or cluster
36 developments. Marlene and I worked together collaboratively to have the Terman Apartments
37 near the Terman Middle School be those garden type apartments.

38
39 This does not meet the parking requirements that will be needed. Seniors drive. I'm 74. Bob
40 Hessen, John Elman, who's the third one I've got here? Bob Moss and I are all in that cohort.
41 We all drive. We have two cars in our family. We spend a lot of time on the road including time
42 at 7:00, 7:30 in the morning and it's a major difficulty to get through to where I have to go and
43 get back on Maybell. And I don't use Arastradero Road as much as I used to before. This
44 property is properly zoned and should be developed along that zoning in the future, not the
45 RM30, which is in essence being proposed as the spot zoning through a PC application. Thank
46 you.

47
48 Vice-Chair Michael: So the next speaker is Dean Park to be followed by Debi Snipp. Is Dean
49 Park here? Debi Snipp to be followed by Steven Rosenberg, which is our last card.

1
2 Debi Snipp: Oh, second to last. My name's Debi Snipp. I moved to Barron Park 14 years ago to
3 Los Robles. We passed on living at Stanford and the tranquility so that we could be part of a
4 neighborhood and walk to school. I have a fifth grader and a second grader and I drive them
5 school to Juana Briones. I don't have factoids, I don't have numbers, I have anecdotal... people
6 are passionate because this safety issue is real and I live five blocks from my school. Ok? I
7 drive my child to school because he has severe Attention Deficit Hyperactivity Disorder
8 (ADHD) and I cannot, it makes me obviously very upset.

9
10 I don't know how many of you have walked through our neighborhood in the morning and
11 afternoon. I don't know how many times we can repeat there are no sidewalks in Barron Park.
12 People walk through the street. And what has been failed, what I did not hear about in your
13 traffic study are all the side streets. Does anyone know about the accident that happened on
14 Encina Grande and Campana last week? That flipped a car, mom and two children in the back
15 because the increased traffic that's coming through the side streets. Verdosa, Campana, Florales.
16 People are bypassing and that's not being talked about in these studies and it's pissing me off. A
17 car was flipped! Two kids with... and Stacey Ashland and I helped get them out and get them
18 [unintelligible]. They were a block away from their house. They got hit by a car coming up,
19 zooming off El Camino Real to bypass all these streets.

20
21 I live on Los Robles. The last year the traffic increase is obscene. And I don't, I want low
22 income housing. I live across from the Buena Vista Trailer Park. I don't have a problem with
23 low income housing, but this is the wrong spot for it and I'm not going to have to repeat
24 everything I said. Pay attention to the bypassing traffic that is coming through our neighborhood
25 that has no sidewalks. Thank you.

26
27 Vice-Chair Michael: So the next speaker is Steven Rosenberg and then we have a card from
28 Laszlo Tokes who will be the last speaker.

29
30 Steven Rosenberg: Hello, my name is Steven Rosenberg. I've lived in Palo Alto for about 31
31 years. I live on Amaranta Avenue at the Los Robles end. I've put one child through Juana
32 Briones, Terman, and Gunn and I have two more in the system.

33
34 You've heard a lot about the community benefits from Palo Alto Housing Corp. and no one is
35 disputing the need for low cost housing and affordable housing as many of the Barron Park
36 residents have said. But what we've also said is the project is too dense and the traffic issues are
37 too great. That there's a very real negative benefit to our community in going ahead with this
38 and that is real. And we've pointed out the flaws in the traffic study.

39
40 The responses have generally been to either wave their hands and point to studies that are not
41 appropriate and done in our neighborhood to address the situation or to look at the situations of
42 the bikers, the walkers, and so on or to be frank about it, to engage in emotional manipulation by
43 waving the flag of how important it is to create this particular housing unit to meet the goal of
44 low cost senior housing regardless of the impact. So I would urge you to put aside the emotional
45 manipulation and focus on the very real impact on the neighborhood, the flaws in the original
46 traffic study, the size of the building, and so on and make an informed decision.

47
48 Vice-Chair Michael: So thank you and Laszlo Tokes for two minutes.

49

1 Laszlo Tokes: I'm Laszlo Tokes and I live on Thain Way. Proper city planning for present and
2 future needs of the City is not limited to providing more housing, but has to ensure also adequate
3 infrastructure for the projected growth in population. The proposed Maybell development
4 reflects a tunnel vision which focuses entirely on compliance with regional ABAG requirements
5 at the expense of the infrastructure needs of the City for, and which includes safe transit to
6 schools.

7
8 With four schools on this short stretch Arastradero and Maybell this is the highest density of
9 schools anywhere in the City. The City can plan for senior housing at various locations, but the
10 students will have no alternatives but to use Arastradero and Maybell for their transit to these
11 schools from South Palo Alto, which constitutes the majority of the students. If they have to
12 cross the railroad tracks at Charleston and East Meadow choking the traffic by the massive
13 senior housing development in this critical section of Maybell is an irresponsible planning.
14 Mixing adult senior traffic in an irreversible way to the already overcrowded Maybell is bound to
15 cause accidents and when these accidents, these predictable accidents will occur will you be
16 ready to live with the knowing that you personally have been involved and contributed to the
17 cause of these tragedies by putting higher priority on ABAG perks and developers profitability
18 than on the security of our children? Please consider this when you cast your vote. Thank you.

19
20 Chair Martinez: Thank you. Yes, thank all of you for coming and let's give everybody a round
21 of applause. [Public applauded] The applicant is afforded in our process three minutes to give a
22 summary statement or one of your representatives.

23
24 Ms. DeWit: I just wanted to clarify some of the questions that were coming up while people were
25 speaking. So one of them was parking, the parking ratios and again the average for senior
26 housing is around .5 and our project is actually at a .7 parking ratio. So we feel we are definitely
27 parked for our properties. Again, people were talking about proximity to transit as well as
28 proximity to amenities. I just want to point out that the bus 22, 88, Rapid 522 are all within a
29 two to seven minute walk from the property. El Camino Real is within a quarter mile. Someone
30 mentioned a third mile. It's a quarter mile, so we actually are in that corridor for where there
31 should be higher density housing.

32
33 In addition the services that are nearby, yes, the Walgreens is there that a few people have
34 mentioned just down there on El Camino Real. There's also the Barron Park Market, there's the
35 Euro Mart all within a mile. In a little bit over a mile there's Whole Foods, Trader Joe's,
36 Safeway, all within again close proximity. Briones Park is right across the street, which is
37 perfect for our residents. Do we want to mention some traffic?

38
39 Ms. Hunt: One of the commenters mentioned that one of the traffic counts was taken during
40 spring break. And I've heard that before and I can understand why because we always go out
41 and check and make sure we aren't counting because it would be an obvious flaw. And I finally
42 realized why the date in the table that was referred to was incorrect. It was not April 5, 2012; it
43 was April 5, 2011, and in 2011 that was not during spring break week. And one of the other
44 intersections was also counted in 2011. The same date 2011 that date is correct in the table. The
45 actual count sheet from that count is in the Appendix of the report. You'll see the 2011 date
46 there.

47
48 Also there's a lot of comments about existing traffic problems there. We did observe very heavy
49 usage among bikes and pedestrians. The traffic analysis is done according to the City's

1 methodology and the City sets standards in terms of what is a significant impact both on
2 intersections, which is related to the level of service and the delay and on the increase in traffic
3 on a residential street segment, which is evaluated according to the [Tire] index. The City sets
4 forth criteria, not the developer of the [Tire] index as far as what's significant. The City has used
5 criteria when evaluating past projects that says a .1 increase in the [Tire] index, which is the limit
6 that is genuinely thought to be perceptible by residents as what is considered significant. And
7 the increase in project traffic is well below that level.

8
9 Chair Martinez: Thank you. I think the Commissioners may have questions for you and give you
10 a chance to respond. I'm going to close the public hearing at this point and bring it back to the
11 Commission. Do you want to take a five minute break or should we just keep going? With your
12 indulgence, please give us five minutes. No more than that. We'll be back.

13
14 **The Commission took a break.**

15
16 Chair Martinez: Anybody that wants to stay, take your seats. I think the Commissioners have a
17 number of questions for staff and for the applicant. I'm going to begin with mine to Steven
18 Turner. We don't really say in the Housing Element that we want to build housing without
19 children, do we?

20
21 Steven Turner, Advance Planning Manager: No.

22
23 Chair Martinez: Good. Thank you. Commissioners, questions? Commissioner Panelli do you
24 want to give it a start or do you want a minute? Just questions, clarifications. We want to make
25 sure that we start with a clear understanding of what it is that's being proposed, what are the
26 comments made both in the staff report and by the public that really need some clarification.
27 Commissioner Panelli. As much as you want, it's only 9:15.

28
29 Commissioner Panelli: I probably only have 45 minutes worth of questions. No, I'm kidding.
30 I'm kidding. I'd like Senior Planner Wong to just walk us through the scenarios because there
31 are certain possibilities for this site that are by right that would never even come in front of this
32 Commission. And so something's going to be built and you have a section in the staff report that
33 talks about if it were done as R2, if it were done as RM15, and if it were done as Village
34 Residential. Can you just walk us through those scenarios a little bit deeper? I really want to get
35 into understanding exactly what would go here if this doesn't go here. By right.

36
37 Mr. Wong: Absolutely. Yes, as mentioned the existing zoning is R2 and RM15 would allow up
38 to a maximum of 34 units and since if somebody decided to come in and develop those at that
39 density it is allowed by right. The Planning and Transportation Commission is hearing this
40 because it is a rezone, but if somebody comes in with a 34 unit subdivision they could get it by
41 right and it would just go to the ARB. It would not need to come to the Planning and
42 Transportation Commission.

43
44 Commissioner Panelli: Ok.

45
46 Chair Martinez: Can I do a follow up to that? And what about the section in the Comprehensive
47 Plan that recommends 18 to 15 that 8 would be more on the side that would be approved by the
48 City? Is that also discretionary or is it by right that the developer could do up to 15.

1 Mr. Wong: I believe that is more of a guideline versus any type of (interrupted)
2
3 Mr. Williams: Yeah, I think the discretion for the Commission and ultimately for the Council is
4 once you get into an application before you force some change in zoning or site and design or
5 something like that if it's not then staff has no discretion to say 8 versus 15 on it as long as it's
6 meeting the code requirements for height, setbacks, and all those kind of things. There's no
7 discretion other than what the design of the homes looks like and that's the Architectural Review
8 Board that looks at that.
9
10 Commissioner Panelli: And then let me just so that everybody has the same understanding here,
11 let me make sure I understand this. If PAHC said instead of using this site for senior affordable
12 housing let's use this site for working families affordable housing they would be entitled to the
13 35 percent density bonus. Is that correct?
14
15 Mr. Wong: That is correct.
16
17 Commissioner Panelli: And those could be conceivably three unit buildings, three bedroom
18 buildings?
19
20 Mr. Wong: Yes they could be. Yes.
21
22 Commissioner Panelli: And then I'd like to ask the applicant a question. I want to understand in
23 your senior affordable housing facilities versus your working families affordable housing
24 facilities what is the average tenancy for each one?
25
26 Ms. Gonzalez: The average tenancy (interrupted)
27
28 Commissioner Panelli: The average number of residents in each unit.
29
30 Ms. Gonzalez: So it depends on a multi-family property, a family property like next door we can
31 have two per bedroom plus one. So a three bedroom could have up to seven residents.
32
33 Commissioner Panelli: So let me understand this. Under what would be allowed by right with
34 the 35 percent bonus you could conceivably have 47 units with seven people in each unit?
35
36 Ms. Gonzalez: Yes.
37
38 Commissioner Panelli: Ok versus... and that's by right. We would not... Senior Planner Wong
39 am I correct we would not have any discretion over that?
40
41 Mr. Wong: That is correct.
42
43 Commissioner Panelli: Ok. And then in your senior affordable units what is the average number
44 of residents per unit? Is it like 1.1 or something like that or what is it?
45
46 Ms. Gonzalez: For most of our senior properties we have for example 57 unit Sheraton property
47 and we have 66 residents total. So (interrupted)
48

1 Commissioner Panelli: So like 1.3, 1.2, yeah. Great. Thank you. The reason I'm asking these
2 questions and I am absolutely sensitive to the traffic issue. Some of the speakers mentioned
3 something that I've mentioned before in the past, which is the whether it's perception or reality
4 that there's a North Palo Alto bias. Believe what you like. I actually live in South Palo Alto. I
5 probably live further south than anybody else in Palo Alto. I can see the Mountain View boarder
6 outside my balcony. So I know how bad Arastradero can be especially when I'm trying to get to
7 280 going north. It's, or anywhere on Foothill or in the business park up there.

8
9 The issue and I think we're conflating two things, the issue I see here is your comparing what
10 the, many in the public who are opposed are comparing the current, what the current traffic is
11 with nothing developed on that site to what this project is. And I think what we need to do is to
12 say there is nothing that we can do to stop development on this site. There are certain densities
13 by right. We have to compare it to what the traffic impact is going to be for this project versus
14 what the traffic will be by right for a project by right on that property. And that's what I'm
15 trying to get down to is sort of understanding that a little bit better.

16
17 Just to remind everybody I actually when this came up to us, was it in March? I think when it
18 was in March to initiate PC I voted against it. I voted against it primarily for two reasons. One, I
19 felt rushed on it. These PC's I take them very seriously and I like a little bit of more time to
20 think about it after I've gathered facts from the meeting that night. But secondly, and I think
21 most importantly is I think these kinds of facilities if they're going to be transit oriented to me
22 transit oriented doesn't meant just a third of a mile proximity, and I know there's this debate a
23 quarter or a third. It's a quarter of a mile as the crow flies. It's a third of a mile going down
24 Maybell. Should be close to in my opinion both bus, transit, and train, but also there should be a
25 significant number of amenities that are very close by. And so my preference was to see
26 something like this somewhere between El Camino Real and the Caltrain corridor and preferably
27 closer to one of the train stations, but that's not the project in front of us. And what we're being
28 asked to vote on tonight is this project. We need to make a decision based on what would go
29 there if this project doesn't go there and that's what in my opinion is in front of us.

30
31 The, you know what? For now I'm going to let my colleagues talk and we can come back
32 around to me for my, a second round. Thanks.

33
34 Chair Martinez: That was a good start. Thank you Commissioner. Any, I really want to sort of
35 do a round of questions to sort of clear the air of... yes, Commissioner Alcheck.

36
37 Commissioner Alcheck: I think it would be helpful if we can get the slide up that is of the table
38 on Page 11 of the staff report. If that's not possible that's fine, but I'm referring to the table on
39 Page 11 of the staff report. The question is for staff. We heard a lot of people speak tonight
40 about the traffic study and about traffic in general. I think I would benefit from knowing if
41 anything you heard tonight caused you to have less confidence in the numbers on this slide.

42
43 Mr. Williams: No. I don't think we heard anything that was different than we've accounted for
44 in the analysis.

45
46 Commissioner Alcheck: And a follow up. Is there anything that you feel is fatally flawed with
47 this traffic study? Is there something that should have been considered that wasn't?
48

1 Mr. Williams: No, we don't think there are other considerations. I do wish we had earlier on
2 incorporated some of the information on the bike and ped. counts that we showed tonight, but I
3 think the study was valid and still is valid.

4
5 Commissioner Alcheck: Ok, that's my question.

6
7 Chair Martinez: I have a follow up really to the Consultant from Hexagon if you could step
8 forward and also identify yourself so the recorder will know who is speaking.

9
10 Ms. Hunt: Michelle Hunt.

11
12 Chair Martinez: I know you stated a couple of times that you followed the City standards in the
13 way you conducted the report, but that doesn't address what we heard for almost two hours
14 tonight about what really exists out there. Is there a way in which you could've or sometimes
15 you do take what's, what this adds to as part of the conditions of not what this project needs to
16 mitigate, but you know it contributes to. Is that a reasonable request from a neighborhood that
17 really is up in arms about this?

18
19 Ms. Hunt: I think that the majority of the comments were related to the existing problems and the
20 purpose of the traffic analysis is to look at the increment or the change that would result from the
21 addition of the project trips. And so I think I wanted to emphasize that we're following the
22 City's methodology, not only in terms of the analysis method but also the criteria that led us to
23 the conclusion that the project would have an insignificant impact by itself and only under
24 cumulative conditions would cause an issue at Arastradero and Clemo and that there was a
25 mitigation for that being to have another access point. So does that answer?

26
27 Chair Martinez: Well it does, I mean it answers looking at me. If you turned around and
28 answered that way you'd see people saying no it doesn't answer our question because there is a
29 huge problem out there that's both perceived and real and we're asked to support something that
30 is in the thick of all that. And I think there's a level of not being very comfortable with saying
31 yeah that this is a great project just move ahead when there's a significant traffic issue that the
32 project becomes a part of. And maybe some of those things about emergency services and like
33 that are dramatically stated tonight, but much of that is just there. So I would have appreciated
34 from the applicant and the City to really just take some responsibility for this and I just wanted to
35 know if this is something that could have been done for us.

36
37 Ms. Hunt: I would just add that the, we did want to get not obscure the fact that this is a heavily
38 used bicycle and pedestrian corridor. And the analysis regarding the impacts and the
39 significance criteria that's quantified in nature doesn't meet the significant criteria, but even
40 aside from that our traffic reports look at more qualitative measures regarding the safety of the
41 environment for bicycles and pedestrians and the mitigation measures like the restriction in
42 parking along Maybell or even just the design of the project not having any driveways out onto
43 Maybell. And all these features are features that if they were different then we may have had
44 comments in our traffic report that said this project would've had, could have a potential impact
45 on safety of pedestrians and bicyclists because of these reasons. But those have been mitigated
46 and so the analysis of peds and bikes in this case because of the increase in traffic from this
47 project is so small is not affected per se by the handful of odd trips that are added by the vehicles
48 it would potentially be affected by any design features that would cause a safety issue, but there
49 aren't any that we found. And I believe that that's why staff has made the conditions of approval

1 that they have to address and make sure there aren't any impacts or increases to the hazards that
2 are already out there. And I understand there are. Any school that you go to whether it's in Palo
3 Alto or San Jose, I mean there are inattentive drivers as well as schoolchildren. So...

4
5 Chair Martinez: Ok. I apologize for putting you on the spot.

6
7 Ms. Hunt: Sure.

8
9 Chair Martinez: Yes, Commissioner King.

10
11 Commissioner King: Excuse me. Let's see. First I have a question on process. So which is
12 about the applicant brought us memos at the beginning of the meeting. And in general I'm
13 personally uncomfortable with us getting something that the public doesn't have at the time of
14 the meeting. Same with developer, sometimes there have been in the recent past developer
15 proposals that come at the very last minute of the meeting. Where are we on, I'm addressing this
16 to the attorney please. Where are we on that? Is that ok or?

17
18 Cara Silver, Senior Assistant City Attorney: Yes, Cara Silver, Senior Assistant City Attorney.
19 Because this is a quasi-judicial process the purpose of the public hearing is to receive evidence
20 that may not be available in connection with the staff report. So it is appropriate for you to
21 receive not only oral testimony from residents, but also documentation, the videos, the
22 photographs, all of that extra information is appropriate and does become part of the record and
23 you can rely on that in your determination.

24
25 Mr. Williams: And if I could just add I think where the line has been crossed in previous
26 instances where there's actually a revised proposal that comes in. that is something we would
27 certainly not want to entertain without it going back through more public review and staff review
28 to advise you on what that that proposed (interrupted)

29
30 Commissioner King: Ok, thank you. And then my other point, it seems a common refrain here
31 amongst with proposals is that well we didn't hear about it and no one told us. And so I would, I
32 don't know maybe I missed it in here, but it would seem appropriate to incorporate in the staff
33 report to us what was the actual process. Who was notified, when, what were the public
34 meetings as a part of the report. And that way if there are concerns on the part of the public we
35 can point to it and say well here is how the notice has occurred to date.

36
37 Ok, now questions. So I heard there has been reference to a no parking zone in front of the
38 proposed project on Maybell from 7:00 to 7:00 and I heard the word "probably" used by the
39 applicant. Can you address and while I'm on it the other one was I also heard somebody
40 comment on their being a no parking on Clemo, which I believe has free parking or available
41 parking on all of Clemo now. There's discussion of painting a red curb no parking zone there.
42 Could you please address those?

43
44 Mr. Wong: Commissioner King the condition of approval is that there will be no parking on the
45 southern side of Maybell from 7:00 to 7:00. So that is a condition of approval. It will be a
46 requirement and there is no proposal to paint the curb red on Clemo. I am not sure where that
47 reference came from.

1 Commissioner King: Ok, thank you. Yeah, I think one of the residents mentioned that. And
2 then let's see my question for Ms. Hunt is regarding the parking studies, I'm sorry, I'm not sure
3 if this was yours or staff or to whomever might address this. So there was a comparison then
4 with Stevenson House, Sheraton Place, Monte Vista regarding how much parking would be
5 appropriate. How do those developments tie in or compare to the demographics as far as I don't
6 know if those are, have any additional care requirements such that people would be less mobile.
7 Is that apples to apples comparison?
8

9 Mr. Williams: I think the applicant probably could best respond to that.
10

11 Ms. Gonzalez: We looked at parking at Sheraton Apartments, which we own and we have about
12 a 35 percent parking ratio, but it's independent living. We looked at the Stevenson House and
13 they have 45 percent parking ratio and it's also low income housing with I believe a little bit
14 more assisted living component to it. Our parking ratio is at 78 percent and we're independent
15 living. We were comparing it to other senior properties.
16

17 Commissioner King: Ok. So you have confidence that given the level of care and the type of
18 demographic to whom or whom would be attracted to this development that's, those numbers are
19 appropriate?
20

21 Ms. Gonzalez: Yes, and we looked at numbers statewide too. I just wanted to give some of the
22 more local numbers.
23

24 Commissioner King: Ok, great. And then for staff regarding the daylight plane exceptions for
25 the proposed development; is there a shade study done? Will there be any impacts to the single
26 family residences on the other side of Maybell from the project?
27

28 Mr. Wong: A solar or a shade study was done as part of the application and the single family
29 homes or the Tan Plaza would not be affected. The only structures affected were would be some
30 buildings in the Arastradero Park development.
31

32 Commissioner King: Ok. Thank you.
33

34 Chair Martinez: Vice-Chair, questions?
35

36 Vice-Chair Michael: So thank you. I have questions in two areas. I think the first question
37 [unintelligible] safety and relationship of trust between the City government and the community.
38 On the trust issue, which I think many people spoke eloquently to there's two issues. One relates
39 to the fact that in the draft Housing Element there is language about a program that references
40 this development and the potential number of housing units that would be provided if this
41 development were approved. And this would be counted towards the goal that the City has in its
42 Regional Housing Needs Allocation (RHNA) and at the Regional Housing Mandate Committee
43 this issue came up. There was public testimony from a number of people who are here this
44 evening and others and the committee was very concerned about this and there was a question
45 asked if it was necessary for the Housing Element to be certified that we have these units from
46 this development or if there's an alternative. Is the Council committed to approve this project
47 because that's in our ABAG allocation?
48

1 Mr. Williams: Thank you Vice-Chair Michael and I apologize that we didn't touch on that before
2 because that is an important point. So the committee, Regional Housing Committee did make
3 those comments and actually did direct us to be looking and seeing if there were alternative sites.
4 And we went to the Council on Monday night and requested that the Housing Element be
5 deferred from approval and that we would remove this site as its proposed and just leave it in at
6 the existing zoning level for the purposes of the Housing Element and that we believed that we
7 can find the incremental 40 units or whatever it is on some other sites that are already zoned that
8 wouldn't require rezoning and come back to the Council on the 10th of June. But we have to
9 work with the State Housing Department to be sure those sites are acceptable before we do that,
10 but largely at the direction of the Regional Housing Committee we were able to do that more
11 quickly than we thought. And so this, it's unfortunate these things kind of came together at that
12 time and created that concern and so we did back that out, that policy out of, or program for
13 rezoning this out of the Housing Element for now. Now if at some point this does get approved
14 then we can go back in there and modify it, but at this point we don't think we'd need to do that.

15
16 Vice-Chair Michael: Ok. So thank you for that. And then my next question is and this
17 somewhat goes to the letter that we received from the attorney, Kent Mitchell, on behalf of the
18 Coalition for Safe and Sensible Zoning who had concerns related to the financing arrangements
19 between the City and Palo Alto Housing Corporation. And I don't know if this was, this
20 information was available to the Commission in other forms. This is new to me in some respects
21 and I have a concern about ethics generally. I was involved in the private sector in drafting a
22 corporate code of conduct and in all aspects of compliance with the code of conduct and there's
23 an issue of an actual conflict of interest or an appearance of a conflict of interest.

24
25 And I was very surprised that particularly given the level of interest in the community that a
26 decision of this importance be made on the merits in the best interest of the community with
27 sensitivity to any public detriment, any public benefit, and all the different equities that the City
28 at a time when there would not have been a full opportunity for the community to be engaged in
29 thinking about or speaking about this issue extended a substantial loan. So this was new
30 information to me and it, I think it give the appearance of a conflict of interest if not an actual
31 conflict of interest. And I wonder if someone, maybe Director Williams or Attorney Silver could
32 clarify for us the significance of this. As with the Housing Element the Council when they make
33 their decision if it gets to the Council is perfectly free to turn this down or to approve it based on
34 the merits of the project and that this financing arrangement was in place previously does not
35 force their hand.

36
37 Mr. Silver: Yes, thank you Vice-Chair Michael. That is a very important point. Lots of times in
38 local government the City wears different hats and sometimes the City acts in its proprietary
39 capacity as a lender and will lend money to a worthy project that is in the community's interest.
40 And sometimes the City acts in its regulatory process where it issues permits. And so it's very
41 common for the City to take different actions in different roles with respect to a project. This
42 does come up often in local government and in this case there was a request by Palo Alto
43 Housing Corporation for City funds to assist in the acquisition of this site that came on the
44 market. That is done very frequently. City of Palo Alto has issued lots of loans to Palo Alto
45 Housing Corporation and other affordable housing providers and in fact has a separate housing
46 fund that is used to assist in the creation and development of affordable housing projects.

47
48 So that the Palo Alto Housing Corporation requested that loan there was a public hearing on the
49 issuance of that loan. The loan documentation was public record and as with other types of loans

1 like this the documentation provided that there was absolutely no requirement that the City issue
2 the permits that the developer had to go through the entitlement process just like any developer.
3 Of course we also follow that process when the City itself proposes projects. We do not as a
4 local policy here exempt ourselves from zoning requirements. So we do not believe that this is a
5 conflict of interest.

6
7 Vice-Chair Michael: Ok. So thank you for that. Let me just follow up and this isn't really a
8 question, but it's really a comment. I think it would have been from my perspective helpful if
9 the information that you just provided, which was a very good answer had been in the staff report
10 and had been part of what was before the public. Because this is a matter of laying out the facts,
11 which if they're well understood is open and transparent and accountable and those are the facts.
12 But I think it comes to us, at least comes to me tonight almost as if there's a whistleblower
13 saying there's something wrong and so that don't feel right. But thank you for the answer.

14
15 And then my other question and this maybe goes to either Director Williams or Chief Traffic
16 Engineer Rodriguez and that is that I guess the most poignant concern that I heard from the
17 community related to safety and I totally buy into that. And there was another major project in
18 the City that had to do with the Arastradero/Charleston corridor and the restriping. And we had,
19 and that was sort of a five year project and discussion and extensive traffic analysis and at the
20 end of that project which we approved and I believe the consensus was that was a good decision
21 although it was not without its controversy was that this issue of the cut through traffic as a result
22 of the constraints on Arastradero was something that maybe hadn't been fully analyzed. So I see
23 that pouring into this issue tonight as sort of a preexisting problem. It's not a problem related so
24 much to the incremental impact of the proposed senior housing so much as it's a preexisting
25 problem. And I personally was left feeling that there needed to be more follow up work from the
26 Arastradero restriping and from hearing from however many people spoke at us tonight I am still
27 persuaded that the City should do additional work. And maybe you could explain to us what
28 data you have and what are the conditions of the existing situation that we confront here?

29
30 Jaime Rodriguez, Chief Transportation Official: Thank you Vice-Chair Michael. My name is
31 Jaime Rodriguez. I'm the Chief Transportation Official for the City of Palo Alto and I can
32 provide you with a response in a couple of different ways. You know first with one of the things
33 that we're actually doing today as it relates to the concerns of the community regarding traffic
34 and safety around specifically the Maybell and on the Charleston road corridor,
35 Charleston/Arastradero Road corridor, we are in the process of being to initiate a bicycle
36 boulevard design project for Maybell. It's a project that we created in our work plan for the
37 current fiscal year and it's a project that we bid out for consultant selection this past spring and
38 we've brought on Fehr & Peers Transportation Consultants to help us design that facility. And so
39 we are aware of concerns of the way that bicycles and pedestrians and vehicles interact along
40 Maybell. We agree that there can be conditions onto the roadway that would better facilitate
41 those movements or at least encourage better integration of those uses. We don't know what
42 those solutions are yet. We haven't started that community outreach process. Our consultant
43 just came on board a little over a month ago and we will be actually implementing that as a
44 response of the implementation or I should say the adoption and retention of the Arastradero
45 Road project. That was one of the things that we recommended as part of that project is that we
46 advance the design of the Maybell bicycle boulevard and that's something that we immediately
47 did.

1 You know there was a lot of really good community feedback tonight regarding the concerns
2 about traffic on Maybell, about the bicycle interaction on Maybell with those vehicles as well as
3 the lack of the pedestrian facilities. Really that's an issue of the Barron Park community.
4 Barron Park has that condition because Barron Park has design guidelines that do not allow for
5 the installation of sidewalks. That is not a condition that the City has created, that's a condition
6 that the community has instituted amongst themselves and the condition [that are set forth on]
7 the City and as far as the increases in traffic is that coming from Arastradero or is that coming
8 from somewhere else? I mean unless we interview every motorist we really won't, we don't
9 know, but there are things that we do know that we do believe help increase that amount of
10 traffic that is happening.

11
12 Specifically Palo Alto Unified School District has increased the amounts of students that travel
13 to Barron Park School and the amount of students that travel to Juana Briones that are outside of
14 the neighborhood. So specifically with Barron Park for example, from 2009 to 2011 during that
15 period in which we were implementing the Arastradero Road project they brought in an
16 additional 200 students that were outside of the Barron Park community. That means that those
17 are students that are now being driven to that school by their families. Juana Briones between
18 2009 and 2011 has had an additional 150 students that are from outside of that specific
19 community in the areas that are east of El Camino Real. So that's ages of students that are not
20 likely riding bicycles or walking. Those are students that are being driven. That's a change in
21 patterns that aren't necessarily responsible for the Arastradero Road trial project that we did or
22 other projects that happen in the City. That's a direct change in the enrollment practices that are
23 being instituted by the District. Those are things that are outside of the control of the City of
24 Palo Alto.

25
26 And when we look at that amount of traffic that together are about a little over 350 trips, well
27 that coincides very closely to the increases in traffic that we were seeing along Maybell and other
28 parts of Arastradero Road, of Maybell and Barron Park. And we made those notes during the
29 presentation of the Arastradero Road project and we still feel that those are very valid reasons as
30 to why the neighborhood is experiencing those increases in traffic.

31
32 Chair Martinez: Ok, Commissioner King has a follow up to you Jaime before you go.

33
34 Commissioner King: He may have just answered it, but I was noting that when the graph was put
35 up of the trips that there had been no net change before and after the Arastradero calming project
36 on Arastradero, but there was I think one of the public noted a 60 percent increase on Maybell.
37 So that you're thinking that that is attributable to the increased elementary school enrollment or
38 are there other factors also?

39
40 Mr. Rodriguez: That's a primary factor as to why there's an increase in traffic on Maybell. And
41 actually the video that we saw, the great video that was put together by the community I mean
42 that's traffic that was going to Juana Briones. That's traffic that's going to that school. That's
43 traffic [outburst from public]. That's a combination of different things, but that's the area where
44 we know that there is a specific increase in traffic for students that are outside of the community,
45 again to the areas that are east of El Camino Real.

46
47 Commissioner King: Thank you.

48

1 Chair Martinez: Ok, I have a follow up for you so not so fast. I'm going to let Commissioner
2 Alcheck go first. Oh, ok. So you commented on the video. How would that video possibly
3 change with this project that you have planned for the bicycle boulevard?
4

5 Mr. Rodriguez: We haven't started (interrupted)
6

7 Chair Martinez: I know that, but sort of what's the image that you have for that interrelationship
8 between cars and kids that we saw.
9

10 Mr. Rodriguez: Thank you Chair. There were some very specific sections of that video where
11 when the video was being aimed at the existing four residential homes that are on the site of the
12 proposed project where there were parked vehicles. Well one, those vehicles will not be there
13 anymore as part of the proposed project. And as we begin to design the Maybell bicycle
14 boulevard as we do with all of the bicycle boulevard projects we have and we have another one
15 on Matadero Avenue we will actually look at not just the bicycle issues, we're going to be
16 looking at the bicycle, I mean the pedestrian interaction on that roadway with bicycles and
17 vehicles as well as the parking facilities and parking considerations or restrictions that we can
18 implement to make sure that roadway is opened up to its maximum capacity to allow for those
19 interactions to occur. There is a balance though. The simple solution here is well then restrict
20 the parking, but then where is that parking going to go? That's the flip side of that and that's
21 part of the design process that we'll be going over this summer and this fall with the community
22 for the Maybell bicycle boulevard project.
23

24 Chair Martinez: Ok. Thank you. I have a, I guess it's my turn. [I think so anyway]. I have a
25 couple of questions for the applicant. There was a comment or a concern from one of the
26 residents that this project could flip and become single family. What are your assurances and
27 safeguards that this is really a project that's going to continue for seniors?
28

29 Ms. Gonzalez: All of our funding sources and the affordable housing financing scheme is so
30 complicated again for the purchase of this we have five or six funding sources. Most of them are
31 contingent on it being a senior property for at least 55 years. So we received funds for example
32 from the County relying on the project being senior. And we would lose our funding.
33

34 Chair Martinez: And then we heard several suggestions to lower the density. I think the last one
35 40 units in the seniors and 6 units of single family. Could you do the project like that or
36 somewhere in between?
37

38 Ms. Gonzalez: Right now the way we've proposed the project is what makes it financially
39 feasible. Again the affordable housing finance is so complicated we had to pool so many
40 different financing sources. We had to come up with a creative solution, which was the mix of
41 single family homes and senior homes. A second complication is that or a second consideration
42 is that we don't see a significant impact with the property. So for example, if we reduce senior
43 housing from 60 units to 50 units it might reduce one a.m. peak trip. So it's very minimal
44 compared to losing 10 important apartments.
45

46 Chair Martinez: I understand. And from what I understand from the kinds of senior housing that
47 you're proposing to build these are pretty active seniors. Fairly healthy, independent living as
48 you described. Potentially a lot of them still working or part time or (interrupted)
49

1 Ms. Gonzalez: You know there's, sorry. There's a difference between seniors that are low
2 income seniors and in our senior properties they tend not to work. Again we have one senior site
3 called the Sheraton which has 66 residents and only one works part time. At the site next door
4 we have 47 seniors and only 42 work, I mean 42 do not work and only 5 work a combination of
5 part time, full time, and self-employed from the home. So our seniors typically do not work.
6
7 Chair Martinez: And this is a question but I'm saying it like I know what I'm talking about.
8 You're not, you can't restrict this housing just to Palo Alto residents, can you?
9
10 Ms. Gonzalez: We're applying for tax credits so it allows us to restrict, to give a preference for
11 live/work preference. So if you already live or work in Palo Alto you can get a preference.
12
13 Chair Martinez: Thank you for that.
14
15 Ms. Gonzalez: Thank you.
16
17 Chair Martinez: Commissioner Alcheck, you had something else?
18
19 Commissioner Alcheck: Yes. This is a, I just wanted to make sure I cross this one off my list.
20 We had a speaker tonight talk about the driveway on Clemo and how 22 feet is somehow against
21 the law that he participated in writing. Is that accurate?
22
23 Mr. Williams: No these lots all have frontage on public streets. It's not a private street. It's an
24 alley behind the properties. It's providing this access, but it's not a private street access because
25 they all have frontage on a public street either Clemo or Maybell.
26
27 Commissioner Alcheck: Ok.
28
29 Commissioner Alcheck: I'm ready to comment.
30
31 Chair Martinez: Yeah. Vice-Chair Michael.
32
33 Vice-Chair Michael: So this is a question probably for you Curtis and that is that in the work that
34 you and your staff have done on the Housing Element for the period of 2007 to 2014 there was a
35 pretty extensive and intensive search for available sites in the City. And we heard a lot of the
36 people who were here with significant concerns about safety and other impacts to the character
37 of the neighborhood but who also supported the importance of senior housing and affordable
38 housing and they had, they expressed the hope that perhaps that there was a different location
39 that would be appropriate. And so could you maybe clarify whether or not that hope is based on
40 any available data.
41
42 Mr. Williams: Yes the, so the sites that we've identified as potential housing sites in the City are
43 mostly sites that would have to be redeveloped to be used as housing as mixed use particularly.
44 So this is really unique in that there are not very many nearly [pause in audio] nearly vacant
45 parcels out there particularly with residential zoning on it. There are many underdeveloped
46 commercial properties, but we can't develop a senior housing project on those. They don't allow
47 fully residential uses on them.
48

1 So the inventory of potential sites for something like this is very slim number one, and then
2 secondly it has to be available and a deal made with an affordable housing developer to make it
3 happen. And so those things converged in this instance. The likelihood of that happening in
4 another case where the property owner may just want to sell it for as much as they can possibly
5 get and not deal with an affordable housing developer we wouldn't have control over. They
6 wouldn't have control over that. But it's just yeah, very limited sites identified in the Housing
7 Element and certainly I don't know that there are more than two or three sites in town that are
8 vacant or close to vacant and have a residential zoning on.
9

10 Chair Martinez: You know I really was impressed with that video. Probably for not the reasons
11 you'd think. I was impressed by how well behaved the kids on the bikes were and how
12 respectful and cautious the drivers were. If there were Miami Beach, forget it. All hell would
13 break loose on that corner.
14

15 So I mean it's a serious issue of kids doing what we want them to do and too many cars. It
16 seems to me that both sides, it was almost a tale of two cities that each side saw mostly the
17 problem from their point of view or the potential from the City's point of view. That here's a
18 great site; we can meet this great challenge of senior housing that we have and it doesn't have a
19 big impact. And the residents saying you know here's this huge dense thing and there is a big
20 impact that's already there. There's an impact. And it becomes the hardest thing for us to weigh
21 [kind of the] going forth what's the recommendation.
22

23 And for, if there were no project, if it stayed like it is or if there were a smaller project that
24 problem of traffic and the safety of the kids would still loom large. So it seems to me that there
25 needs to be a recommendation that the City has to do more about the Safe Routes to School.
26 That it's more than the bicycle boulevard. We better brainstorm this and really come up with
27 some good solutions to reduce the traffic and make it safer and there's only going to be more
28 kids. But let's not lose sight of the fact that this is a community that needs housing like this.
29

30 So it's very tough, you know it's a... those of you there's two vacancies on the Commission
31 coming up, mine and Alcheck's. I welcome you to volunteer to do what we try to do. It's not
32 an easy thing to do. Commissioner Panelli it's your turn.
33

34 Commissioner Panelli: Thank you Mr. Chair. I have a couple of questions for the applicant.
35 There were some comments by the public specifically referring to not only the impact of the
36 seniors who live or propose to live at this project, but also the service workers that are associated
37 with the project. Can you describe more in detail what that looks like on a 24 hour clock?
38

39 Ms. DeWit: Yeah so this is an independent living property so we, essentially there's an onsite
40 manager who is usually living at the property already. And then there is a service coordinator
41 that does come in that manages our Resident Services can explain this a little further if you want
42 more information, but they coordinate services that are going on, but usually services are going
43 on onsite. For instance like a chair yoga class or possibly a nutritional cooking demonstration
44 class, but most of the seniors at least at our Sheraton property are usually not up and out of the
45 house as far as I hear until like around 11:00 a.m. so the peak hour traffic of, that a lot of people
46 are having a concern with in the morning I don't feel like will be a conflict with our workers
47 onsite and the residents.
48

1 Commissioner Panelli: Let me ask you a follow up question to that. If that's true would you be
2 opposed to as part of the conditions of use that you could not have shifts start or end within those
3 peak hours. Say for example 7:00 to 9:00 a.m. or 2:30 to 6:30 p.m.?
4

5 Ms. DeWit: We're going to have our Property Manager come up here and answer that.
6 [Unintelligible]
7

8 Unidentified woman at 3:56:47: Can you ask, repeat that question?
9

10 Commissioner Panelli: So my question because there are a number of concerns about the
11 contributions to the traffic, potential traffic issues of not only the residents or proposed residents,
12 but also the incremental increase because of service workers associated with the site. My
13 question is would you be opposed to an additional condition that says that the starting and
14 stopping times of any of their shifts could not be during peak hours.
15

16 Woman: We could, we would certainly have control over services that we are providing. For
17 example, a yoga class or a cooking class or even our service coordinator for her to report later
18 rather than earlier. I think the only time, the only thing that we may not have control over is if a
19 specific resident has a caregiver. So for example if somebody has to give them medication and
20 the medication has to be given at 9:00 a.m. or whatever. However based again on the Sheraton,
21 which is our only senior property that we have almost all seniors we have very few residents who
22 need ongoing service where a caregiver comes in to give them medication. In most cases they
23 are independent and they don't need that service.
24

25 Commissioner Panelli: Ok. That sounds like there's a follow up here.
26

27 Ms. Hunt: I just wanted to clarify that the trip estimates that you've seen in our report and that
28 are in the table in front of you include all trips whether it's by residents or service workers who
29 come to give medication or teach a yoga class, even including the United Parcel Service (UPS)
30 delivery. Any trip that's going to and from that development is counted when we do our trip
31 generation surveys and it's reflected in the trip rates so just to clarify.
32

33 Commissioner Panelli: Yeah I understand that. Thank you. I'm just trying to think of ways to
34 additionally mitigate. Thank you Mr. Chair.
35

36 Chair Martinez: Let me ask one thing that I forgot to ask of the applicant. I understand that the
37 idea is to sell the 15 units to a developer to complete, yes? Is the intention that they'll be
38 designed and ready to go or is it just the concept and it's the responsibility of whoever buys that
39 part of the project.
40

41 Ms. Gonzalez: It's already been designed and approved by ARB. So we've designed it.
42

43 Chair Martinez: So there was some objection to three stories from community members. So is it
44 possible to revisit that and make that sort of something that could be worked with the
45 neighborhood organization or some other vehicle to make it sort of more appealing and more like
46 Barron Park?
47

48 Ms. Gonzalez: The three stories were only on the Clemo side. On Maybell there are two and two
49 and a half story so we have worked to set back the upper floors.

1
2 Chair Martinez: So is that a no? That it's a done deal and (interrupted)
3
4 Ms. Gonzalez: Well when the developer or the builder comes in he can obviously make some
5 more changes to it. At this point it's been approved by ARB.
6
7 Mr. Williams: If I could clarify. It's been recommended by ARB. The Planning Commission
8 and Council are reviewing this now so if there were changes you wanted to make or Council
9 wanted to make to that, the design you could do that. I would be, I would have concern about
10 something about going back and going through some other process because I think they need to
11 sort of conclude this process and know where they are in terms of making any final arrangements
12 with a private developer.
13
14 Chair Martinez: Yeah, I understand that. I was actually reflecting upon one of your opening
15 comments about if you thought three stories was inappropriate and two should be, would be a
16 better choice. We don't normally get involved in designing that so I was trying to tread kind of
17 lightly on that aspect. So, ok. It's more a suggestion at this point that if it would help the, your
18 relationship with the neighborhood and there's objections to the character issues that it might be
19 something worth doing to get the project moving forward. Yes, Commissioner King?
20
21 Commissioner King: Question for the applicant as well. There was some comment from the
22 public that there are senior units vacant in the area, low income senior housing units vacant. And
23 I think they were addressing what might be for sale units at the Moldaw Residences. Could you
24 address that?
25
26 Ms. Gonzalez: There are some units available at the Moldaw, but there is an entry fee associated
27 with it of about \$250,000 or more. So they're not necessarily for the lowest income residents
28 that we're targeting. So it's more in the 80 to 100 percent AMI that I think that's targeting.
29
30 Commissioner King: Thank you for clarifying and then another question. You mentioned the 55
31 year restriction to senior low income housing. What happens after the 55 years?
32
33 Ms. Gonzalez: Well with most of our, actually we don't have any properties that are 55 years yet.
34 But after the 55 years we can continue it as affordable. So (interrupted)
35
36 Commissioner King: When you say "can" it sounds discretionary. My concern is that the way
37 that the State laws are written in my mind unfortunately is that many of the low income housing
38 that has been developed around here and some of it in fact I think the Sheraton, it may have
39 been, I don't know if it's your facility, but one of the facilities came off after 30 years and then
40 it's free to be sold and make it market rate housing.
41
42 Ms. Gonzalez: That was Arastradero Park Apartments adjacent to this and we ended up buying it
43 to continue it as affordable. With some of our funding sources the limit is 55 years, but for
44 example there's an option to forgive the loan if we continue it as affordable.
45
46 Commissioner King: So if I wanted to be convinced that this will in perpetuity stay as affordable
47 housing could you convince me of that?
48

1 Ms. Gonzalez: Well its Palo Alto Housing's mission to build and develop and maintain
2 affordable housing in the City. And as long as we're around our goal is to keep it affordable.

3
4 Commissioner King: But there's no legal restriction that it must stay as, maybe staff? I don't
5 know.

6
7 Ms. Silver: Commissioner King, it is subject to the affordability requirement in the PC ordinance
8 itself. So in order to convert to market rate it would essentially have to apply for a zone change.

9
10 Commissioner King: Thank you. So the City would have control over any transfer to a different
11 use? Ok. That's great. Thank you.

12
13 Chair Martinez: Ok Commissioners it's time to get down to business. I want to hear where you
14 want to go with this. Commissioner Alcheck.

15
16 Commissioner Alcheck: Ok. I want to start by saying that the comments tonight have been
17 really informative. It may surprise you to learn that this far exceeds the attendance that we've
18 had in the year that I've been a member of this Commission. In fact I think every meeting we've
19 had you add up all the people who've come, this is more. All of them. And I think it's
20 important, I think it's important because this is meant to be a deliberative process and the more
21 the public engages with us I believe the better the outcome is.

22
23 It's clear that traffic is a major concern here. I don't think parking is the major concern. I think
24 that there will always be sort of differences of opinions about the style of the suggested project
25 and I don't think that's something that we're reviewing here, but I visited the site twice. I came
26 once on a Tuesday morning and I came on a Thursday afternoon. I was astonished by just how
27 busy it was. And I wasn't surprised by that video at all although I think it was very helpful. And
28 I'm very sympathetic to the concerns that were raised here tonight. I myself have two young
29 children and their safety is paramount.

30
31 You know there's, it's difficult when you're a new Commissioner. You've been here a year. In
32 October I think of 2012 we reviewed, I think we reviewed and suggested adoption of the calming
33 program be adopted forever or whatever. You know we made a suggestion to City Council that
34 it was great. I'm saddened tonight by the fact that you were not present at that meeting. There
35 may be an issue here about notification. Palo Alto Weekly agendas are maybe may not be
36 sufficient. But I just want to reiterate here that had I think a tenth of you come to suggest that the
37 Arastradero project was, calming project was such a devastating program in October, in the
38 October meeting I don't think I would have been comfortable suggesting that we adopt it forever.
39 And that's very difficult because now I feel like we have this problem that needs to be addressed
40 and I don't think it's outside the realm, I think we can revisit it and I think we should.

41
42 I think that the concerns of those who are opposed to this project, I don't think that those
43 concerns will be alleviated by the decision you're encouraging us to make. In fact, I think if this
44 property is not rezoned for this development that the current zoning will result in a bigger
45 project. I think that it may not be the answer you want to hear, but I think to some extent this is a
46 downzoning because of the nature of this project. And I visited the site, I looked at the eight
47 story building next door, I looked at the two and three story apartment building next door, and I
48 thought to myself this parcel does not justify low density. Nobody's going to build a single
49 family home next to an eight story tall building. It doesn't work. There needs to be some sort of

1 scale that makes these other parcels that are the neighbors kind of flow into the R1 residential
2 that exists across the street. So I think to some extent the result is going to be a greater density
3 than what we have across the street.
4

5 And I want to mention that the City is, tonight we had someone say the City's not required to
6 provide this low income housing. I think being a lender and being an equity holder are two
7 different things. I don't think for one minute that if we deny this project the City will suffer
8 some financial hardship. I'm sure that they're perfectly capable of paying the loan because
9 lenders don't participate in the fruit of your labor. And it's sufficient I think also to add that
10 while we are required to zone for these sort of low income opportunities no one's forcing low
11 income on this property owner. It's contrary, it's quite the contrary in fact. The property owner
12 is a nonprofit attempting to accomplish that goal of expanding affordable housing and that's no
13 small matter.
14

15 I don't want to suggest for one minute that any child's safety is worth a senior low income
16 housing unit. It's not. That's not how I feel. Not one, I don't believe that the safety of our
17 children is worth any low income housing. So that's not the tradeoff. I think the question is: is
18 this really the problem? Is this project really going to pose the problem? Is this rezoning
19 opportunity going to make it less, more likely that a bigger project won't come?
20

21 I want to add too that we live in a region where we're pricing out our friends and our family.
22 And I think we need to be really concerned about that. Some people tonight said that the project
23 is situated in an area where seniors don't have sufficient access to services. I don't think, I mean
24 there's an irony in that that some of the proponents of those arguments were self-proclaimed
25 seniors trying to preserve their neighborhood. It must be a wonderful neighborhood for seniors
26 and non-seniors alike and I don't think there's a corner in this City that isn't a wonderful place
27 for a senior to live.
28

29 I think that we have to come up with a creative solution for Maybell. I'll be honest the
30 installation of a commemorative plaque I think means absolutely nothing to anybody in this
31 room. I appreciate the sentiment. It's important to sort of identify our history, but maybe the
32 money you have, I know this is a non for profit. I know that your goals are very honorable. I
33 think any money that you have that you can contribute to maybe increasing the sidewalks on
34 those streets would be better used. I can't imagine anyone standing in the way, any Barron Park
35 resident standing in the way of the adjustment of the guidelines for Barron Park. Jaime
36 Rodriguez you referred to this, but I don't think anybody would stand in the way of saying
37 maybe we need sidewalks on Maybell all the way down and maybe parking is only on one side
38 of the street like it is on Newell and on Channing, I think. And we have a bike lane and we make
39 some serious changes to Maybell so that it's not awful.
40

41 This project is not the reason why Maybell is awful. This project is not the reason the woman
42 who drives her kids to school four houses away does that. It's not. And another project with 30
43 units, even 30 units that are three bedroom could be so much worse. And it doesn't accomplish
44 this, and we would have no oversight and it doesn't accomplish this very substantial benefit
45 which is low, affordable senior housing. So I hope that everybody here tonight that finds that
46 this process feels somewhat inequitable appreciates that there's so many complexities to this
47 issue and the goal is to provide the best result. The best land use recommendation.
48

1 I think I'm persuaded that the applicant has presented a project that fits that bill. It's a project
2 that is the best land use for that parcel. And I say that with tremendous respect for everybody
3 that came out tonight and I can commit to you all that I will not stand in the way of any effort to
4 create a more appropriate traffic situation on Maybell. I don't think anybody here will. And I
5 think that to some extent we should be reconsidering anything that created that situation for you.
6 (interrupted)

7
8 Chair Martinez: Do you have a Motion (interrupted)

9
10 Commissioner Alcheck: I don't want to make a Motion before the rest of the Commission has
11 had a chance to speak.

12
13 Chair Martinez: Well we can speak to the Motion.

14
15 Commissioner Alcheck: Alright. I will make a Motion to support this, the staff's
16 recommendation. I don't want to read it out.

17
18 Chair Martinez: I think for the record you should read the (trailed off)

19
20 MOTION

21
22 Commissioner Alcheck: Ok, hold on. I'm not rushing this process though. I do think all of you
23 need an opportunity to speak. And I'm making a Motion that we recommend to the City Council
24 that they approve this initial study and Mitigated Negative Declaration, that they approve a
25 resolution amending the Comprehensive Plan designation for a portion of the site for [Note—
26 mean from?] multiple family to single family and I'm recommending that, I'm making a Motion
27 that a Planned Community ordinance rezoning with conditions of approval of the subject
28 property from RM15 and R2 for a 15 unit single family and a 60 unit multi-family affordable
29 rental project for seniors including two concessions for providing affordable rental units under
30 California Code 65915 be made tonight.

31
32 SECOND

33
34 Chair Martinez: Thank you. Motion by Commissioner Alcheck. Is there a second? Ok, Motion
35 by Commissioner Alcheck and second by Commissioner King. I think you've spoken eloquently
36 to your Motion. I'm going to ask Commissioner King.

37
38 Commissioner King: Let's see. Yeah, I would just like to reiterate that it is great, the City's goal
39 of civic engagement it's great to see people come out on both sides of the issue generally
40 respectful of the other side. That's a good thing. And traffic is an emotional subject. I think
41 traffic sucks in Palo Alto and I'm not a big believer that building dense office, density in office is
42 a great thing for the City and I'm sometimes perplexed by when we up zone for office. On the
43 other hand we've got a lot of catch up to do whether you support ABAG's goals or whether you
44 just believe as Commissioner Alcheck mentioned that we want to be as inclusive as possible that
45 people can live here. I think housing is an admirable goal and particularly low income housing.
46 So on that grounds I think it's a great project.

47
48 And the alternatives I think I also agree that the traffic impacts would be much more significant
49 as would impacts to schools if the project were we said no and the project went to either an

1 alternative project by PAHC or went [or then was] sold in the private market I think the
2 alternatives would be much more impactful.

3
4 Regarding traffic safety I think that the net is actually a benefit regardless of what happens with
5 the bike boulevard study that you're going to go from no parking on one side of Maybell at the
6 site of the project to no parking at two sides of Maybell, which can only help. Regarding the
7 parking there were comments by the public about the neighboring project, also PAHC's project
8 and that does appear to be under parked. I looked and there's generally parking along the street
9 overflow and unfortunately that, I would hope that something could be done there to mitigate. If
10 the goal is to have seniors have a safe walking route to El Camino Real I would hope that
11 something could be done, but that project is a done deal.

12
13 This one seems to be much more thoughtfully planned from the parking standpoint. The changes
14 made including adding parking aprons for 18 more spaces since the initial proposal, the fact that
15 there is significant parking on Clemo in the event of overflow the reserve parking for the senior
16 units. All this to me makes it seem a significant improvement over its neighbor and some of the
17 multi-family condominium complexes that have been built that there are a lot of complaints of
18 under parking.

19
20 Regarding the density that was one of the concerns. As has been mentioned there are just so few
21 sites in Palo Alto where a project of this scope could be put and it would be great if it were near a
22 market and near more amenities, but it's just unlikely that that would be found. And from my
23 standpoint, in my opinion it's being sited next to a very dense apartment building that's several
24 stories taller than is the proposed project. On the other side is a park which will have minimal
25 impacts from the development. The other side is multi-family already that will have minimal
26 impact. It's near the main arterials and again we're keeping student growth low where any other
27 project would likely add a significant impact to the student population. So on those grounds I
28 support it.

29
30 My one concern, ideally I would prefer a project to stand, in this case the project is requiring the
31 single family residences be denser than would normally be required in that neighborhood or
32 allowed for zoning. And so I think that's the, in my mind the big imperfection is that they're
33 having to, we're having to basically sell some zoning variance to allow them to raise the money
34 to make the project work. I think it's positive that since the initial proposal they've come back
35 and on Maybell the neighbor there and the pedestrians and traffic there would have the most
36 visual impact of three stories and so they've changed that. It's a little hard to visualize exactly
37 what will be but they're now apparently two, two and a half stories. The visual impacts on
38 Clemo seem to be very minimal. You're facing the park. So I'm overall to get what I believe is
39 a valuable public benefit project done I'm comfortable recommending approval even with that
40 one weakness I think in the project. Thank you.

41
42 Chair Martinez: Thank you. Commissioner Panelli.

43
44 FRIENDLY AMENDMENTS

45
46 Commissioner Panelli: Thank you Mr. Chair. I'm still going back to the fundamental concept of
47 this project and I'm still not convinced that it is truly part of a transit oriented community. Or I
48 don't think it can really be classified as a transit oriented community. It's, it is indeed a third of
49 a mile on Maybell to El Camino Real. The amenities there at Maybell and El Camino Real

1 aren't what I would consider significant enough to be really available to satisfy all the needs of
2 most seniors. And I would prefer to see such developments either along the El Camino Real
3 corridor if it's going to be on the west side of El Camino Real or if it's on the east side of El
4 Camino Real in between El Camino Real and the Caltrain right of way.

5
6 The sense I get from my fellow Commissioners is my opposition to this project as it stands is,
7 well I'm probably in the minority. In fact my guess this will pass no matter how I vote. I'm
8 going to offer a Friendly Amendment to Commissioner Alcheck in exchange for my yes vote if
9 you care about optics and want this to be a unanimous or near unanimous vote. So I'm going to
10 make three specific Friendly Amendments and you can take some or all of them.

11
12 The first one is I'd like to see the number of market rate units reduced from 15 to 12. I believe
13 that since this property was acquired by PAHC they may be dramatically undervaluing those
14 market rate units. And from what I understand in your project you need a specific amount of
15 money. It would be interesting to see if you can still get that same amount of money from a
16 developer even if it were only approved for 12 units. I think you might be surprised. I'm not
17 sure, but if I look at my dad every week who lives in the Rose Garden in San Jose mails me the
18 San Jose Mercury News and 94306 always shows the biggest year over year spike in property
19 values. So something tells me that there's perhaps an opportunity there.

20
21 Secondly, I would like to put a two story maximum for the units on Maybell. I'm kind of
22 thinking this is a hybrid sort of R2/RM15 from that "L" shape where the market rate units are
23 going to be, but I think for those units it's important to preserve sort of the characteristic of the
24 Maybell properties. The Clemo properties maybe less so and I think the impact there is less. But
25 I think you can accomplish what you want to with two stories. If there are fewer total units
26 you'll have more square footage per unit. And then the last thing I would suggest in this
27 amendment is, or propose in this amendment is that any employees or contractors of the senior
28 facility neither start nor stop their shifts during the peak hours of 7:00 to 9:00 a.m. and 2:30 to
29 6:30 p.m.

30
31 Chair Martinez: Commissioner Alcheck?

32
33 Commissioner Alcheck: I think that I'd like to hear what some of you think about that. I'll start
34 out by saying, I'll start out by making a few comments and then I'd like to hear what everybody
35 says before I tell you what I think. Before I answer whether or not I would agree with that.

36
37 I want to start out by saying that I don't think the objective here is to create as many market rate
38 units as they can. So from their perspective it's a nonprofit. Their objective is not to create
39 market rate housing. They're just, I believe the number of units they've put in this application is
40 probably the result of some financial analysis. I'd feel more comfortable not restrict, not
41 creating that limitation only because the notion... I wouldn't want to be responsible for
42 jeopardizing the project because it wasn't financially feasible anymore if they lost three units,
43 which could amount to I don't know, \$2 million. I don't know.

44
45 I'll be honest with you the third amendment I'm not thrilled about because I don't think it's
46 enforceable. I don't think it's enforceable to dictate when their employees come to work. I also
47 don't think judging from what they said, I don't think that concern is so big because these trips
48 include everything from UPS drivers to yoga instructors, so (interrupted)

1 Chair Martinez: Commissioner Alcheck?
2
3 Commissioner Alcheck: Mostly it's the enforceability of the third one that (interrupted)
4
5 Chair Martinez: Why don't you just say no so we can move on? Ok? It sounds like you're not
6 leaning toward supporting the Friendly Amendment so.
7
8 Commissioner Alcheck: I'm not persuaded to adopt those. I'm not persuaded to accept the
9 Friendly Amendment.
10
11 Chair Martinez: Do you have other things Commissioner Panelli? Vice-Chair Michael.
12
13 Vice-Chair Michael: So on numerous occasions I'm told that it's very important to the City
14 Council that the Planning Commission meeting creates a record for the Council and that the
15 verbatim minutes of our meetings are read very carefully. So I think that the public participation
16 in this evening's meeting is as far as I'm concerned is echoing Commissioner Alcheck's remark
17 is of historic magnitude. I've been wondering where the people are and what they think and here
18 you are. And thank you for being so thoughtful. We were thinking, earlier today we just go over
19 the logistics and the agenda for the meeting in something called the pre-Commission meeting
20 and Chair Martinez meeting said that the people are going to come tonight and they are going to
21 be smarter and more articulate and more wise and more passionate than any of us on the
22 Commission and I think that was largely true. So I really appreciate your conviction for the
23 safety of your families and commuting, getting to work on time, and the character of the
24 community and everything else. It's just, it's humbling being up here. So I think you did your
25 job.
26
27 I think this is going to go to the Council one way or another. You know how we vote it'll still
28 get to the Council. So they will hear everything that you said. They will read it, they will pay
29 attention to it, and you'll probably attend their meeting as well. So this was good practice. Great
30 dress rehearsal. So great job.
31
32 I want you to know that we listen very, very carefully to what you said. I struggle with the
33 pronunciation of all your names so I'm sorry about anything that I mangled. And we really try to
34 understand all the points that were made both in opposition or in favor to the project and all the
35 nuances. There was one question as to whether any of us actually know what you live through. I
36 have lived in Barron Park. I really enjoyed living in Barron Park. I had a daughter who attended
37 Juana Briones and Gunn and we have a family that walks and cycles everywhere all around
38 town. And when I was a kid I was struck by a car on a bicycle and I can show you the scar. It's
39 pretty impressive. I'm not Linden Johnson, so I'm not going to do it here in the... and I hope
40 that never happens to any of your kids.
41
42 So awhile back the Commission dedicated an entire meeting to try to deepen our understanding
43 of how to analyze what constitutes a public benefit in relationship to a PC zoning request. And it
44 turned out that that was considerably more complex than I might have imagined. You know
45 there are questions of whether public benefit might be found as something that's intrinsic to the
46 nature of the project. What would be an appropriate nature of benefit if it wasn't intrinsic to the
47 project and is the benefit adequate? So the nature and adequacy of public benefit is an issue that
48 I think the public has the right to be very skeptical that this is being addressed rigorously and
49 analytically and systematically. And if it's not then is there something going on that shouldn't

1 be? And here I'm convinced that the need for housing, the need for affordable housing, the need
2 for senior housing is a significant public benefit. So it is complex, but I think that is to me very
3 important finding that we have to make if we approve this.
4

5 We also had a meeting earlier today about the Governance Element of the Comprehensive Plan,
6 which is coming close to its final draft. And we decided to propose that there be a section on the
7 Palo Alto process in the Governance Element, which would be new. And what we decided to
8 kind of express in the section was that it's intended that the Palo Alto process be one which is
9 characterized by accountability, transparency, and engaging with the community and that this
10 goes to the issue of public trust. And I hope that your experience this evening was that we
11 listened, that you're clearly engaged, that we and the staff and the Council are accountable for
12 whatever decisions that get made and notwithstanding some issues that I think we addressed
13 earlier, that this is a process which is fully transparent.
14

15 On the issue of housing need and safety I was thinking earlier about this that if there's a process
16 that has an objective that everyone sort of agrees with then you just want us to be efficient and
17 get the job done. But here we have the appearance at least of two competing objectives and you
18 have to sort of weigh to some extent one against the other or maybe you do or maybe you don't.
19 And we're also involved here kind of as the experience that we have in many of our private lives
20 is there's the sandwich generation. We're trying to take care of the elderly members of our
21 family and also our children. And that really is the essence of the issues that were raised in the
22 long discussion tonight. So the elderly need a place to live and our children need to get to school
23 safely, need to grow up healthy and be part of this community.
24

25 So with all that I think that change to some extent is inevitable. I think it's how we deal with
26 change and how we manage that change which defines the outcome and preserves or allows the
27 character of the community to evolve. And I don't think that there's any feasible alternative. I
28 think this is important and I don't think that there's additional mitigation that would be sort of
29 the magic solution to the issues. I think that there's many, many additional tasks that the staff
30 and the community need to do particularly with respect to safety that were addressed, but I'm
31 inclined to support the application for the reasons and factors that I've just gone over.
32

33 Chair Martinez: Wow. Well, our community won tonight. You won our attention. You will win
34 the attention of the City Council when it goes before them. We fully understand that this is a
35 big, big issue for this neighborhood and I don't want to add any amendments, but I would add
36 the recommendation that the City, City Council make this a high priority to address the safety of
37 children going to these schools, the impact of cars in the morning and the evenings, and just how
38 it affects the quality of life for all of you.
39

40 We didn't talk much about public benefits, which is supposed to be one of our findings and one
41 of the things you did convince me of is that a proposed public benefit, what the Vice-Chair called
42 the intrinsic benefit in the midst of an impacted neighborhood is not a benefit unless we also
43 address the larger issue. And so we are appears that as a body going to recommend that this
44 project be approved by the Council, but I would also like to see some of the public benefits that a
45 project of this scope would normally also include be added. So I'm not exactly sure the location,
46 but I think I would add a friendly or ask that we add a Friendly Amendment that the applicant be
47 required to extend those sidewalks along the edge to make that connection to the park that would
48 add that another level of safety to the community. So I'm asking Commissioner Alcheck to
49 accept that as a Friendly Amendment.

1
2 Commissioner Alcheck: Do, is there any concern that the Planning Department has with that? Is
3 there anything that we should be considering?
4
5 Mr. Williams: Trying to determine what the extent of that, is that mean the stretch in front of the
6 park? Extend it through the park basically, the frontage on Maybell? Because it's kind of
7 broken up in that.
8
9 Chair Martinez: Yes, to provide that continuity that is missing in front of the park.
10
11 Mr. Williams: Well maybe Jaime should address it. Talking all the way to Coulombe?
12
13 Mr. Rodriguez: Thank you Chair Martinez. That's something that we actually have talked about
14 internally and [something that] we talked about with the developer that there's a nice connection
15 that would be provided along the frontage but then that connection kind of terminates. And
16 that's to the point that some of the speakers I think tonight demonstrated very eloquently that
17 they have to walk on one side of the street where there's some type of a facility and then kind of
18 cross the street to get to the other and then kind of go back around the other way and there's a lot
19 of value from the perspective of connectivity, a huge benefit from the perspective of the
20 implementation of a bicycle boulevard that that is a longer continuous connection. I think to
21 where at a minimum would probably be a really good point to get to Coulombe because that's
22 the point to where people that are students that are traveling to Juana Briones that's where
23 they're going to be crossing the street from if they're all on the south side of the roadway. That
24 actually does in fact happen to be a long term recommendation of the Safe Routes to School
25 program for that community, for Juana Briones, for Terman, for Gunn that as part of that bicycle
26 boulevard implementation design that there be consideration given toward the pedestrian
27 facilities along the roadway whether that be a sidewalk or that be wider [unintelligible] for that
28 purpose like they [unintelligible] that's something that we could work out with the developer as
29 part of a recommended facility.
30
31 Mr. Williams: So if we could word that to be to essentially extend pedestrian improvements
32 down to Coulombe then we can work out whether that's, with the community, whether that's a
33 sidewalk or some other kind of improvement there.
34
35 Chair Martinez: Yes as one of their required public benefits. I'm good with that.
36
37 Commissioner Alcheck: I accept that.
38
39 Chair Martinez: Commissioner King?
40
41 Commissioner King: So just for clarity could you describe, so my understanding is that there is
42 no sidewalk in front of the current multi-family housing on the project side of Maybell. There's
43 no sidewalk in front of the project now, but the plan is with the project there will be sidewalk?
44 In front of the project. Is that correct? Is there a graphic? It would be great if we had a graphic.
45
46 Ms. Gonzalez: Yes, we're adding a five foot sidewalk.
47
48 Commissioner King: Ok. And that would extend to the corner of Clemo and Maybell?
49

1 Ms. Gonzalez: Yes.
2
3 Mr. Williams: Right.
4
5 Commissioner King: And then now we're talking about going through the park?
6
7 Mr. Williams: Down to Coulombe.
8
9 Commissioner King: Ok. I can't remember, is Coulombe at the other side of the park or it's the
10 next? Yeah, ok. And so then would that sidewalk take up part of the park or would it be out
11 what is now in the street? [Outburst from the public]
12
13 Mr. Rodriguez: Commissioner King we don't have a graphic here tonight that kind of shows
14 where the gaps are, where they exist. That's the point that I was trying to make earlier is that
15 there are just gaps in general and that connectivity at least to Coulombe does provide I think the
16 goal of the spirit of the benefit which you're trying to provide [off on] the project. I think I said
17 we just need to work out with the developer. We never tried to do that on paper.
18
19 Commissioner King: Well so, ok so my understanding is if we go, so currently we've discussed
20 the multi-family PAHC development between the proposed project and El Camino Real is under
21 parked and so that's used for parking now. And there I believe is no sidewalk. So there would
22 be additional consequences if we now put a sidewalk in there and then did not have parking,
23 extended no parking through to El Camino. Correct?
24
25 Mr. Rodriguez: So the, there's portions of the frontage of Maybell that parking exists and doesn't
26 exist. I think with the project as its proposed today they're going to provide a sidewalk and there
27 is room for parking in front of that sidewalk. The conditions of approval that we've developed
28 with the developer to make sure that that is not parked during the day or at least between 7:00
29 and 7:00 so that it's made available for bicycle and pedestrian use, but that does provide for
30 parking for evening use for visitors for the residents of those single family homes or for the
31 visitors at the low income housing.
32
33 Commissioner King: Ok. I mean it would be hard for me to vote on this because I'm a little bit
34 confused about without seeing it visually and whether your Friendly Amendment was all the way
35 to El Camino Real or just from the project to Coulombe so I'll let you finish.
36
37 Chair Martinez: The way we left it Jaime was going to work with the applicant to [work out the
38 deals exactly] what that was.
39
40 Mr. Williams: I think that's helpful to let us work on that and then if the direction is to include
41 that benefit in the presentation to the Council.
42
43 Chair Martinez: Perfect.
44
45 FRIENDLY AMENDMENT ACCEPTED
46
47 Commissioner Alcheck: I think that's acceptable.
48

1 Chair Martinez: Anyone else? I'm sorry he was shaking his head. [Unintelligible] blocking your
2 view.

3
4 Commissioner King: Yeah, I agree because Council could always reverse it out if they want
5 upon being further fleshed out.

6
7 VOTE

8
9 Chair Martinez: Or make it even better. Ok. I'm going to call for the vote. Those in favor of the
10 Motion raise their hand and say aye (Aye). Ok and those opposed? Ok. The Motion passes one,
11 two, three, four to one with Commissioner Panelli opposed. I want to thank you all; those of you
12 who have managed to stay very much. It's been great.

13
14 MOTION PASSED (4-1-0, Commissioner Panelli nay, Commissioners Keller and Tanaka
15 absent)

16
17 **Commission Action:** Commission recommendation to Council regarding new Planned
18 Community (PC) zone district and Comprehensive Plan land use designation amendment
19 approved. Motion by Commissioner Alcheck, second by Commissioner King, Ayes –
20 Commissioners Alcheck, King, Chair Martinez, and Vice-chair Michael; Nay – Commissioner
21 Panelli; Commissioners Keller and Tanaka absent. (4-1-0)

COMPREHENSIVE PLAN COMPLIANCE

567-595 Maybell Ave. – Single Family and Multifamily Residential Development

The proposed project is consistent with the listed Comprehensive Plan goals, policies, and programs.

Land Use and Community Design Element

Policy L-6: Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning districts boundaries at mid-block locations rather than along streets wherever possible.

Program L-4: Review and change zoning regulations to promote gradual transitions in the scale of development were residential districts abut more intense uses.

Policy L-13: Evaluate alternative types of housing that increase density and provide more diverse housing opportunities.

Policy L-14: Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street.

Policy L-17: Treat residential streets as both public ways and neighborhood amenities. Provide continuous sidewalks, healthy street trees, benches, and other amenities that favor pedestrians.

Policy L-75: Minimize the negative physical impacts of parking lots. Locate parking behind buildings or underground wherever possible.

Policy L-76: Require tress and other landscaping within parking lots.

Program L-76: Evaluate parking requirements and actual parking needs for specific uses. Develop design criteria based on a standard somewhere between average and peak conditions.

Transportation Element

Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use. Transit stations and bus routes present opportunities for higher density development.

Policy T-23: Encourage pedestrian friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art and interesting architectural details.

Program T-36: Make new and replacement curbs vertical were desired by neighborhood residents.

Natural Environment

Program N-16: Continue to require replacement trees, including street trees lost to new development, and establish a program to have replacement trees planted offsite when it is impractical to locate them offsite.

Policy N-28: Encourage developers of new projects in Palo Alto, including City projects, to provide improvements that reduce the necessity of driving alone.

Housing Element

Policy H-2: Identify and implement a variety of strategies to increase housing density and diversity in appropriate locations. Emphasize and encourage the development of affordable and attainable housing.

Program H-2: Encourage development densities at the higher end of allowed density ranges in multiple family zones by using methods such as preferential or priority processing and application fee reductions for projects that propose development at the higher end of a site's allowed density range and that provide affordable housing in excess of mandatory BMR program requirements. Consider increasing minimum density requirement in multiple family zones in all Comprehensive Plan land use designations that permit housing.

Program H-21: Where appropriate and feasible, allow waivers of development fees as a means of promoting the development of housing affordable to very low, low, and moderate income households. Waivers should be considered for projects that proposed affordable housing units in excess of the minimum City BMR Program standards either in terms of the number of the affordable units or the household income levels that the project is targeted to serve.

Program H-3: Continue to support the re-designation of suitable vacant or underutilized lands for housing or mixed uses containing housing.

Program H-23: Require all City departments to expedite all processes, including applications, related to the construction of affordable housing above minimum BMR requirements.

Policy H-12: Encourage, foster and preserve diverse housing opportunities for very low, low and moderate income households.

Note: This list is not exhaustive. Additional policies/programs may be added to this table for subsequent review and comment by the P&TC or the public .

Summary of Amendments to the May 9, 2013 Mitigated Negative Declaration

Table of Contents	Page No.	Section	Revision	Purpose
E. Cultural Resources	19	Conclusion	Less than significant changed to No Impact	Administrative Error
G. Greenhouse Gas Emissions	23	Discussion	<p>Added following language:</p> <p>On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds contained in the BAAQMD's 2010 CEQA Guidelines (BAAQMD Homepage, accessed May 2012). As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines (updated May 2011) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. However, the BAAQMD has been ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. Lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project.</p>	Clarification

			For this IS, the City of Palo Alto has determined that the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the San Francisco Bay Area Air Basin are the most appropriate thresholds for use to determine air quality impacts of the proposed Project. First, Palo Alto has used the May 2011 BAAQMD thresholds in previous environmental analyses under CEQA and found them to be reasonable thresholds for assessing air quality impacts. In addition, these thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, the city concludes these thresholds are considered reasonable for use in this IS.	
I. Hydrology	28	Table	No impact changed to Less than Significant Impact	More accurate assessment
I. Hydrology	29	Water Quality	Added language acknowledging the increase in impervious surfaces on the site however with the project meeting the C3 requirements, it is a less than significant impact.	Address level of impact change
J. Land Use and Planning	32	Conclusion	Less than significant changed to No Impact	Administrative Error
N. Public Services	36	Conclusion	Less than Significant changed to No Impact	Administrative Error
O. Recreation	37	Discussion	Added language that the Single Family dwellings are required to pay the City Park fee and the Sr. Development not expected to utilize park to significant degree and has their own community garden geared towards senior outdoor	Supporting Analysis

			recreational use and therefore no impact to Recreation	
O. Recreation	37	Conclusion	Less than Significant Impact changed to No Impact	Administrative Error
P. Transportation	42	Discussion	Added discussion of emergency access: The project is served by Station 5 which is located less than one mile away. Station 5 has existing capacity to serve the project. The Fire Department has reviewed the project site plans to ensure there is adequate emergency access.	Clarifying language
P. Transportation	43	Discussion	Added discussion of bike/pedestrian safety: The Project will enhance bike and pedestrian safety on Maybell by eliminating four existing driveway curb cuts on Maybell, by restricting parking on Maybell and by providing a sidewalk on Maybell. The small increase in AM peak trips on Maybell is not expected to interfere with the bicycle/pedestrian safety on Maybell in the AM peak. It is expected that the majority of outbound trips generated by the Project would exit onto Clemo towards Arastradero (6 vehicles in the AM peak hour) or turn right from the APAC easement on Maybell and travel east on Maybell in the opposite direction of bicyclists commuting to school (3 vehicles in the AM peak hour), while the project would add only two vehicle trips to the peak westbound direction on Maybell during the AM peak hour	
Q. Utilities and Service Systems	47	Conclusion	Less than Significant Impact changed to No Impact	Administrative Error

R. Mandatory Findings of Significance	48	Discussion	Under cumulative considerations, only potentially significant traffic impacts were identified. With mitigation measures, the traffic impacts are less than significant. No other thresholds of significance were exceeded under cumulative considerations.	Clarifying language
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Master Responses to General Comments Received on 567 Maybell Avenue Proposed Planned
Community Zone District and Comprehensive Land Use Amendment Initial Study/Mitigated Negative
Declaration

While the California Environmental Quality Act (CEQA) does not require the City to prepare Responses to Comments on a Mitigated Negative Declaration, these master responses have been prepared to assist the Council in determining whether the Mitigated Negative Declaration should be approved. As a threshold matter, many of the public's comments did not address environmental issues and thus fall outside of the scope of review under CEQA. The below Master Responses to Comments focus on comments relating to environmental issues. Other policy related issues raised in Comment letters are addressed in more detail in the Staff Report.

1. Existing Traffic on Maybell Is Congested and Unsafe. Many commenters noted that the existing traffic conditions on Maybell were congested and unsafe to pedestrians and bicyclists in the AM peak. It is important to note that the City may not require a proposed Project to mitigate existing problems. CEQA only requires a project to mitigate its own incremental impact to existing and projected cumulative conditions.
2. Traffic and Circulation Impacts on Maybell.
 - a. Increased traffic on Maybell. Many complaints have been received about the additional cars on Maybell, especially in the morning hours during school drop off. The Project is not expected to have significant AM peak hour traffic. (See Senior Parking comment below.) The Project will eliminate the four existing driveway curb cuts on Maybell and instead provide access to and from Maybell via the existing Arastradero Park Apartment Complex driveway. In addition, the mitigation for the Project provides for an additional ingress/egress on Clemo to Arastradero, further reducing trips on Maybell. The small increase in AM peak trips on Maybell is not expected to have any impact on the existing traffic on Maybell.
 - b. Bike/Pedestrian Impacts. The Project will enhance bike and pedestrian safety on Maybell by eliminating four existing driveway curb cuts on Maybell, by restricting parking on Maybell and by providing a sidewalk on Maybell. The small increase in AM peak trips on Maybell is not expected to significantly interfere with the bicycle/pedestrian safety on Maybell in the AM peak. It is expected that the majority of outbound trips generated by the Project would exit onto Clemo towards Arastradero (6 vehicles in the AM peak hour) or turn right from the APAC easement on Maybell and travel east on Maybell in the opposite direction of bicyclists commuting to school (3 vehicles in the AM peak hour), while the project would add only two vehicle trips to the peak westbound direction on Maybell during the AM peak hour
3. Cumulative Impacts. The City used an annual land use growth rate of 1.1% to estimate cumulative traffic conditions. This growth rate was based on the detailed analysis of growth projections for Palo Alto and neighboring cities contained in the Stanford Medical Center EIR,

the latest large scale EIR prepared by the City. A 1% annual growth rate is commonly used to project cumulative traffic conditions in TIA's prepared in Santa Clara and San Mateo county projects.

Commentors have noted increased traffic volume on Maybell between 2008 and 2012. Staff has studied this increased traffic on Maybell and has concluded there are several causes: (1) re-adjustment of school start times such that Gunn High School and Juana Briones start within 15 minutes of one another; (2) Arastradero re-striping and (3) increased school enrollment at Juana Briones. These discrete activities are one-time occurrences and the City does not expect traffic volume to continue to increase due to these factors. Further, traffic counts on Maybell were taken after these one-time events occurred and the resulting traffic was from these one-time events was thus incorporated into the existing conditions baseline. (See attached supplemental report from Hexagon.)

The stop-controlled Clemo Avenue approach to Arastradero Road is expected to degrade to LOS E during the AM peak hour under cumulative no project conditions due to the anticipated growth in background traffic. The project was originally proposed with a single access point on Clemo Avenue that would have meant that all outbound project trips would have been added to the stop-controlled Clemo approach increasing the average delay on the approach by over five seconds per vehicle. The currently proposed project includes direct access to Maybell Avenue via an easement to the APAC driveway. With the access easement, the project is anticipated to have a less than significant impact on all study intersections.

4. Emergency Access. The project is served by Station 5 which is located less than one mile away. Station 5 has existing capacity to serve the project. The Fire Department has reviewed the project site plans to ensure there is adequate emergency access. (See Attachment K to June 10, 2013 Staff Report.)
5. Inadequate Parking. Amendments to Appendix G have eliminated the checklist item regarding parking capacity. The lack of parking (especially on-street parking) while it may be an inconvenience it is not an environmental impact. See San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th, 656.

The municipal code allows for a 50% parking reduction for senior housing projects (18.52.050).

The plan provides for 42 parking spaces with five reserve spaces for a total of 47 spaces for the senior development. One space would be an electric vehicle (EV) space. The City requires 1.5 units per one-bedroom unit and 2 spaces per two-bedroom unit. Therefore the development would typically require a total of 97 parking spaces (90 spaces for the residents and 7 spaces for guest parking). However, the City has recognized that senior developments generate less traffic impacts and require less parking than other residential developments. The developer is providing a total of 47 parking stalls for 60 units or a ratio of .78 stalls per unit. Seven of the stalls have been designated for guest parking for the senior development. This ratio is consistent or exceeds other parking

ratios for senior developments throughout the City. In addition, staff has researched affordable senior residential project parking ratios. In a 1996 paper presented to the Institute of Transportation Engineers about Senior Housing Trip Generation and Parking Demand Characteristics, the paper concludes that the average peak demand is .4 vehicles per dwelling unit for residents, employees and visitors. In another affordable housing parking study conducted by the City of San Diego in 2011, it concluded that the demand for parking is .6 for a one bedroom unit in an urban area. Therefore, the .78 parking ratio proposed by the applicant is above the either of the findings. This ratio is higher than other existing affordable senior housing developments throughout the City and the region.

Below is a table that provides a summary of parking at other nearby affordable senior properties.

PROPERTY	TOTAL UNITS	SPACES PROVIDED	PARKING RATIO
Sheridan Sr. Apts.	57	20	.35
Stevenson House	120	58	.48
Fair Oaks Plaza	124	84	.67
MAYBELL	60	47	.78

Parking for the single family homes would be provided with two car garages. Access to the garages is from the interior of the project site. Driveways for all the units on Maybell Avenue are proposed for each home and would accommodate two additional automobiles.

6. Project Could later convert to Multi-Family Units. The project is premised on the fact that the 60 units will be occupied by low and very low income seniors. Accordingly, these units have lower parking demand as well as reduced traffic and school impacts. The PC Zone Ordinance restricts the use of the 60 units to Senior citizen units and the use could not convert without a formal zone change.
7. Aesthetics. Commentors have stated that the project would block views of the foothills. Looking up Maybell the existing street trees and the oaks currently block the view to the foothills. To the extent there is a nominal street view of the foothills the proposed project would not block the street view as the project will be set back on Maybell. There is no view of the East Bay foothills from the Maybell. (See attached maps.) Therefore, the project will not have an adverse impact on a public view or view corridor.

The proposed four story building is located more than 200 feet from Briones Park and therefore will not create a shadow on public open space. Likewise, the four story building will not create a shadow on the public areas of the adjacent APAC apartments.

Residents have questioned whether increased density would be inconsistent with the surrounding density and would deteriorate the quality of life in the area. Staff notes, however,

that immediately adjacent is the Tan Plaza, which by comparison is a 61 unit development on 2 acres, with a height of approximately 100 feet. Also immediately adjacent on the east side is the Arastradero Park project, a multi-family affordable housing development also owned by the PAHC. Only one side of the project (across Maybell) is characterized by single-family development. The "high density" portion of the site is set well back (more than 100 feet) from homes along Maybell, abutting the Tan Apartments site. So the result is a logical step-down and transition from Arastradero Road and the Tan Apartments, to the new senior project and the adjacent Arastradero Park Apartments to the new 2-3 story single-family homes, then across Maybell to the existing 1-2 story homes in the neighborhoods.

8. Agricultural and Forest Resources. The project site is not located in a "Prime Farmland", "Unique Farmland", or "Farmland of Statewide Importance" area, as shown on the maps prepared for the Farmland Mapping and Monitoring Program of the California Resources Agency. The site is not zoned for agricultural use, and is not regulated by the Williamson Act. A portion of the site contains a nonfunctioning peach orchard. The site was part of a larger orchard which was active between 1909 and 1990, and which included the adjacent site which is now Briones Park. The remaining orchard is on approximately two acres of the site and is surrounded by urban uses and is no longer suitable for agricultural use.
9. Land Use and Planning. A PC zone is permitted in any area of the City provided the findings specified in the PAMC are satisfied. The Project meets the required findings:

(a) The site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development.

The proposed Planned Community zone district at 567 Maybell is necessary to insure the feasibility and long term preservation of the affordable housing land use. The PC ordinance provides the ability to develop specific land uses for the property, but does not assure availability to seniors and/or at affordable rates. In this instance, the PC requirements can be written to specify the affordability of the land use and the occupants. If at a subsequent date, the multifamily land use is proposed to be changed from affordable to market rate, the proposed change would need to be considered by the Council. In general or combining districts, the Council would not have the ability to consider the affordability level of the multifamily land use.

(b) Development of the site under the provisions of the PC planned community district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the Planning and Transportation Commission and City Council, as appropriate, shall specifically cite the public benefits expected to result from use of the planned community district.

The proposed main public benefit is 60 units of much needed affordable housing for seniors. It has been documented that a large percentage of seniors live at or below

the poverty line. During the recent economic decline, a number of seniors have lost their retirement savings, creating even a greater number of seniors on a limited income.

Based on the proposed project of 15 single family homes and 60 multifamily affordable senior units, the applicant is proposing a number of additional public benefits to enhance the safety of Maybell and Clemo Avenues. The applicant, in an amount not to exceed \$200,000, proposes to perform all of the following improvements:

1. Install sidewalks on all no-paved segments of the southern side of Maybell Avenue to improve pedestrian safety and walkability of the street.
2. Provide Maybell Avenue safety design enhancements from recommendations developed through the Bicycle Boulevard and Safe Routes to School implementation process.
3. Reconfigure the western side of Clemo Avenue to accommodate perpendicular parking to account for the reduced parking on Maybell Avenue from 7 AM to 7 PM.

(c) The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan, and shall be compatible with existing and potential uses on adjoining sites or within the general vicinity.

A number of Comprehensive Plan Policies have been compiled to demonstrate that the project is consistent with the Comprehensive Plan. The list of policies is included as Attachment H to the staff report. The proposal allows the City to provide for needed housing, consistent with Housing Element goals, to meet demographic trends, while minimizing traffic and school impacts.

In addition, Government Code 65915 requires that a city and county shall grant incentives or concessions to an applicant who agrees to provide, under a 30 year commitment, housing units for low and moderate income households as defined in the Health and Safety Code, which is the standard reflected in Palo Alto's Below Market Rate (BMR) regulations. Government Code(GC) 65915 (d) (A) provides for (i) one concession for projects providing 10% of its units allocated for lower and moderate income households; (ii) two concessions for projects providing 20% of its units allocated for lower and moderate income households; and (iii) three concessions for projects providing 30% of its units allocated for lower and moderate income households. The development is providing more than 30% of its units for affordable housing as the applicant proposes to provide 60 affordable units. This means the applicant could choose to use three concessions.

The applicant is requesting two concessions to address: 1) the senior building height exceeding the 35 foot height limitation (a 50 foot height is generally allowed for a PC zone but is reduced to 35 feet due to its proximity within 150 feet of residential zoning)

and 2) relief from the more restrictive PC zone daylight plane requirement (again specific to the nearby residential lots). These concessions are generally allowed “by right” through State law. The jurisdiction must grant the concession unless the jurisdiction finds that the concession is not necessary for the production of the affordable housing or if it creates an adverse impact on a Historical Resource.

10. Recreation Impacts. The 15 units of market rate housing will be paying Park impact fees which fees are collected to mitigate any impacts to neighborhood parks. The senior units are exempt from park impact fees but are not expected to utilize the park in a way that would lead to accelerated deterioration. In addition, the senior units will have an on site community garden designed to address the outdoor recreation needs of the seniors. The fourth floor of the senior complex will also have a roof terrace and an exercise room available for all the residents.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 4, 2013

Mr. Rafael Rius
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94303

Subject: Maybell Senior Housing Traffic Study -- Response to Growth Rate Comment on Growth Rate

Dear Mr. Rius:

Hexagon Transportation Consultants, Inc. prepared the traffic study for the proposed senior housing project at Maybell Avenue & Clemo Avenue in Palo Alto. The traffic study is dated May 31, 2013. We understand that the city has received a comment from a nearby resident that the growth rate assumed for the cumulative analysis is too low. This resident has checked traffic counts from previous city traffic studies on Maybell Avenue, which show that the traffic volume has increased substantially over the recent years.

The growth rate used in the traffic study was 1.1% per year, starting from the date of the traffic counts through year 2020. This calculates to about 9% growth. The basis for the growth rate was the Stanford EIR, which was certified in June 2011. The Stanford EIR used the city's travel demand forecasting model to develop year 2030 traffic forecasts, starting from year 2005 (25 years of growth). Hexagon took the resulting traffic growth forecasts and divided them by 25 to represent a one-year growth rate, which calculated to 1.1% (not compounded). Thus, the cumulative growth rate of 1.1% per year represents overall citywide growth resulting from expected future increases to jobs and population within the city.

This same approach to calculating future traffic volume for the cumulative scenario has been used in all recent traffic studies in Palo Alto. Also, most traffic studies throughout the cities in Santa Clara County use a growth factor of 1% per year to calculate future traffic volume. Therefore, the approach used for the Maybell traffic study is consistent with past and current practices.

The comment letter has calculated that peak-hour traffic volume on Maybell Avenue has increased much more than 1% per year in recent years. This is due to three specific factors, as follows:

Arastradero Reconfiguration. Toward the end of 2010 Arastradero Road was restriped to add a center turn lane and in some places the number of lanes was reduced from 4 lanes to 2 lanes. This in addition to traffic increases in the area could have led to more traffic on Maybell Avenue.

Increased School Enrollment. There are three schools that are served by Arastradero Road and Maybell Avenue: Briones Elementary School, Terman Middle School, and Gunn High School. These schools have increased their enrollment over the last three years and in particular increased enrollment of students from outside the Barron Park area.

Changed School Start Times. Gunn High School and Juana Briones used to have staggered start times. Between 2010 and 2012, the start times were adjusted so that now Gunn, Terman and Juana Briones all have start times within 20 minutes of each other.

These three factors have led to the observed increase in peak-hour traffic on Maybell Avenue. It is not expected that two of these factors would come into play in the future. There are no plans for further traffic restrictions on Arastradero Road. The school start times are already essentially simultaneous. Any increase in school population would be captured by the overall growth rate used in the model.



Mr. Rafael Rius
June 4, 2013
Page 2 of 2

In conclusion, Hexagon does not see any factors on the horizon that would increase traffic on Maybell Avenue any more than the 1.1% per year that is assume din the cumulative traffic analysis. We believe that the large traffic increases that have occurred in the past are anomalies that won't recur.

Thank you for the opportunity to conduct this analysis. If you have any questions, please do not hesitate to call.

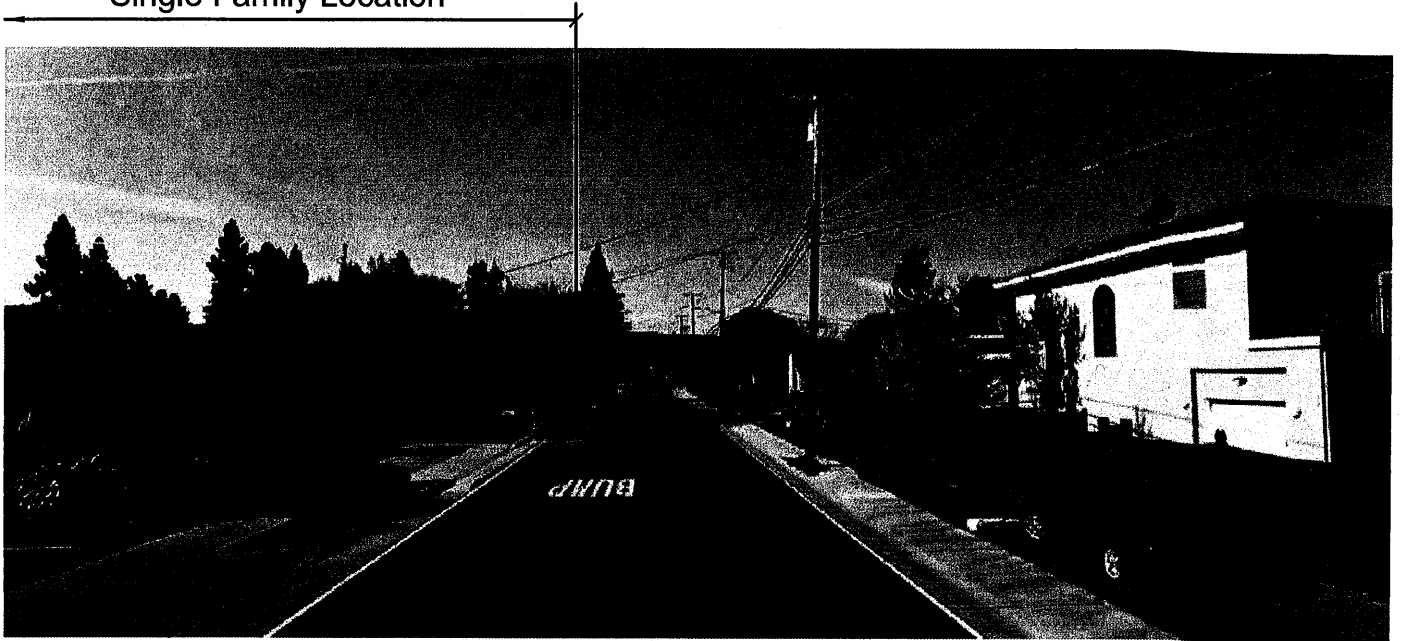
Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "Gary Black".

Gary Black, President

Proposed Maybell Avenue
Single Family Location



MAYBELL AVENUE - LOOKING SOUTH

MAYBELL AVENUE
PALO ALTO, CA
PALO ALTO HOUSING CORP.

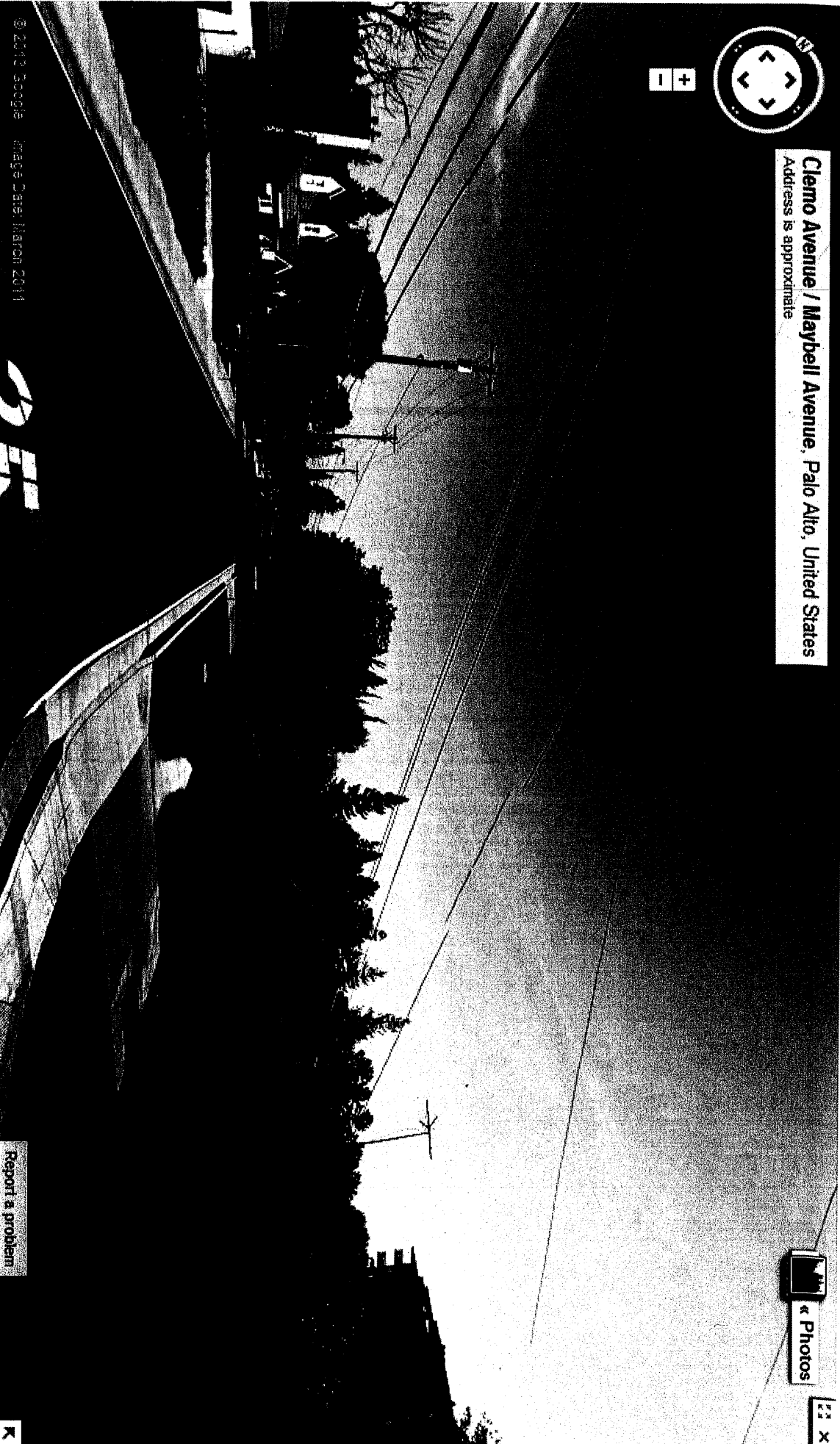


JOB NO. 1124-001
DATE 06-04-13

Google



Clemo Avenue / Maybell Avenue, Palo Alto, United States
Address is approximate



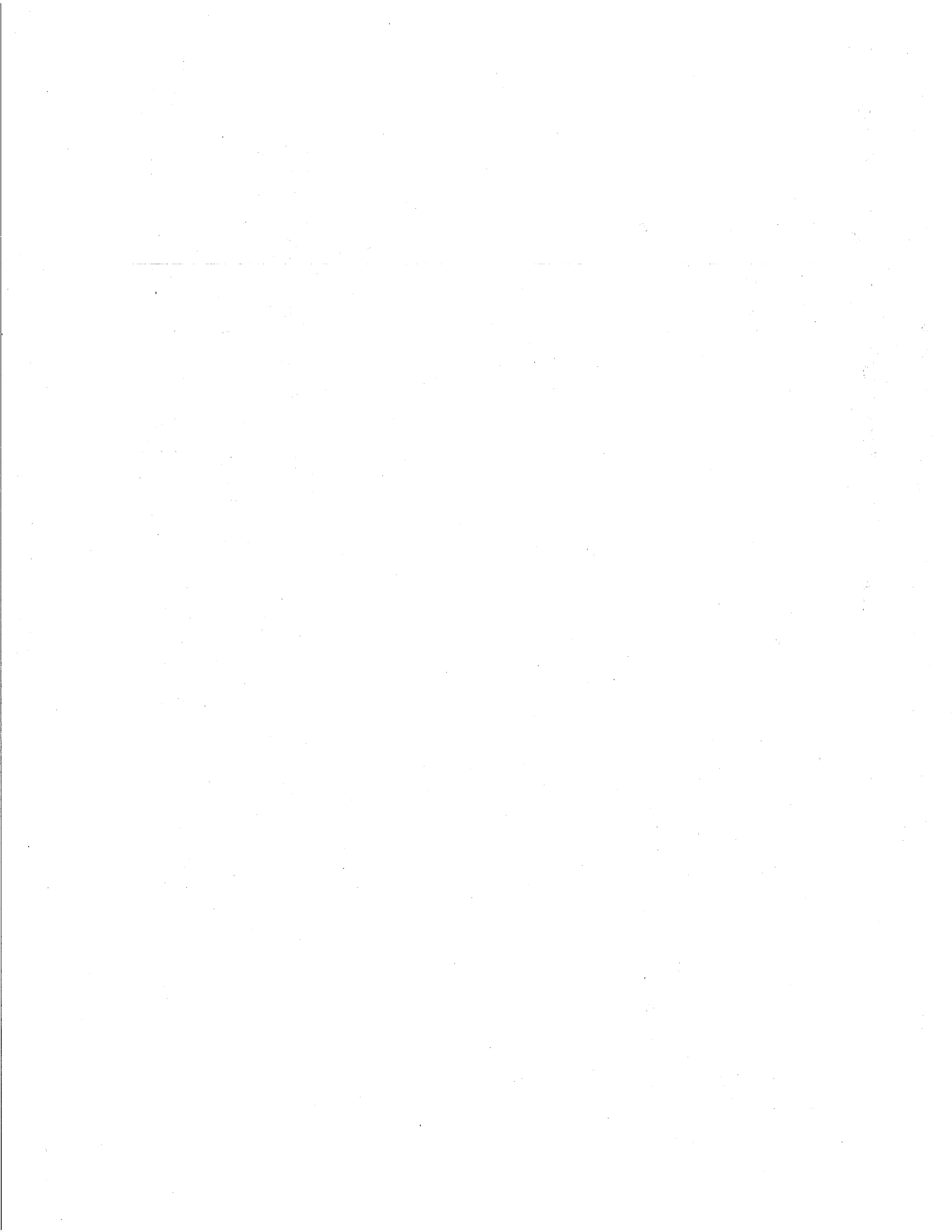
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Report a problem



INTERSECTION OF MAYBELL AND CLEMO FACING EAST

To see all the details that are visible on the screen, use the "Print" link next to the map.



City of Palo Alto
Fire Department

June 5, 2013

Re: Fire Department Review of 567-585 Maybell Avenue

The Fire Department has reviewed the proposed development project submitted for 567-585 Maybell Avenue (Project). The primary focus of the fire department review was emergency access and systems as they relate to the Project. The Fire Department does not believe that any increased traffic created by the Project will have a significant impact on emergency access to and from the general vicinity of the Project under threshold (e) of the Transportation and Traffic Section of the Mitigated Negative Declaration (MND). Because the 'pan buster' at Clemo and Maybell will remain in place, the Fire Department will retain access into the Barron Park neighborhood and there will be no increase in citizen traffic at that intersection created by the Project.

The Fire Department has reviewed the driveway design and interior circulation plans and finds the Project provides adequate emergency access. Finally, the Fire Department does not believe the Project will result in the need for increased fire protection that would in turn result in the need for a new or expanded fire station. The Fire Department notes that Station 5 is approximately 400 feet from the proposed development and can accommodate the projected needs for service created by the Project.



Catherine Capriles
Deputy Fire Chief on behalf of Fire Chief, Eric Nickel

ATTACHMENT L

ATTACHMENT L

Neighbor/Public Correspondence
(Available on-line, at the Council Chambers Public Table and the
Planning Department, 250 Hamilton Ave., 5th Floor)

Ellner, Robin

From: Sophie Yost <sfgertner@yahoo.com>
Sent: Tuesday, April 23, 2013 9:52 PM
To: Planning Commission; Council, City
Cc: Williams, Curtis; Wong, Tim
Subject: Against rezoning of 567-595 Maybell

To the City Council and Planning Commission of the City of Palo Alto,

I am a Barron Park resident, and I am writing to you to convey my reasons for opposing the development project at 567-595 Maybell Avenue currently being considered by the City of Palo Alto.

For one, traffic on Maybell will undoubtedly and obviously increase drastically, leading to unpleasant congestion in what is now a quiet neighborhood.

Furthermore, the project is nearby Juana Briones park, a pleasant, quiet, safe park; with this project, the park will be surrounded by heavier than current traffic during the day, traffic congestion during rush hour, all contributing to the park no longer being quiet or feeling safe to the many children who frequent it.

Besides, the location of the project is one of the very last open spaces in Palo Alto and in Barron Park. It is an orchard! Building on it would irreversibly destroy a piece of history. Not that long ago, the area was rich with orchards, yet your project would turn this piece of land into yet another high-profit development. I hardly think the City of Palo Alto, let alone Barron Park, needs that. Instead, I suggest the orchard be left as is and if it is modified, I suggest it be turned into an open space, maybe one where children and adults can learn about the history of Barron Park, Palo Alto, orchards, agriculture in this valley etc.

Therefore, I strongly advocate to keep the current R-1 and RM-15 designations.

Thank you for your consideration.

Sophie Yost
4121 Verdosa Drive
Palo Alto, CA 94306
(650) 493-2233

Ellner, Robin

From: Wong, Tim
Sent: Wednesday, April 24, 2013 9:43 AM
To: Ellner, Robin
Subject: FW: 567-595 Maybell Avenue

From: Scott & Tasha Souter [<mailto:souter98@sbcglobal.net>]
Sent: Monday, April 08, 2013 3:49 PM
To: Wong, Tim
Subject: 567-595 Maybell Avenue

4189 Baker Avenue
Palo Alto, CA 94306
April 8, 2013

Tim Wong
Senior Planner, City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Mr. Wong:

I attended the April 4, 2013 special public hearing of the Architectural Review Board regarding the 567-595 Maybell Avenue planned community.

I want to express our strong support for maintaining the Circulation as described in the staff report:

"All ingress and egress for the single-family homes and senior apartments would be from a single entry way on Clemo with the exception of the corner lot...All automobile traffic would be directed to Arastradero road,"

Please do not direct any more automobile traffic onto Maybell Avenue.

Maybell is a major bicycle and pedestrian thoroughfare for elementary, middle, and high school students, as well as those using Juana Briones Park.

Regarding the future planned community, the traffic study analyzing the impacts of the proposed Clemo Avenue driveway concluded that there would be only "potentially" significant impact.

The presentation by the traffic engineer at the April 4th hearing was commensurately ambiguous as to whether or not their department had a recommendation regarding the Maybell access when directly asked by the board.

Our family is very invested in Palo Alto and our Barron Park neighborhood. My wife grew up in Palo Alto, and I was president of the Juana Briones PTA. We chose Barron Park for its identity, community, and safety.

While this planned community is a challenge to the identity of Barron Park, the more important issue is the safety along Maybell Avenue. We recognize that the city is growing and that nothing stays the same. However, we ask for you to respect this neighborhood and the families already living here: please proceed with the single entry with the later option of a second access after

quantitative evidence exists that there is an adverse impact for our future neighbors.

Thank you for your attention,

Scott and Tasha Souter

Baker Avenue

Ellner, Robin

From: Steven Kung <stevenkung@yahoo.com>
Sent: Monday, April 22, 2013 10:46 AM
To: Planning Commission
Subject: Opposition to high density re-zoning on Maybell/Clema

Dear members of Planning Commission,
I live in Green Arcres neighborhood and drive to work through this neighborhood everyday.
I have seen traffic congestion everyday and am opposed to the high density re-zoning on Maybell/Clema.

Thank you for the consideration.

Sincerely,
Steven Kung
4162 King Arthur Ct.
Palo Alto, CA 94306

Green Arcres and Barron Park neighborhoods are mobilizing to oppose the proposed the high density re-zoning.

Here are some points we are discussing:

1) Safety. Putting high density right where there are already such traffic problems, at the only inlets/outlets to the neighborhood (which has no inlets/outlets to the south or west) hurts emergency vehicle access to Juana Briones School, Terman School, the residents of the neighborhood, and even Gunn, should an emergency happen during the wrong hours!!

1) Traffic!! Maybell is already too narrow, Arastradero on the other side is crammed with cars at certain times of the day, and kids weave in and out of traffic on Maybell already because it's so narrow. Link to the traffic study: <http://www.bpapaloalto.org/2013/04/10/traffic-study-for-maybell-homes-senior-housing-project/>

2) Traffic!!!! The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there. Residents will have to drive out or have helpers drive in. Seniors have visitors, too! The "senior" designation is a pretense to get the area rezoned for high density!!** The PAHC is developing other larger projects RIGHT NOW near to Stanford which would be better for seniors (walkable to medical, grocery, Avenidas, free entertainment, restaurants, etc). They should build in this neighborhood only WITHIN EXISTING LOW DENSITY ZONING.

3) Negative impact on neighborhood quality of life. Zoning exists for a purpose, so families who invest huge amounts of money buying into the area know what will be there in the future. This is a small, cohesive neighborhood and rezoning to high density carves away a big part of the neighborhood and hurts the residential character. Maybell at Juana Briones is NOT part of the high density El Camino corridor as developers are trying to portray it, it is part of the Greenacres residential neighborhood and should stay low density!

4) "Attractive nuisance" Surveys show neighborhood seniors stay in their homes and don't move (they wouldn't qualify for the development if they sold a home anyway). Residents will come from elsewhere, and it's just a fact that in this immediate neighborhood, some will move there to sneak grandchildren in at Gunn or Terman. Rules are not enough, people find ways to break those rules and do, and others are often loathe to report them. This encourages seniors to break up their families to move there so grandchildren can attend

Terman or Gunn. Anyone who doesn't take that inevitability seriously does not have a realistic handle on this neighborhood.

5) Fairness. **There are some good legal arguments that the rezoning may be illegal spot zoning - since (despite the island of apartments which were built when that area was still county) that whole patch is surrounded by R-1 single-family residential zoning. **The community can only dispute the rezoning legally if they show opposition and make the arguments beforehand!** Take a look at the zoning map <http://www.cityofpaloalto.org/civicax/filebank/documents/6422>

6) The rezoning violates many policies of the city's general plan (please list one in your letter!) <http://www.cityofpaloalto.org/civicax/filebank/documents/8170>

7) That location is a once-in-a-lifetime opportunity to expand the existing park and make a much needed playing field on this side of town! Such a field could be reached by kids by bikes from Los Altos and all the neighborhoods along the bike path. Instead of having to be driven all the way out to the Baylands, kids could have more opportunities to be independent and active. The benefits to the community are legion and real, not just cover for more density and developers. Consider adding support of turning the it into a PLAYING FIELD in your letter, and ask others to send their support for it as well!

8) The city's loan to the PAHC may constitute contract zoning, which would also be illegal. At the least, it is a conflict of interest. The city loaned PAHC millions to purchase the property, on the proviso that they pay the money back when high-density homes - completely out of character with the residential neighborhood, on Maybell and Clemo are built and sold, which could not be built to that density under the existing zoning.

They are welcome to build senior housing there, WITHIN existing low-density zoning. **But that location is better for a desperately needed playing field on this side of town!**

Ellner, Robin

From: stacey ashlund <mail@change.org>
Sent: Wednesday, April 24, 2013 6:12 PM
To: Planning Commission
Subject: Why I signed -- Our neighborhood has narrow

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Our neighborhood has narrow sidewalks (if any), few street lights, and crowded streets (cars & bikes during travel times to & from school) - it would not be safe or pleasant to rezone this to high density housing. Please do not do it! - Barron Park resident & mom of 2 in nearby schools

Sincerely,
stacey ashlund
palo alto, California

There are now 7 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Stacey Ashlund <stacey@zachary.com>
Sent: Monday, April 22, 2013 11:39 AM
To: Planning Commission
Subject: please do not rezone property at Maybell & Clemo

Dear Planning Commissioners,

I have been a Barron Park resident & homeowner since 1996. Please do not support rezoning the property at Maybell & Clemo as high density! While I'm in support of affordable housing for seniors in our community, and in this neighborhood, the community cannot afford for this housing to be high density. The neighborhood has few sidewalks & streetlights and it would not be safe or pleasant to increase the population in this area.

Affordable senior housing is a public benefit, but rezoning as high-density is a public detriment. The only reason why this commission hasn't heard public opposition to this project is that most didn't know about it yet. Given the proposed height of the development & proximity to single-family homes, the building would be out of scale for the community & will look & feel like the opposite of planning. It will harm this neighborhood & community to support such a tall high-density building. Please keep the scale in mind and do NOT re-zone this property.

Thanks,
Stacey Ashlund
Campana Drive

Ellner, Robin

From: rdmtto <rdmtto@aol.com>
Sent: Tuesday, April 23, 2013 9:17 AM
To: rdmtto@aol.com
Subject: No CHANGE to spot zoning, Oppose 567 Maybell Ave project

Dear Honorable city officials,

I urge you to STOP the proposed development on 567 Maybell Ave.
No CHANGE to spot ZONING Please.

Thank you
RD

Sincerely,

Adam Boxer
Nicky Klein

Ellner, Robin

From: Adam Boxer <adamlboxer@gmail.com>
Sent: Monday, April 22, 2013 9:26 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim; BPA-Board@googlegroups.com
Subject: Strong opposition to zoning exception plans on Maybell Ave. parcel to allow high density development and senior housing

To whom it may concern:

This letter is in **strong opposition** to the City of Palo Alto Planning Commission and City Council's plans to rezone Maybell Avenue and/or grant zoning exceptions for high-density development and senior housing.

My wife and I are residents of Abel Ave and are opposed to this rezoning and/or exemption on the following grounds:

- 1) Safety. Putting high density right where there are already such traffic problems, at the only inlets/outlets to the neighborhood (which has no inlets/outlets to the south or west) hurts emergency vehicle access to Juana Briones School, Terman School, the residents of the neighborhood.
- 2) Traffic: Maybell is already too narrow, Arastradero on the other side is crammed with cars at certain times of the day, and kids weave in and out of traffic on Maybell already because it's so narrow.
- 3) Traffic: The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there. Residents will have to drive out or have helpers drive in.
- 4) Negative impact on neighborhood quality of life. This is a small, cohesive neighborhood and rezoning to high density destroys the character of this neighborhood.
- 5) The rezoning violates policies of the city's general plan:

“POLICY L-5:

Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale. Scale is the relationship of various parts of the environment to each other.”

The scale of the proposed project is out of proportion to the current neighborhood and would destroy the character of the neighborhood.

“POLICY L-6:

Where possible, avoid abrupt changes in scale and density between residential areas of different densities.
..”

The proposed development would dwarf the remaining houses in the area and transform this suburban residential neighborhood into an urban eyesore.

In short, we are strongly opposed to rezoning the Maybell parcel to permit construction of a monstrously large housing development.

Ellner, Robin

From: Albert Chin <albertchin@gmail.com>
Sent: Friday, April 19, 2013 12:15 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim
Subject: Re: Maybell/Clemo high-density project

I am writing to express my opposition to the proposed re-zoning and subsequent construction of high-density housing at the Maybell / Clemo location.

Contrary to reports suggesting little to no opposition from the area communities, there are a lot of residents of the Green Acres community who firmly believe that this project should not move forward.

Just a few points (I'm sure you have received substantial input from other community members detailing the full set of issues) I would like to point out:

- 1) This location makes no sense as independent senior housing, where there are virtually no walkable services in the area (save for a Walgreens, provided that these seniors are able to safely walk along roads largely w/o sidewalks)
- 2) With the increase in the school-age population and hence enrollment at Terman and Gunn, traffic along the Maybell / Arastradero corridor is already untenable and the safety of our children is of major concern. To say that there would be just an "incremental" increase would be distorting the facts to ignore that one would be making an already unsafe situation worse.
- 3) This area is part of our residential neighborhood and should remain low density. This is NOT part of the El Camino corridor, and the fact that there are some high density apartments built more than half a lifetime ago (when a good part of the green acres neighborhood were fruit orchards) cannot be made to be an excuse to allow an adjoining property to be rezoned.

Please do not consider the fact that only some of the community members are able to independently respond with our opposition (vs. the well-heeled corporations behind the project) as a vote of support from those who are quiet.

Regards,
Albert Chin
Georgia Avenue

Ellner, Robin

From: Alexandra Gotsch <am.gotsch@gmail.com>
Sent: Friday, April 19, 2013 11:09 AM
To: Planning Commission
Subject: Maybell street

Please do not rezone this area. The traffic on Arastradero in the morning is already terrible.

Thank you.

Alexandra Gotsch
4172 Wallis Court

Ellner, Robin

From: Allegra Riley <allegra.riley@gmail.com>
Sent: Saturday, April 20, 2013 3:57 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: Please do not rezone Green Acres 2 (Maybell Senior Housing Project)

Dear Palo Alto City Council and Planning Commission Members,

I have been a member of the Green Acres 2 community since 1976. Many of my first childhood memories are of riding my bike up and down Willmar Drive to see my best friend and spending hours playing in the "vacant lot" on the corner of Donald Drive and Maybell Avenue. While the vacant lot we played in is now long gone and covered with homes, Green Acres 2 continues to be a highly desirable neighborhood with a booming multicultural community filled with children and families.

Ten years ago, my husband and I chose to move back to this community for two reasons - the quiet neighborhood and the open space nestled throughout the community. Unfortunately, the two traits that drew us back to this neighborhood are at risk of being destroyed by Palo Alto Housing Corporation pushing through an unwanted high density housing complex in the middle of our community across from Juana Briones park along Maybell Ave and Clemo Ave.

Peak commute/school drop-off times already result in significant traffic backups on Maybell and Arastradero. We regularly see people making dangerous maneuvers on El Camino and Arastradero to gain a one car advantage in the packed lineup on their way to work.

New housing developments currently being built nearby along El Camino in Palo Alto, Mountain View, and Los Altos will likely only increase this traffic. Adding one more high density housing complex with vehicular access via Maybell Ave, an already busy neighborhood street near several schools, seems like a recipe for disaster.

We are asking loudly that elected officials and Palo Alto city employees refuse the rezoning of Green Acres 2 for high density housing. It will only reduce the quality of life in a quiet Palo Alto neighborhood, increase car traffic on already congested neighborhood streets, and create a potentially dangerous situation for children walking and biking to school.

Local email lists from this neighborhood and others indicate that a significant number of people feel the same way.

Please prevent the rezoning for this development and help preserve our community.

Thank you for your consideration.

Respectfully,

Allegra, Dylan, and Tyler Riley
Donald Drive
Palo Alto, CA
650-814-6342

Ellner, Robin

From: baruch boxer <brchboxer594@gmail.com>
Sent: Wednesday, April 24, 2013 10:53 AM
To: Planning Commission
Subject: spot zoning 567 Maybell

The proposed high density development at Clemo and Maybell will be an insult and travesty to a tranquil neighborhood and lovely park. You must prohibit spot zoning. It is unfair and destructive to the well-being of neighbors and homeowners. Traffic will endanger bicycling children returning from neighboring schools.

Thanks, Baruch and Elaine Boxer
4162 Thain Way

--

Baruch Boxer
Professor Emeritus, Rutgers University
Geography, Human Ecology, Environmental Science
Visiting Scholar, Stanford University
Dept. of Civil and Environmental Engineering
(H)650-424-8072; (C)650-646-3186

Ellner, Robin

From: betty cho <betty_cho@yahoo.com>
Sent: Friday, April 19, 2013 10:55 AM
To: Planning Commission
Subject: Please, NO "High-density high-rise across from Briones"

Dear Planning commissioner,

It is totally against the people in this neighborhood to build a high density high rise on Maybell ave. Go and check on the traffic in the morning and see how bad it is now. If this gets built, can you image if we can get out of our house or going anywhere? What if we have an emergency and need medical attention, can we get it on time? How many more accidents do you want to see? NO and NO, we don't want to build this in our neighborhood!!!!

In the morning, it is so hard and take long time for us to drive to work now. It is already very stressful. PLEASE DONT MAKE OUR LIFE MORE STRESSFUL and MISERABLE.

We all know the big earthquake is coming and we should all prepare for that. Can you imaging with such density, how can we get help?

When we walk our dog in the morning, we can feel the air just so bad because all the cars. This will make the air even worse. DON'T KILL US AND OUR DOG SLOWLY, PLEASE!!!!

We like our neighborhood and we want to live here and have a good life. PLEASE DON'T DRIVE US AWAY. We are here first!!

If this high density high rise is added here, our home price will drop. Do you want to see that happens to your house? PLEASE NO!!!

You want to put a senior development there. But there are no walkable services at that location, not even a grocery store nearby. Residents will have to drive out or have helpers drive in. A senior development is better placed near walkable medical services and grocery.

NO HIGH-DENSITY HIGH-RISE on Maybell Ave. I am totally against this project.

A resident on Maybell Ave

Ellner, Robin

From: Betty Cho <talltree.pa@gmail.com>
Sent: Tuesday, April 23, 2013 10:56 PM
To: Council, City; Williams, Curtis; Planning Commission
Subject: We are loudly against the HIGH DENSITY HOUSE project on Maybell Ave

Dear Palo Alto City Council and Planning Commission Members,

we have been living on Maybell for more than 20 years. My children grew up here. we like our neighborhood. We see young families moving this area and reminded me when we were young. We have very nice memory of living on this street and have planned to live here forever.

If the city allow to build high density housing on this street, it will ruin our life here. What kind of traffic nightmare we will see. What nightmare we will have if we need medical assistance. Traffic will pollute in this area. Even now, the traffic gets so bad in the morning. If this high density housing is built here, we can't even getting onto the street. The current projects on El Camino already make things 100 times worse. If the high density housing is build, that will make things 1000 time worse. We don't want to see the young children die or hurt in the accidents.

We elected you as our representatives,It is time to speak up for the people in Green Acres to refuse the rezoning.

Local email lists from this neighborhood and others indicate that a significant number of people feel the same way.

Please prevent the rezoning for this development and help preserve our community.

Thank you for your consideration.

Respectfully,
Chou family on Maybell Way

Ellner, Robin

From: Benjamin Dai <mail@change.org>
Sent: Wednesday, April 24, 2013 12:30 PM
To: Planning Commission
Subject: Why I signed -- City should be reasonable

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

City should be reasonable and responsible before allowing new rezoning in a small neighborhood with huge impact on traffic and safety, particularly for students of three neighborhood schools.

Sincerely,
Benjamin Dai
Palo Alto, California

There are now 2 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: jbhvkn@aol.com
Sent: Tuesday, April 23, 2013 9:34 AM
To: Planning Commission; Council, City
Subject: Stop proposed development on 567 Maybell Ave

Good morning Ladies and Gentlemen,

1. Please stop the proposed development on 567 Maybell Ave.
2. Please do not change the zoning established for our city. No change to spot zoning.

Bev J.

Ellner, Robin

From: Brian McCormick <bmccormick@stewartaudio.com>
Sent: Wednesday, April 24, 2013 6:02 PM
To: Planning Commission; Council, City
Cc: bpmoms@yahoogroups.com
Subject: Proposed Project at 567 Maybell Ave.

High density, low income 60-unit senior housing and 15-home development has been proposed at 567 Maybell Avenue across from Briones Park on the corner of Maybell and Clemo

I would like to register my opposition to the above proposed project. Having lived in Barron Park for over 15 years, I've seen a slow erosion of the character which drew me to this neighborhood and to this community. It's one thing to tear down a small ranch style home and replace it with a two story home that seems ill suited for the neighborhood but this project seems to me like moving the El Camino Real further into Barron Park. The character of neighborhood is deeply rooted in a rural feel, purposely forgoing sidewalks for what feels like country lanes to encourage walking and biking. This proposed development replaces 4 single homes with 15 single family homes and 60 senior units, more traffic, less street parking around the park, additional noise and to what benefit to the neighborhood? If someone could explain to me how this project benefits Barron Park and the existing residents I would love to hear it, so far I've only seen the studies which talk about the "minimal" detrimental impact it will have as if stops there. Does it encourage more biking, walking throughout the neighborhood? Improved quality of life for the residents of Barron Park is not better served with this project as your traffic study shows, beyond the underestimated organic growth associated with trends within the neighborhood. By this I mean your traffic study does not account for the number of homes being torn down and changing demographics of the families replacing the existing residents. For instance an elderly resident who doesn't typically drive being replaced with a family of 4-5 and the increased volume of activity.

You only have to look out 3-5 years and ask yourself does this project make this neighborhood better? Will it get to the point were I'll have to drive my kids to the park and school instead of walking because the traffic increase makes it too dangerous? Part of this is unique to Barron Park, I encourage the key decision makers to take a walk down Amaranta Ave. at 8:00 A.M. with their dog or a school age child. The studies the committee is using to make it's decision aren't meant to convey the impact on the character of a neighborhood or how safe a parent thinks it is to let their children walk or bike to school. **So I would encourage the committee to talk with parents at Briones Park and residents walking on the affected streets, show them the Project Drawings and ask them if this improves their neighborhood and makes their streets safer for children to walk and ride to parks and schools.**

Sincerely,

Brian McCormick
Cereza Dr.
Palo Alto

Brian McCormick
Chief Marketing Officer
Stewart Audio
(650) 968-4400
www.stewartaudio.com

Ellner, Robin

From: Bin's Hotmail <binhewan@hotmail.com>
Sent: Sunday, April 21, 2013 9:36 PM
To: zeller@writeme.com; Planning Commission; Council, City; greenacres2@yahoogroups.com
Subject: Re: [GA2] Protest of Plans to Rezone on Maybell

To: Planning Commission

We totally agree with Mr. Matthias Zeller. Sorry we didn't have time and talent like Matthias Zeller to write you a long letter. Please count us as one of the residents who oppose the rezoning!

Bin and Huashan
King Arthur Court

From: [Matthias Zeller](#)
Sent: Sunday, April 21, 2013 7:01 PM
To: Planning.Commission@cityofpaloalto.org ; city.council@cityofpaloalto.org ; greenacres2@yahoogroups.com
Subject: [GA2] Protest of Plans to Rezone on Maybell

This letter is in stark protest of the City of Palo Alto Planning Commission and City Council's intent to rezone Maybell Avenue and/or otherwise grant zoning exceptions for high-density development and senior housing.

My wife and I are residents of Donald Drive and are opposed to this rezoning and/or exemption on the following grounds:

- Maybell is supposedly a "safe route" for kids to walk and commute to local schools. This is already utterly laughable during school days and particularly during raining days. Cars already race down Maybell, particularly high school students on the way to Gunn as well as cars coming from the existing Title 8 housing which has driveways onto Maybell.

- Quality of Living. Green Acres has become an attractive neighborhood for all those working at Google, LinkedIn, and a variety of other startup and successful software companies based in Mountain View. People have invested hundreds of thousands in their homes if not millions to buy a single family homes that conform to the need for privacy, exclusivity, and existing city services. We don't want to be crowded by high-density housing, and we are concerned about the degradation of our intimate community by the introduction of high-density housing. It is incredibly disappointing that the City consider diminishing the quality of life we have created here in the neighborhood.

-Privacy, Eye-blight. We understand the City plans to approve exceptions to setbacks as well as maximum number of stories allowed in single family units. This disturbs privacy for homes across from the units and we are also concerned that the architectural integrity of a 1950's rancher community be disrupted.

In short, I am completely opposed to granting exceptions for Maybell Avenue, and am also in complete disagreement that the City Counsel characterize my neighborhood as being in agreement with these potential changes in zoning. This is a complete misrepresentation and I will not stand for it.

Respectfully,

Matthias Zeller

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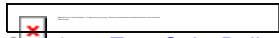
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Ellner, Robin

From: Cecile <cecilek@pacbell.net>
Sent: Tuesday, April 23, 2013 9:24 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim
Subject: Petition to oppose high-density rezoning of Maybell/Clemo area

Hello,

As a Green Acres neighborhood resident, I'm opposing the rezoning of the Maybell/Clemo area into a high-density zone for a new development for the following reasons:

1. Traffic and safety - there's already a traffic issue in the morning and after-school hours which present safety issues on the road and to passengers. Rezoning this area into a high-density area would only aggravate the situation for current residents, comprised of many families with school-age kids, middle school and high school kids.
2. Residential community - Families who have decided to live in this residential community for its family-centric character. The proposed development is detrimental to this neighborhood character. While it may be a few blocks of El Camino Real, it is actually a part of the Greenacres residential community.
3. That location is a once-in-a-lifetime opportunity to expand the existing park and make a much needed playing field on this side of town! Such a field could be reached by kids by bikes from Los Altos and all the neighborhoods along the bike path. Instead of having to be driven all the way out to the Baylands, kids could have more opportunities to be independent and active. The benefits to the community are legion and real, not just cover for more density and developers. Consider adding support of turning the it into a PLAYING FIELD in your letter, and ask others to send their support for it as well!

Senior housing WITHIN existing low-density zoning is welcome but the location will serve a larger community need as a playing field on this side of town.

I'm sure there are more considerations that I'm not outlining here.

I believe this area should be kept as low-density zone for the greater good of this community today and well into the future.

Sincerely,
Cecile

4120 Donald Drive

Palo Alto, CA

Ellner, Robin

From: Chanan <chanan@digi-labs.net>
Sent: Wednesday, April 24, 2013 12:11 PM
To: Planning Commission; Council, City
Subject: Support for the 567 Maybell Ave - Maybell and Clemo Plan

To:

Planning commission

City of Palo Alto

Re: Support for the 567 Maybell Ave – Maybell and Clemo Plan

As a resident of Barron Park (in past 16 years) I was called by my neighbors to raise my voice against the above plan with two main reasons pointed out:

“Traffic flow from this development... onto Maybell”

“The unavoidable monstrosity that you will see walking on Maybell and from Briones Park...”

As I am sure all the drivers and walkers on Maybell will make their objection heard, let me voice my voice in **support** of this plan for those who are not here yet, and cannot be heard, all the potential future residents of this and similar projects:

1. **It is immoral to push the elderly** (for the most which lived in Palo Alto for many years) **or the less fortunate or the young out to Florida** (or San Jose) – I know a few people, some actually lived on Maybell for many years in a rented property, which once retired had to leave and move to Florida due to cost of housing, leaving behind a life time of social fabric and familiar environment. Is this more important and fair than a walk on Maybell Ave.?
2. As population grows we **ALL have an obligation** to accommodate this growth, we cannot say “yes, we are for immigration” , “yes, we are supporting families with kids”, “yes, we are for a more just and fair society” **BUT** “no, not in our back yard” and “no, not when it comes to us” and “no, we have already a hold on these resources and we will not let anybody else enjoy them”.
3. The current residence of a specific road in Palo Alto **DO NOT** have a God given right to any type of zoning rules, these are a type of natural resource that belongs to the general public, furthermore if the same attitude would have prevailed 100 years ago, they would be no Palo Alto as we know it today. So this attitude is like a person getting on the crowded Subway and now claiming there is no space for anybody else.

Dear Planning commission your responsibility lays beyond the selfish interests of the neighbors, many living hundreds of feet away from this project. Please act accordingly.

Disclaimer: I do not even know who the developer is, nor do I have any type of relationship or connection with him or any other party with any involvement or interests in this project.

Best

Chanan Steinhart

Ellner, Robin

From: Carol Kibler <cjkib@sbcglobal.net>
Sent: Saturday, April 20, 2013 8:47 AM
To: Planning Commission
Subject: Maybell housing project

I am writing you to express my concerns about the development of the housing on Maybell.

That area is for single family housing and should stay that way. Our neighborhood is very congested as it is. Maybell is already an accident waiting to happen. There are too many kids and bicyclist and cars on that street. I would ask you as a group to go stand out on Maybell from 7:45 to 8:15. On school days. It is crazy busy, and you want to add more dense housing! This is crazy.

I have no problem with them adding more houses, but they need to single family just like the rest of the neighborhood. So that we do not have a bigger problem.

Carol kibler
4183 coulombe dr
Sent from my iPad

Ellner, Robin

From: Caroline Rose <crose@differnet.com>
Sent: Monday, April 22, 2013 9:41 AM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim
Cc: BPA-Board@googlegroups.com
Subject: No rezoning for higher denisty

While I fear that what individuals in Palo Alto neighborhoods want will count much less than what those holding the city's purse strings want, I'd like to speak out against rezoning the orchard and houses on Maybell, across from Juana Briones school and park, to high density. The way I feel about it is summed up in my letter printed in the Palo Alto Weekly on April 19:

There is no doubt that big buildings are being OK'd at the public's expense. I've lived here since the 1970s, and the change has been enormous, with an obvious direct correlation between the number and size of buildings erected and the amount of traffic and other congestion. The city wants more money and they figure that's the way to get it; I'd prefer that they instead figure out ways to cut wasteful spending. And how about focusing on the hundreds of people who get away with dangerous driving practices every day in this city? I avoid being on the road during rush hours, yet I can't go even a few blocks without seeing extreme speeding and lane-weaving, red-light violators, drivers using mobile devices, and more. Like so much around here, the traffic and driving weren't nearly as bad back when this was a much less crowded city. Palo Alto has steadily been becoming less peaceful and safe, with no signs of reversing this trend. Shame on our leaders and their "growth at any cost" attitude!

The rezoning being considered for Maybell will make it much harder to get out of Barron Park onto Arastradero and make traffic there even worse than it already is.

Sincerely,

Caroline Rose
970 Paradise Way
Palo Alto
650-424-9100

Ellner, Robin

From: David Erlich <davidricka2@yahoo.com>
Sent: Monday, April 22, 2013 6:04 PM
To: Planning Commission; Council, City
Subject: High density project proposed for Maybell Ave.

To anyone involved in the decision as to whether to rezone our neighborhood our not:

We, residents of the Maybell Ave. neighborhood strongly oppose the rezoning of our neighborhood to allow for a high-density project to be approved for the corner of Maybell and Clemo in Barron Park. We moved into this area partly because of the existing zoning regulations that limit height and density regulations, and think it grossly unfair and disturbing that this area could be simply spot-rezoned to allow for this kind of development simply because one developer wants to do it.

We expect the city to enforce existing zoning laws, not change them just because a developer wants it.

Thank you,

David Erlich and Ricka Berns

Ellner, Robin

From: Ellen Cohen <ellenco@pacbell.net>
Sent: Thursday, April 18, 2013 10:23 PM
To: Planning Commission
Cc: ellenco@pacbell.net
Subject: Please register my objection to high density building on Maybell Ave

Dear Planning Commission,

I am a resident of Green Acres 2. I live on Maybell Way. I find it hard to get to work by 9 a.m. due to the traffic just leaving my neighborhood, starting around 8:45. Between the many schools on Arastradero, kids riding bikes creating a constant barrier to pulling out into Maybell Ave. and the parents dropping kids off at Juana Briones, it makes traffic a NIGHTMARE.

In the afternoon, frequently I see kids riding bikes in pairs, with no helmets, earphones in their ears and no hands on their handlebars. They are often closer to the middle of the street than to the side. As you know, there are no sidewalks. Adding more cars will increase the risk to walkers and cyclists on Maybell Ave.

I was stunned to read that there is a plan to put high density housing into this street. It's absolute craziness. There is no room to accommodate the added traffic. And for seniors? There is nowhere for them to walk to buy groceries. No doctors nearby.

This is a big mistake. I'm not a lawyer, but to the best of my understanding, this is in violation of the zoning code. Please don't do it.

Sincerely,
Ellen Cohen

Ellen Cohen

650-255-6511

Ellner, Robin

From: E D <mail@change.org>
Sent: Wednesday, April 24, 2013 11:57 AM
To: Planning Commission
Subject: Why I signed -- Save our neighborhood from

Dear Planning Commission, City of Palo Alto,

I just signed E D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Save our neighborhood from unreasonable and irresponsible development!

Sincerely,

E D

,

There are now 1 signatures on this petition. Read reasons why people are signing, and respond to E D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Elaine Dai <edai@inspiralaw.com>
Sent: Wednesday, April 24, 2013 10:55 AM
To: Planning Commission; Council, City
Cc: Benjamin Dai; elainedai@gmail.com
Subject: 567-595 Maybell Rezoning Opposition

Dear City Council and Planning Commission,

We are residents in the Barron Park/Green Acres neighborhood of Palo Alto; our home is located on Abel between Maybell and Georgia. We strongly oppose the rezoning at 567 and 595 Maybell to a "Planned Community" zone for the purposes of building a high-density 60-unit, 4-story housing and 15-home development.

We do not oppose development in this area in general, but we believe the best solution is to build under existing zoning laws that include setbacks, height restrictions, and lower-density housing. This neighborhood is already impacted greatly with traffic due to our proximity to Gunn High School, Terman Middle School, and Juana Briones Elementary. It already feels unsafe to walk and bike with our young children to and from school every day, given that there are no sidewalks but many drivers. Adding such high-density housing in this small neighborhood would make traffic in this area even more unsafe. The proximity of this proposed development to Juana Briones Park where ball games are played, and students and children frequently walking to and from in the community – not just on weekdays during school – but this is a popular community gathering place on the weekends – would also be jeopardized with high-density housing located adjacent.

Respectfully,

Elaine & Benjamin Dai

Elaine H. Dai, Esq.
650.561.4270 dir
215.565.4777 fax
edai@inspiralaw.com
www.inspiralaw.com



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Ellner, Robin

From: Emily Huynh <mail@change.org>
Sent: Wednesday, April 24, 2013 3:55 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Emily Huynh Palo Alto, California

There are now 6 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Elaine D <mail@change.org>
Sent: Wednesday, April 24, 2013 1:38 PM
To: Planning Commission
Subject: New petition to you: City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park

Dear Planning Commission, City of Palo Alto,

Elaine D started a petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" targeting you on Change.org that's starting to pick up steam.

Change.org is the world's largest petition platform that gives anyone, anywhere the tools they need to start, join and win campaigns for change. Change.org never starts petitions on our own -- petitions on the website, like "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)", are started by users.

While "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" is active, you'll receive an email each time a signer leaves a comment explaining why he or she is signing. You'll also receive periodic updates about the petition's status.

Here's what you can do right now to resolve the petition:

- Review the petition. Here's a link:
 - <http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park>
- See the 5 signers and their reasons for signing on the petition page.
- Respond to the petition creator by sending a message here:
 - <http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>

Sincerely,
Change.org

There are now 5 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: eugene zukowsky <eandzz@stanford.edu>
Sent: Monday, April 22, 2013 11:01 AM
To: Planning Commission
Subject: project at Clemo and Maybell

We are senior citizens who have lived on Maybell Way (cul de sac off Maybell Ave.) since 1969. We raised two children in this neighborhood. They grew up in the wonderful period when we still had apricot orchards for kids to play in and safe UNCROWDED streets for kids to bike in. We've seen our neighborhood become more and more crowded. The most recent negative change was the revamping of the Charleston/Arastradero corridor. It's truly laughable that Palo Alto tries so hard to be a "green" city when the biggest polluters are cars idling in backed up traffic and that change certainly has worsened the problem.

We STRONGLY oppose rezoning of the parcel adjacent to Juana Briones park to high density. That plan will certainly add immensely to the already horrible traffic on Maybell Ave. During commute times it's actually difficult to drive out of Maybell Way. Maybell Avenue is such a narrow street. Children biking to schools and cars driving on Maybell Ave. to avoid crowded Arastradero creates an accident waiting to happen.

Many of the residents of this neighborhood have requested that zoning not be changed from R1 to high density and we VERY STRONGLY urge you to listen to us and comply with our request!

Gene and Zita Zukowsky
4153 Maybell Way

Ellner, Robin

From: Felix Zajac <zajac@stanford.edu>
Sent: Saturday, April 20, 2013 8:51 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim
Subject: Deny rezoning of Green Acres 2 (Maybell Senior Housing Project)

Dear Palo Alto City Council and Planning Commission Members,

We have been residents of Green Acres 2 neighborhood since 1979. Our two children rode bikes or walked to attend schools in Palo Alto. Our neighborhood and the surrounding area (e.g., Stanford Research Park) has developed much since 1979. We have witnessed the changes.

We strongly oppose the rezoning of the parcel across from Juana Briones park to high density, even for senior housing, such as for ourselves aged >70 years old.

The reasons are that rezoning will:

- 1) Negatively impact the quality of life of surrounding Palo Alto neighborhoods, which currently are cohesive, highly desirable, multicultural ones. The parcel is not adjacent to the high density El Camino corridor, as the Palo Alto Housing Corp (PAHC) claims, but rather is part of our Greenacres and Barron Park communities and is adjacent to the Juana Briones Park.
- 2) Not be ideally suited to seniors because no walkable services exist nearby, except for a Walgreens. Other suitable projects are under construction near Stanford that are much better suited for seniors because of the nearby services offered (e.g., medical, grocery, entertainment, restaurants).
- 3) Worsen already intolerable traffic. Maybell is a residential, narrow street, heavily used by student bikers and parents driving their kids to school. Arastradero is also bottlenecked at these and other times. High density housing for anyone will exacerbate these notorious difficult-to-solve traffic problems in our neighborhoods.
- 4) Entice seniors from elsewhere to move to Palo Alto since most Palo Alto seniors already own their home. And can we be certain that their grandchildren wont attend Palo Alto schools?
- 5) May be considered illegal spot zoning since the nearby apartments were built when the area resided within County zoning and the other nearby zoning is R-1 single-family residential.
- 6) Violate Palo Alto's General Plan, such as Policy L-7, which is: Evaluate changes in land use in the context of regional needs, overall City welfare and objectives, as well as the desires of surrounding neighborhood.
- 7) May constitute illegal contract zoning or, minimally, a perceived conflict in interest since Palo Alto has loaned the PAHC money with the constraint that the money be used to construct high density housing at this parcel location, an unachievable constraint unless, of course, Palo Alto rezones that parcel.
- 7) Prevent a once-in-a-lifetime opportunity to expand Juana Briones park. We residents in southwest Palo Alto really need more park space, such as a ballpark.

To conclude, no rezoning should be approved but instead the PAMC should abide by the current zoning and construct housing, e.g., senior housing, accordingly.

Respectfully,

Felix & Elizabeth (Joyce) Zajac
4138 Willmar Drive
Palo Alto, CA 94306
650-804-2860

Ellner, Robin

From: Gregory Kovacs <kovacs@cis.stanford.edu>
Sent: Tuesday, April 23, 2013 10:19 AM
To: Planning Commission
Cc: Council, City; lisama@gmail.com
Subject: Rezoning on Maybell - Strong Objection

Dear Planning Commission,

I live near, and use Briones Park. I am very strongly opposed to re-zoning the parcel in question to high-density housing for reasons of traffic and, of course, safety. Maybell is a major corridor for children going to Briones Elementary and Gunn High School. More cars will increase the already considerable risk of traffic mishaps. If you do not believe it is already very bad, please take a few minutes one morning to visit and see for yourselves. I have seen a few mishaps and they are truly frightening.

Also, this is a one-time opportunity to expand Briones park by purchasing the parcel and annexing it to the park.

I am convinced that if it were put to a vote, the neighborhood would be hugely in favor of expanding the park rather than building high-density apartments.

Please stop this rezoning and consider expanding Juana Briones Park!!!

Thanks,
Gregory Kovacs

4174 King Arthur Court
Palo Alto, CA 94306

Gregory T. A. Kovacs, M.D., Ph.D.
Professor of Electrical Engineering
and (by courtesy) of Medicine
Stanford University
330 Serra Mall, Room CISX-202
Stanford, CA 94305-4075
Phone: (650) 725-3637
Fax: (650) 725-5244
Email: kovacs@cis.stanford.edu
Web: <http://transducers.stanford.edu/>

Ellner, Robin

From: Heidi Perry <mail@change.org>
Sent: Wednesday, April 24, 2013 1:08 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Heidi Perry Palo Alto, California

There are now 3 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Hanwant Singh <hanwant.b.singh@gmail.com>
Sent: Monday, April 22, 2013 12:01 PM
To: Planning Commission; Council, City
Cc: Williams, Curtis; Wong, Tim
Subject: Green Acres rezoning & high density housing

Dear Planning Commission & City Council members,

This letter is to express our extreme opposition to the high density rezoning being considered for the Green Acres area. We are residents of Green Acres and live in a single-family single story home on Arastradero Road. We are already choking in traffic congestion that is both inefficient and unsafe. Arastradero between El Camino and Foothill Express already contains 3 schools and some dense tall rental buildings (e. g. Tan Apartments) that were grandfathered in by the city in this residential neighborhood. The massive (and ugly) dense condo construction at the El Camino and Charleston intersection has made the situation worse and is an example of some poor decisions in the past.

Green Acres is a family oriented neighborhood and building more dense housing will further deteriorate the quality of life for residents. What this community really needs is an expanded Juana Briones park not more congestion. We urge the Planning Commission and City Council to reject this rezoning idea and consider options that would add to the quality of life for its south Palo Alto residents.

Sincerely,

Hanwant and Raman Singh

681 Arastradero Road, Palo Alto, CA 943

Ellner, Robin

From: Irina Iourovitski <irina_iourov@yahoo.com>
Sent: Monday, April 22, 2013 9:33 PM
To: Planning Commission; Council, City
Subject: NO to spot zoning: Maybell ave

To the City Council and Planning Commission,

As a Barron Park residents we **oppose** the building of the high density housing on Maybell avenue. This will ruin the quietness and the feel of the neighborhood. The traffic is already bad enough, especially during schools start/finish. The new housing will put unbearable constrain on the traffic. This will bring the safety of the pedestrians down. Taking in consideration the close proximity of the 3 public schools and large amount of children walking/biking the decision to build high density housing is not acceptable. also this will disrupt the view and feel of the family friendly neighborhood.

Iourovitski's family
4110 Thain Way, 94306
650-424-8053

Ellner, Robin

From: Jimmy Chen <jimmichen@gmail.com>
Sent: Sunday, April 21, 2013 2:48 PM
To: Planning Commission
Subject: Maybell Homes Senior Housing Project

Dear Planning Commission,

I would like to voice my **STRONG** opposition to the Maybell Homes Senior Housing Project. There are no walkable facilities near that area.

-Jim Chen
Barron Park

Ellner, Robin

From: Jim Colton <james.colton@sri.com>
Sent: Friday, April 19, 2013 10:36 AM
To: Planning Commission
Subject: High-Density Housing on Maybell

Dear Commissioners,

I am distressed that you are considering, and seem to have already decided, putting high-density housing on Maybell Avenue. Our neighborhood is zoned R-1 and has that feel about it. Adding high density housing at this location would change the character of the neighborhood for the worse.

I expect if you lived in our neighborhood you would feel the same.

Jim Colton
670 Georgia Ave

Ellner, Robin

From: Wong, Tim
Sent: Wednesday, April 24, 2013 9:44 AM
To: Ellner, Robin
Subject: FW: Proposed Development of Maybell

From: Jen Hess [<mailto:jen.hess@gmail.com>]
Sent: Friday, April 19, 2013 10:38 AM
To: Council, City; Williams, Curtis; Wong, Tim
Subject: Proposed Development of Maybell

I am deeply concerned about the direction the council is taking with regard to changing an area near Juana Briones park on Maybell. This area currently is adjacent to Juana Briones park and currently has 3 to 4 homes. It seems like the council is considering changing this area to hold about 30 units.

While I do understand that we need more housing in Palo Alto, I do not believe this is the place to do it. I am not objecting because it is in my backyard, which it is, but because I don't feel that either Maybell or Arastadero can manage the additional traffic this change is likely to cause.

If you feel that it is necessary to do this, I feel that you must widen Arastadero road to be four lane with a bike lane on both sides. The current traffic in addition to proposed new traffic needs wider road areas. My guess is that widening this road is totally out off the table. In which case, I would recommend this developer work in concert with Buena Vista Mobile Home Park owners to develop that area. El Camino is large enough to accomodate more traffic easily.

I also believe that making exceptions to existing zoning is a bad idea. Zoning laws exist to keep neighborhoods cohesive and maintain the character of areas of the Palo Alto community. I would be more than willing to welcome potential tenants to such a place as I feel that areas like this would provide a larger diversity to my neighborhood, I just don't agree that this is the right place for such a development.

I sincerely believe that the existing Mobile Home park, which is slated to be removed should be replaced with units for low income and larger density housing.

Jennifer Hess
4016 Orme St
Palo Alto, ca
--
Jen Hess

Ellner, Robin

From: Joanna Hubenthal <mail@change.org>
Sent: Wednesday, April 24, 2013 1:17 PM
To: Planning Commission
Subject: Why I signed -- Traffic is already at

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Traffic is already at an unsafe level in this neighborhood. There is almost always gridlock on Arastradero and El Camino before school in the mornings and the back up on Maybell can make it take 15 minutes to go two blocks before school starts. I already do not let my kids bike to school because of the unsafe traffic conditions, this kind of addition would make it even more difficult for residents closer by Juana Briones feel safe enough to let their kids walk or bike in the congested traffic conditions. (particularly since there are no side walks for the children on the adjacent streets.)

Sincerely,
Joanna Hubenthal
Palo Alto, California

There are now 4 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jeffrey Lipkin <repjal@att.net>
Sent: Saturday, April 20, 2013 9:01 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Cc: Ruth Satterthwaite
Subject: rezoning for high density in Green Acres

Dear Sirs and Madams:

I strongly opposed the proposed rezoning for the high density development planned for the site next to Maybell and on Arastradero.

Maybell already has enough traffic problems and threats to our children.

Arastradero is a mess created by your two-lane traffic plan - try driving it in the morning or evening rush hours.

And the mess on Arastradero diverts traffic (including high speed reckless student drivers) onto Georgia and Maybell, which you have not corrected.

Also, Arastradero has Gunn High School which creates its own problems - this rezoning is another example of asking South Palo Alto to do more than its share, and dumping the North's problems on the South.

Try placing this high density housing in Crescent Park instead - it is similar but just higher rent.

Or, correct your own misguided zoning of El Camino and place the development there and rezone the whole length - right now it has too few people to sustain the stores and commercial development you want.

Lastly, it appears this is an illegal spot zoning. There are sufficient concerned residents and attorney-residents to sue you on this basis and win.

Back off and don't pick a fight you cannot win and which makes you look misguided, stupid and venal as well.

Jeff Lipkin

Ellner, Robin

From: Owen and Janet Wolkowitz <janow@pacbell.net>
Sent: Monday, April 22, 2013 9:09 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: re: rezoning of Maybell land tract for Senior housing

To Whom It May Concern,

Numerous Green Acres citizens have voiced their opinion over the use of the land between Maybell and Arastradero next to Juana Briones park and I would like to add my personal view.

Today at 9:15 am, I went to work late and sat through two lights at the corner of Arastradero waiting to turn left onto Foothill Expressway. The time was long after all three schools which feed into this route have started and much longer than any comparable wait just three years ago. I cannot leave my neighborhood during the start of school without adding ten minutes to my commute--just to get out of the neighborhood.

At 4:20, outside my house on Willmar, a car careened towards the bend in the road, barely making the turn while a family of three rode their bikes the opposite direction. It seems like a quiet little safe street for a bike ride but has become a short cut speed zone since Arastradero has become so impacted.

Last Friday, I left to pick my middle school daughter up at a neighbors five blocks away, and was stuck in traffic on Arastradero that did not move. The thought occurred to me that Terman students are at great risk should rescue vehicles need to get there quickly at the beginning or end of the school day.

We are a small, organized, quiet neighborhood, greatly impacted by poor city planning that has not taken us into consideration. We cannot absorb more high density housing. Our little streets do not have adequate egress as it is. Please don't add to our safety issues.

Janet Negley

Ellner, Robin

From: Jen Smith <jeesm5@aol.com>
Sent: Tuesday, April 23, 2013 9:21 AM
To: Planning Commission; Council, City
Subject: Urgent: Oppose rezoning. Oppose proposed project on 567 maybell Ave.

Please STOP the proposed development on 567 Maybell Ave. No CHANGE to spot ZONING

Thank you
Jen Smith

Ellner, Robin

From: Joe Sullivan <mail@change.org>
Sent: Wednesday, April 24, 2013 1:38 PM
To: Planning Commission
Subject: Why I signed -- My children walk to

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

My children walk to school and already have to deal with too much traffic. There are a number of other development projects already taking place in the neighborhood, and one more is too many. We need to prioritize the existing community over development right now.

Sincerely,
Joe Sullivan
Palo Alto, California

There are now 5 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



From: Jeffrey Yost <jtyostweb@mac.com>
Date: April 23, 2013, 10:50:32 AM PDT
To: <curtis.williams@cityofpaloalto.org>
Subject: Oppose rezoning of 567-595 Maybell

Dear Mr. Williams,

As a resident of Barron Park, I would like to voice my strong opposition to the development project at 567-595 Maybell Avenue as currently proposed.

My concerns:

- An exacerbation of an already horrendous traffic situation on Maybell/Coulomb, especially in the morning during school drop-off.
- Dimensions and size of building are out of character with the neighborhood.

My preference would be, in order:

- Development of a park, open space, or much needed playing fields. Gunn fields are not open to the public.
- Keep the current R-1 and RM-15 designations and build housing appropriate to the site and in accordance with the current zoning designation.

Haven't we had enough development messes lately.... Miki's for example?

Thank You,

Jeffrey T Yost
4121 Verdosa Drive
Palo Alto, CA 94306

Ellner, Robin

From: Kin Cho <send.kin.mail@gmail.com>
Sent: Tuesday, April 23, 2013 10:41 PM
To: Council, City; Planning Commission
Cc: Williams, Curtis; Wong, Tim
Subject: Stop High-density High-rise across from Briones

Dear Palo Alto city leaders and city planners,

I'm a Palo Alto resident and my home is on Maybell Ave.

Maybell Ave. and Arastradero are both narrow streets, please do not make the rush hour traffic jams even worse and ruin our neighborhood!!!

Please, NO "High-density high-rise across from Briones".

Sincerely,

Kin Cho

Ellner, Robin

From: Kevin Hauck <kevhauck@gmail.com>
Sent: Sunday, April 21, 2013 12:40 PM
To: Planning Commission
Subject: Maybell re-zoning.

Dear Planning Commission:

I am writing to register my firm opposition to the proposed rezoning of the Maybell Clemo project site to allow for a high density townhome and senior center complex. The project will impose significant impacts to the surrounding neighborhoods, including viewshed, lightshed, traffic, noise, and other unacceptable "significant impacts," per CEQA. Spot zoning defeats the principles of zoning entirely, and should be refused by the commission.

The property is zoned for low density residential and the developer should have to abide by the constraints of that zoning. We purchased a property in the neighborhood with the expectation that the city government would enforce the law of the land and not trample the rights of existing residents in favor of deep pocketed development interests.

I urge the commission to subject the developers of this site to the same laws everyone else in the neighborhood abides by.

Best Regards,
Kevin Hauck

Georgia Avenue Homeowner

Ellner, Robin

From: Kenneth Luis <kluis@fedex.com>
Sent: Friday, April 19, 2013 3:15 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim; 'BPA-Board@googlegroups.com'
Cc: barbluis@yahoo.com; Kenneth Luis
Subject: OPPOSED to high-density zoning near Juana Briones Park

Hello,

My name is Ken Luis and I'm a GreenAcres II resident at 4192 Donald Dr.

I am writing to oppose the high-density zoning proposal near Juana Briones Park. Our children attend Juana Briones Elementary and play in Juana Briones Park often.

We are opposed to more housing and more traffic in the area.

Thank You,

Ken

Ellner, Robin

From: Kay Luo <kayluo@gmail.com>
Sent: Wednesday, April 24, 2013 11:31 AM
To: Planning Commission; Council, City
Subject: Re: [GA2] Protest of Plans to Rezone on Maybell

Dear City of Palo Alto Planning Commission and City Council,

I am unable to attend the meeting tonight but wanted to voice my concern regarding the plans to rezone Maybell Avenue. Due to the level of high-speed traffic on our residential streets in Green Acres already, I am against this plan. Unless we can come up with comprehensive traffic calming measures including Willmar Drive (which many drivers use to bypass Arastradero and connect with Maybell), I am firmly against the rezoning.

Thank you for your consideration and for serving our city.

Best regards,

Kay Luo

Willmar Drive
Palo Alto

Ellner, Robin

From: Kathy Riley <ksr94306@hotmail.com>
Sent: Tuesday, April 23, 2013 3:54 PM
To: Planning Commission; Council, City
Subject: Rezoning of property at Maybell/Clemo

Attention members of the Planning Commission and City Council:

I strongly oppose the rezoning of the property at Maybell and Clemo to "Planned Community". The density of the proposed development project would seriously impact the neighborhood. The area has already been impacted by the dense building along the El Camino corridor that pushes traffic onto Maybell as cars try to avoid the Arastradero congestion. Maybell is also heavily traveled by children of all ages that feed into Terman, Gunn, and Juana Briones elementary.

I am going to be out of town for the hearing but hope that this email will be included in the record of citizens that oppose the project.

Thank you and regards,

Kathryn Riley
4122 Thain Way

Ellner, Robin

From: Kenneth Scholz <kenscholz@pacbell.net>
Sent: Wednesday, April 24, 2013 9:12 AM
To: Planning Commission
Cc: Carol Scholz
Subject: Opposed to Maybell-Clema development proposal

Greetings:

We are strongly opposed to the proposal to install tall, high density housing units and senior housing on our neighborhood.

Maybell already is a dangerous street, possibly one of the more dangerous in Palo Alto - it is severely congested on school days and there always is a problem with children suddenly running into the street from between cars, especially around the apartments. We're already on constant alert when we drive through there and have observed a number of close calls. It would be irresponsible to add more traffic to this area, both from the housing units and the senior housing.

As for senior housing, we are seniors and drive everywhere, traversing Maybell several times per day. Many of neighbors are seniors, and we have a number of friends and family who live in senior housing units. Believe me, these people have cars and use them, frequently. Adding concentrated senior housing will put many more cars onto an already congested and confusing street. There are few services within walking range in this neighborhood, active seniors will be forced to use our cars for nearly everything. This is a very poor place for it.

This development with tall buildings and compromised set backs is not permitted by existing zoning and will impact the residential character of the neighborhood. It's unfortunate that the existing apartments went in before controls, but they shouldn't be used to justify the creation of further blight. If anything we should be looking for a way to reduce congestion in this area.

This is a low to moderate density residential neighborhood already impacted by a number of excessively dense projects. We urge you not to change zoning or do anything to bring higher population and traffic density to this neighborhood. There are much better, though possibly less lucrative, uses for this land. There is no urgency to developing it now, but should there be a desire to do so it should be done as part of a well considered plan that considers the concerns and needs of the immediate community first.

Regards,

Kenneth D. and Carol A. Scholz
4150 Willmar Dr.
Palo Alto, CA

Ellner, Robin

From: Ellner, Robin
Sent: Monday, April 22, 2013 7:20 AM
Cc: Aknin, Aaron; Silver, Cara
Subject: In Opposition to Planned Development on Maybell

Good morning,

Please see the email below from Ms. Zeller.

Thank you,

Robin



Robin Ellner | Administrative Associate III
250 Hamilton Avenue | Palo Alto, CA 94301
D: 650.329.2603 | E: robin.ellner@cityofpaloalto.org

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

From: Karen Zeller [<mailto:karenzeller8@gmail.com>]
Sent: Sunday, April 21, 2013 6:35 PM
To: Council, City; Williams, Curtis; Wong, Tim; BPA-Board@googlegroups.com
Subject: In Opposition to Planned Development on Maybell

I am absolutely, and with no reservations opposed to the rezoning of Maybell Avenue for high-density housing. My understanding is that this include low-income housing for senior residents as well as accommodation for a developer to build 3-story town-homes on the street.

I am concerned about the impact on the already problematic traffic on Maybell, particularly during school hours as this is a safe-route for bicyclists.

The city council and planning commission have a horrible track record of appeasing developers to the detriment of neighborhoods by allowing 1) exceptions to setbacks which push housing and businesses close up to streets with little accommodation for pedestrians and cyclists, 2) allowing developers exceptions on the maximum allowable stories for single-residencies which violates existing neighbors' privacy, 3) allowing developers exceptions on the maximum square footage that can be built out which increases the burden on city traffic, transportation services, as well as the school system.

So in short I for one want to be put on the record for being opposed to the rezoning as well as ANY exceptions city planning and the city counsel suggest granting on Maybell.

Respectfully,

Karen Zeller

4137 Donald Drive
Palo Alto, CA 94306
karezzeller8@gmail.com

Ellner, Robin

From: Lisa LaForge <lisa_laforge@yahoo.com>
Sent: Tuesday, April 23, 2013 11:39 AM
To: Planning Commission; Council, City; Dave Darling
Subject: Opposition to rezoning of 567 & 595 Maybell

My husband and I own a home on Thain Way, the only way to get out of our cul de sac is via Maybell. We strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development. Maybell cannot accommodate traffic it has now especially during morning rush hours, nor will Maybell be able to handle the additional traffic that 75 additional residential units would bring.

The traffic-calming exercise on Arastradero has had the effect of adding alot of traffic to Maybell. On weekday mornings, Maybell is literally completely stopped in the direction of the Briones School and there are times when it is almost impossible to exit Thain safely and get on to Maybell heading toward El Camino, especially with the increased student bike traffic and car dealerships unloading cars on Maybell. To avoid the Arastradero stop-and-go traffic, I have seen regularly seen people cutting through the Walgreens drive thru and cutting through the Arastradero Park Apts at unsafe speeds.

I am not opposed to development or progress, but this project is not right for Maybell nor those who live nearby. I, and I am inviting my neighbors to join me at the May 1 City Council meeting to oppose this redevelopment of 567 and 595 Maybell.

BR--
Lisa LaForge

mornings, Maybell is literally completely stopped in the direction of the Briones School and there are times when it is almost impossible to exit Thain safely and get on to Maybell heading toward El Camino, especially with the increased student bike traffic and car dealerships unloading cars on Maybell. To avoid the Arastradero stop-and-go traffic, I have seen regularly seen people cutting through the Walgreens drive thru and cutting through the Arastradero Park Apts at unsafe speeds.

I am not opposed to development or progress, but this project is not right for Maybell nor those who live nearby. I, and I am inviting my neighbors to join me at the May 1 City Council meeting to oppose this redevelopment of 567 and 595 Maybell.

BR--

Lisa LaForge

Ellner, Robin

From: Lisa LaForge <lisa_laforge@yahoo.com>
Sent: Wednesday, April 24, 2013 11:03 AM
To: Shepherd, Nancy (internal); Planning Commission
Subject: Opposition to rezoning of 567 and 595 Maybell Avenue
Attachments: Maybell_04242013_10.jpg

Nancy,

Thank you for getting back to me and so quickly. I really appreciate it. Here is a picture my husband took today at 8:15 AM of the intersection of El Camino Real and Maybell Avenue. While the problem this morning was exacerbated by trucks parked along the El Camino in the southbound direction, it is not uncommon to wait to make a right turn from Maybell to head southbound on El Camino Real for several cycles of the light at this time of the morning, particularly when parents are dropping kids off at school on rainy days. The traffic heading in this direction of the photograph sometimes backs up past Thain Way and makes it impossible to make a left turn out of Thain Way on to Maybell.

Maybell Avenue has one lane in each direction. If this is what Maybell looks like during morning rush hour now, imagine what it will look like with the traffic from additional cars if redevelopment of 567 and 595 Maybell Avenue proceeds as the developer has requested.

I will send additional pictures in the coming days. Thanks again.

BR--
Lisa

Thank you for copying me on our message to planning commission as this project seeks approval.

Take care,

Nancy Shepherd
Vice Mayor
Palo Alto City Council

From: Lisa LaForge [lisa_laforge@yahoo.com]
Sent: Tuesday, April 23, 2013 11:39 AM
To: Planning Commission; Council, City; Dave Darling
Subject: Opposition to rezoning of 567 & 595 Maybell

My husband and I own a home on Thain Way, the only way to get out of our cul de sac is via Maybell. We strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development. Maybell cannot accommodate traffic it has now especially during morning rush hours, nor will Maybell be able to handle the additional traffic that 75 additional residential units would bring.

The traffic-calming exercise on Arastradero has had the effect of adding alot of traffic to Maybell. On weekday



Maybell Ave

MAYBELL 500
E. (N.W.)

ROYAL

Ellner, Robin

From: Lois Lin <mloislin@yahoo.com>
Sent: Sunday, April 21, 2013 10:15 AM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: Maybell projects

Dear members of the Planning Commission,

My husband and I would like to respectfully add our opposition to the possible rezoning of the parcel of land on Clemo and Maybell streets in Barron Park. We have been living on Orme Street since 1975 and have seen the evolution of the neighborhood over the years. The following problems have become very apparent.

1. The traffic on Arastradero and Maybell has become very heavy, especially between the hours of 7:30 and 9:00 in the morning, and 2:30 to 6:00 in the afternoons. The only semi-safe route for the children to and from four different schools is on Maybell, connecting to other streets within the neighborhood to avoid Arastradero. I personally leave the area before 7:30 or after 9:00 to avoid the morning commutes, but most people are not able to do this. I fear for the children. Traffic on Maybell was heavy before and after school hours when my children attended Briones, JLS, and Gunn twenty years ago. Things have only gotten worse.
2. There are no facilities for seniors nearby. My husband and I are beginning to look at senior housing, and, if we qualified, I would definitely NOT look at a project on Maybell because there is nothing available to make senior living easier. There are few stores, gas stations, restaurants, shops. My quality of life would be curtailed by living in such an environment.
3. Crowded together homes on tiny lots is inappropriate in the context of the neighborhood, as well as adding more to the traffic in the area. Looking at the housing proposed in this project, except for the Tan Apartments (erected before zoning laws went into effect) there is nothing nearby that would blend in with such a project. There are reasons why the zoning is as it is!!!! Please leave it alone. The previous planning commissions zoned it appropriately and there is no reason to change that zoning. To emphasize my point, just look at the fiasco at Alma Square. We don't want another project like that, so badly designed, in our area. Don't give us another disaster.
4. There is little availability of bus or train service in this area. The nearest train station is on California Avenue, too far to walk to comfortably. Since the State of California has mandated more housing near transportation, let's put the housing where it will work to the advantage of everyone. The Maybell project is not that location. It is too isolated from transportation and shopping, causing more traffic because of the need to use a car to access facilities.
5. We very much need more playing fields for our children. Use the property for soccer and/or baseball fields. A dog park would be welcome, too. Facilities such as these are lacking in our neighborhood. With our growing population of children they would be constantly used.

In conclusion, I respectfully ask that ALL members of the planning and other commissions that will make this very important decision about our neighborhood to PLEASE take the time, every one of you, to spend a morning between 7:30 and 9:00 at the corner of Maybell and Clemo. Observe the problems we already have with traffic and children's safety, the look of the community as it now exists, the lack of local stores. Then you will be able to make an informed decision on how to proceed with the property in question. Looking at statistics isn't the same as observing the site and seeing the dynamics in action.

Sincerely,

Lois Lin
4049 Orme Street

Ellner, Robin

From: Lauren Maeda <lmaeda@stanford.edu>
Sent: Sunday, April 21, 2013 12:44 PM
To: Planning Commission
Subject: Maybell development

Planning Commission:

I am writing to express my grave concerns regarding the potential issuance of an exception to the current zoning laws to the developers of the property on Maybell Avenue accross from Briones Park. The increase in traffic in a neighborhood with a park and school will be unacceptable. Furthermore, the existing zoning laws, with their setback and density requirements, exist precisely to protect homeowners from having a three story high wall of townhomes built right up to the curb.

Please enforce the law equally, and do not trample the rights of residents in favor of development interests.

Lauren Maeda
Green Acres Homeowner

Ellner, Robin

From: Lisa T <tian.lishan@gmail.com>
Sent: Wednesday, April 24, 2013 9:31 AM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim; BPA-Board@googlegroups.com
Subject: STRONG OPPOSITION TO ZONING EXCEPTION PLANS ON MAYBELL AVE. PARCEL TO ALLOW HIGH DENSITY DEVELOPEMENT

To City Planning Dept.

This letter is in **strong opposition** to the City of Palo Alto Planning Commission and City Council's plans to rezone Maybell Avenue and/or grant zoning exceptions for high-density development and senior housing.

SAFETY/TRAFFIC:

There has been enough traffic congestion during the peak time, every morning without 3-5 minutes' waiting, we cannot get out of our court to make a right turn on Maybell. We need to watch the kids biking and walking cross the street, there are cars taking the shortcut by going through Maybell Ave. to Juana Briones, Terman and Gunn. Keep in mind there are THREE SCHOOLS near by!!! The last thing we need is HIGH DENSITY HOUSING. Enough is enough!

Why was the speed bump installed on Maybell? Because of speeding cars, why there are speeding cars? Because there are too many cars going through Maybell to reach to JB, Terman and Gunn. So what are you thinking to add HIGH DENSITY HOUSING? Definitely not helping ease the situation other than making it worse!

The Stop sign at the junction of Maybell and Coulombe has been knocked down many times. It is not a safe street for more HD housing!

The proposal is not keeping the residents near by in mind. There are already two large apartments nearby. That doesn't mean it is justifiable for adding another large apartment. It violates city general plan.

We are not approving this plan!

Maybell Residents

Ellner, Robin

From: Lisa Ma Wu <lisama@gmail.com>
Sent: Saturday, April 20, 2013 10:01 PM
To: Planning Commission
Cc: Council, City; Williams, Curtis; Wong, Tim
Subject: Please do not rezone Green Acres 2 (Maybell Senior Housing Project)

Dear Planning Commission and City Council,

We are residents of GreenAcres and oppose the Maybell/Clema building project. Here are reasons:

1) Safety. Putting high density right where there are already such traffic problems, at the only inlets/outlets to the neighborhood (which has no inlets/outlets to the south or west) hurts emergency vehicle access to Juana Briones School, Terman School, the residents of the neighborhood, and even Gunn, should an emergency happen during the wrong hours!!

2) Traffic!! Maybell is already too narrow, Arastradero on the other side is crammed with cars at certain times of the day, and kids weave in and out of traffic on Maybell already because it's so narrow. Link to the traffic study: <http://www.bpaloalto.org/2013/04/10/traffic-study-for-maybell-homes-senior-housing-project/>

3) Traffic!!!! The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there. Residents will have to drive out or have helpers drive in. Seniors have visitors, too! The "senior" designation is a pretense to get the area rezoned for high density!!** The PAHC is developing other larger projects RIGHT NOW near to Stanford which would be better for seniors (walkable to medical, grocery, Avenidas, free entertainment, restaurants, etc). They should build in this neighborhood only WITHIN EXISTING LOW DENSITY ZONING.

4) Negative impact on neighborhood quality of life. Zoning exists for a purpose, so families who invest huge amounts of money buying into the area know what will be there in the future. This is a small, cohesive neighborhood and rezoning to high density carves away a big part of the neighborhood and hurts the residential character. Maybell at Juana Briones is NOT part of the high density El Camino corridor as developers are trying to portray it, it is part of the Greenacres residential neighborhood and should stay low density!

5) "Attractive nuisance" Surveys show neighborhood seniors stay in their homes and don't move (they wouldn't quality for the development if they sold a home anyway). Residents will come from elsewhere, and it's just a fact that in this immediate neighborhood, some will move there to sneak grandchildren in at Gunn or Terman. Rules are not enough, people find ways to break those rules and do, and others are often loathe to report them. This encourages seniors to break up their families to move there so grandchildren can attend Terman or Gunn. Anyone who doesn't take that inevitability seriously does not have a realistic handle on this neighborhood.

6) The rezoning violates many policies of the city's general plan
<http://www.cityofpaloalto.org/civicax/filebank/documents/8170>

7) That location is a once-in-a-lifetime opportunity to expand the existing park and make a much needed playing field on this side of town! Such a field could be reached by kids by bikes from Los Altos and all the neighborhoods along the bike path. Instead of having to be driven all the way out to the Baylands, kids could have more opportunities to be independent and active. The benefits to the community are legion and real, not just cover for more density and developers.

8) There already is the Tan/Arastradero Apartments and low income complex next to each other. One more high density building on the same block?! We have ENOUGH traffic from those two buildings.

9) MORE traffic on Arastradero Road?! Since the lanes have been turned into a one lane road, traffic is bumper to bumper during peak times when school starts and when school ends. Seniors do drive and this will increase traffic in the neighborhood!

Please do not rezone Green Acres 2.

Sincerely,
Lisa and Eric Wu
King Arthur Court

Ellner, Robin

From: Wong, Tim
Sent: Wednesday, April 24, 2013 9:44 AM
To: Ellner, Robin
Subject: FW: Development of 567 Maybell Ave Palo Alto

From: Margo Davis [<mailto:margodavis@gmail.com>]
Sent: Tuesday, April 16, 2013 7:57 PM
To: Wong, Tim
Subject: Development of 567 Maybell Ave Palo Alto

Dear Mr. Wong,

Thank you for receiving our comments about the planned community at Palo Alto Orchards. We attended the City Council's design review meeting on April 4th. We are dismayed that the design of this development has moved so far along before we, and other neighbors, have been able to raise our objections to the project.

We have lived in the Tan Plaza at 580 Arastradero Road for twenty-one years overlooking the beautiful and historic apricot orchard below. It is quite possibly the last such parcel in an area once covered with fruit trees and orchards. With so few, if any other, acres of rural-like orchard left anywhere in Palo Alto, the City should consider preserving these trees. Sites like this are now of historic significance and should not be removed for dense housing development before their aesthetic and historic value is fully studied and considered. Has the City undertaken such an analysis? If so, can you please forward any relevant documentation?

Moreover, this kind of dense housing development on a 2.4 acre site will have a seriously detrimental impact on our quiet residential neighborhood, with a school situated on Maybell a mere block away. With already congested traffic patterns, we feel that the effects of this project on the surrounding community have not been adequately considered. We strongly oppose this development and believe that a four-story residence of 60 units in addition to the 15 single-family homes of two and three stories is much too dense for this space. If this development must proceed, we feel the design should be altered to lessen the impacts on the surrounding community.

Please inform us of what we can do to delay, halt, or alter this development.

Sincerely,

Margo Davis
Anthony Browne

580Arastradero Rd. #507
Palo Alto, CA 94306

Margo Davis
margodavis@gmail.com
650 714 2146
www.margodavisphoto.com

Ellner, Robin

From: Mark Lin <linshing@aol.com>
Sent: Sunday, April 21, 2013 11:53 AM
To: Planning Commission
Subject: Rezoning

Dear Sirs,

I am against the rezoning of the area near Maybell & El Camino Real. The reason is the traffic flow & safety of the area. It is already bad enough now & I foresee many problems if the area is rezoned to a high density residential building.

Shing Lin
Christine Lin
4/21/2013

Ellner, Robin

From: Wong, Tim
Sent: Wednesday, April 24, 2013 9:44 AM
To: Ellner, Robin
Subject: FW: Proposed Project at 567 Maybell

From: Miriam Schulman [<mailto:mschulman@scu.edu>]
Sent: Wednesday, April 17, 2013 7:59 AM
To: Wong, Tim
Subject: Proposed Project at 567 Maybell

Dear Mr. Wong,

I'm very concerned about the traffic implications of adding 75 new residences at 567 Maybell. As I'm sure you know, traffic is badly congested on Arastradero and Maybell in the morning hours to the point that traffic cannot turn onto Arastradero from El Camino. The wait turning from my street, Pena Ct., onto Maybell in the morning is also long. Where is the egress from this new development? What measures is the city taking so that these new residences do not adversely impact what is already a bad situation?

Thank you for your attention to this matter.

Miriam Schulman
560 Pena Ct.
Palo Alto

Ellner, Robin

From: Miriam Schulman <mschulman@scu.edu>
Sent: Tuesday, April 23, 2013 8:53 PM
To: Planning Commission; Council, City
Subject: Proposed Development at 567 Maybell

I wish to express my strong objection to the proposed high density, low income 60-unit senior housing and 15 home development at 567 Maybell. Let me stress that I am not a no-growth advocate, but I was actually stunned to learn what was being proposed for an area that has seen such enormous growth in the past decade that some streets, such as the intersection of Arastradero and El Camino are practically impassible at certain hours, like the morning commute.

The idea that bringing traffic out onto Maybell will solve the problem seems outright silly. First, it will make an already hair-raising morning melee of cars and children on bicycles even more dangerous. Also, if the residents at this development need to get onto the freeway at either 101 or 280, they will end up on Arastradero/Charleston anyway. And they will be joining residents from units already being built at El Camino and Los Robles. This is on top of developments at the former Hyatt and along El Camino, which have already increased the neighborhood density beyond what the infrastructure can support. The city's recent attempts to solve this problem with traffic calming measures have been expensive, irritating, and ineffective.

I was especially chagrined that the extent of the Maybell development was not made clear in the postcard sent to residents within 600 feet of the property, nor did the information indicate clearly that the property is currently zoned for only 34 units with height requirements and setbacks that are more consonant with the neighborhood. At minimum, the city should enforce the existing zoning of this property.

Thank you for your consideration.

Miriam Schulman
560 Pena Ct.
Palo Alto, CA 94306

Ellner, Robin

From: Matthias Zeller <zeller@gmail.com>
Sent: Sunday, April 21, 2013 7:01 PM
To: Planning Commission; Council, City; greenacres2@yahoogroups.com
Subject: Protest of Plans to Rezone on Maybell

This letter is in stark protest of the City of Palo Alto Planning Commission and City Council's intent to rezone Maybell Avenue and/or otherwise grant zoning exceptions for high-density development and senior housing.

My wife and I are residents of Donald Drive and are opposed to this rezoning and/or exemption on the following grounds:

- Maybell is supposedly a "safe route" for kids to walk and commute to local schools. This is already utterly laughable during school days and particularly during raining days. Cars already race down Maybell, particularly high school students on the way to Gunn as well as cars coming from the existing Title 8 housing which has driveways onto Maybell.

- Quality of Living. Green Acres has become an attractive neighborhood for all those working at Google, LinkedIn, and a variety of other startup and successful software companies based in Mountain View. People have invested hundreds of thousands in their homes if not millions to buy a single family homes that conform to the need for privacy, exclusivity, and existing city services. We don't want to be crowded by high-density housing, and we are concerned about the degradation of our intimate community by the introduction of high-density housing. It is incredibly disappointing that the City consider diminishing the quality of life we have created here in the neighborhood.

-Privacy, Eye-blight. We understand the City plans to approve exceptions to setbacks as well as maximum number of stories allowed in single family units. This disturbs privacy for homes across from the units and we are also concerned that the architectural integrity of a 1950's rancher community be disrupted.

In short, I am completely opposed to granting exceptions for Maybell Avenue, and am also in complete disagreement that the City Counsel characterize my neighborhood as being in agreement with these potential changes in zoning. This is a complete misrepresentation and I will not stand for it.

Respectfully,

Matthias Zeller

Ellner, Robin

From: mt.oyama@comcast.net
Sent: Monday, April 08, 2013 7:30 AM
To: Architectural Review Board; Planning Commission
Subject: High Density Housing on Maybell Ave.

Architectural Review Board & City Planning & Transportation Commission

arb@cityofpaloalto.org

Planning.Commission@CityofPaloAlto.org

To whom it may concern:

RE: High Density Housing on Maybell Ave.

We are homeowners off Maybell Ave, and we strongly oppose to having additional high density housing on the on Maybell Ave and rezoning of the property on 567 and 595 Maybell Ave to high density.

We only recently learned about this plan to rezone the property and to build high density housing, including a four-story apartment complex for seniors. We are very disappointed to learn about the plan, but also that the Palo Alto Planning & Transportation Commission would proceed with plans without soliciting input from the residents in the vicinity of the property and along Maybell Ave. The meetings for these decisions have not been widely publicized. We also did not receive any notification in the mail of changes to our neighborhood.

These are the reasons that we oppose this rezoning and the addition of high density housing.

1. My home is on Frandon Court, which intersects with Maybell Ave. The traffic in the morning is very congested during school commute hours; we can't even drive out of our cul-de-sac on to Maybell because of the line of cars that travel up Maybell Ave to the schools. We need to make a left-turn from Frandon court to go to El Camino or Arastradero & Coulombe to commute to work. Unless we take the risk of an accident, we are stuck, since turning right only brings us to another major congested traffic intersection on Arastradero & Donald. Maybell Avenue is also a narrow street, which only has a sidewalk on one side of the road. Pedestrians are walking on the side of the road and children are riding their bikes almost in the middle of the streets; therefore, 2 cars cannot pass each other with margin in some locations. The addition of more high density housing will only make the traffic worse with more commuters and unsafe for the residence and bikers.
2. Even if the entrance to the new complex is made on Arastradero, the traffic would still be awful because the Arastradero traffic would spill over to Maybell, as it has since Arastradero was made only a single lane.
3. We bought our home for the quiet neighborhood to raise our children. We need to preserve this neighborhood for future residents. Adding high density housing will threaten to change the character of the neighborhood. We already have many apartments in the neighborhood. We don't need another one.
4. The argument to have a senior housing without any services or facilities is not convincing. My senior neighbors have stayed in their home as long as possible, until they need a nursing home or an assisted care facility. It seems unlikely any senior would want to move to Palo Alto with the high cost of living

unless it's one of the assisted care. If it is assisted care, that further supports the fact that traffic will increase due to caregivers commuting to the facility. Although additional housing options may be needed for seniors, this location is not an ideal place for services.

Please do not rezone the property for high density housing or add another high density housing complex that only will increase traffic, make our streets less safe, and threaten the character of our neighborhood.

Sincerely,

Arlene & Toshi Oyama

4138 Frandon Court, Palo Alto

Ellner, Robin

From: pafamily@sonic.net
Sent: Wednesday, April 24, 2013 8:55 AM
To: Planning Commission
Cc: Council, City; Wong, Tim; Williams, Curtis; bjohnson@paweekly.com; BPA-Board@googlegroups.com
Subject: Please do not rezone Maybell/Clemo

To Whom It May Concern,

We sent the forwarded note below to the Palo Alto Housing Corporation regarding the rezoning of Maybell/Clemo. Please include this email in the public record for the property. For privacy, we have removed our personal information. We live in Greenacres and have sent one letter previously on this issue, from this email address.

We would note that PAHC seems to be taking the position that building under the existing zoning would create more traffic than building a high-density complex plus putting a wall of 15 high-density tall townhomes with little setback on Maybell and Clemo where currently there are 4 homes. This is absolutely ludicrous and the same kind of pro-density-tunnel-vision insular reasoning that brought us that debacle at Miki's Market.

The RM-15 zone and the grandfathered-in PC zone of the Tan/Arastradero apartments is an island in an ocean of R-1 residential. The Land Use section of the City's own general plan states under the zoning section that:

"Density should be on the lower end of the scale next to single family residential areas. Densities higher than what is permitted by zoning may be allowed where measurable community benefits will be derived, services and facilities are available, and the net effect will be compatible with the overall Comprehensive Plan."

This area is a single-family residential area. The RM-15 zoning of the orchard allows 8-15 units per acre. At about 2 acres, and following the city's general plan that density should be on the lower end of the scale, that's going to be closer to 16 dwellings, not 30, assuming they would even fit in geometrically with all the setbacks required by the zoning rule. Sixteen dwellings in the orchard plus 4 on Maybell makes 20 tops. You can't honestly say that would have more of an impact than 15 tall skinny townhomes and 60 high-density apartments? There are no services and facilities available there for seniors AT ALL, of course they will have cars, or people who visit or assist them will have cars. That's potentially 100-150 cars at that location, versus cars from 20 units.

I don't think PAHC would be able to put a higher density there because they are themselves arguing that 30 dwellings would have a significant negative impact. If that is the case, then the city should be aware that PAHC is on record as saying the existing zoning is more hazardous than what they wish to put there - and many of us in the neighborhood believe putting any high density development there poses a significant safety risk to the local schools and neighborhood in the event of an emergency because of limited ingress/egress to the neighborhood, the heavy traffic at certain times of the day, and how narrow Maybell is. **We think the City should consider investigating this considerable safety issue further before even considering such rezoning, or because of PAHC's statements about the existing zoning, allowing anyone to build there at**

all. We believe, given the potential risks of delays of emergency vehicles into and out of the neighborhood and delays in egress from the neighborhood, especially in a disaster situation, the City should do a much more detailed environmental impact report and may be incurring liability if it rezones to allow high-density at that location.

If you believe PAHC that the regular zoning is even worse, then the city shouldn't allow building there at all and should consider reverting that orchard to park space. If so, I think you will find this neighborhood more than willing to work to find ways to make it work.

Greenacres/Barron Park are quiet, residential neighborhoods; the existing Maybell/Clemo "low-density" zoning (as the general plan deems it) is clearly a transition zone (described in the general plan) to the R-1 area from the GRANDFATHERED-IN Tan/Arastradero Apartments that were built before this area was part of Palo Alto. Spot zoning the orchard to high density now violates many provisions of the general plan and would be inconsistent with the neighborhood. The apartments and transition zone of the property to be rezoned are a small island in an ocean R-1. Our R-1 neighborhood would be harmed by the city's using that as an excuse to spot zone for density.

We appreciate what PAHC does (until now) and in principle, support low income and senior housing. We even think smart high density is a good thing. But that location is not a safe or appropriate place for it. It's not NIMBYism to want planners to respect basic safety and zoning principles. We're taking high density projects in this area left and right, including IN THIS NEIGHBORHOOD ALREADY at the trailer park, so it's not even about density in the area per se, so long as it is in an appropriate location. Maybell/Clemo is not.

Jessica de Wit seems an earnest advocate for her project, which I respect, but she is not hearing the other side. She said that it was the City that directed PAHC to focus on our neighborhood as a location for putting high-density housing in the future, and that's why they are trying to rezone it for high density. Can you please give us specifics? She said that she herself had been involved in rezoning a single-family residential area to high-density in another county and had no problem with that. As people who live in this residential neighborhood in Palo Alto, we do. Zoning has a purpose, and the city should not in its eagerness to put high density anywhere possible, be destroying the character and quality of life of whole cohesive neighborhoods and creating safety hazards for the residents. The Planning Commission has itself recently questioned the way PC zoning has been improperly used of late, with such terrible (but predictable if planners listened to the neighbors) results, such as at Miki's Market. Instead of doling out a few small grants to improve community, how about just not rezoning/harming our existing cohesive neighborhood?

Dear Jessica,

Thank you for your email.

I have to respectfully disagree with your assessment, which is overly rosy about the traffic and cars a high density community would bring to that critical juncture in our neighborhood. I did notice traffic strips across the road for a study during one of the school vacations - can you please provide the dates of the actual traffic data being taken and where? They aren't mentioned anywhere on the traffic report that I could see.

I hope you will consider that this is exactly why we got the Miki's Market debacle, high density advocates were simply able to make whatever nice-sounding arguments they wished and ignore the legitimate concerns of and information from those who lived in the neighborhood. Not to mention that a high density, high-rise project and the high-density tall homes with such small setback that you want to build on Maybell are out of character with the neighborhood and would themselves negatively impact Maybell.

Zoning needs to be applied within context -- the city's general plan states that when a particular transition zone is surrounded by low density, such as in this case where the entire surrounding area is R-1 residential -- the number of units allowed is supposed to be on the lower end of the range. You cannot just assume you can put the maximum number of units under the existing zoning, especially if it has such a significant impact as you say.

There are significant safety concerns to adding any kind of density to that location. It's ridiculous and defies credibility to say that 60 units of senior housing, without any services that seniors need within walking distance, and 15 tall-skinny houses with little setback where there currently are 4 single-family one-story residences, won't impact traffic or egress negatively.

Proposing high-density for this neighborhood is inappropriate and will negatively affect quality of life. I heard from a few neighbors just today who went to the early meetings, very much opposed, but they said the way the meetings presented the proposal, it sounded like it was already a done deal. In other words, you apparently weren't listening as well as you thought, you were telling people what was going to happen to them and they couldn't do anything about it.

Lastly, it's just downright patronizing of you to say the community benefit is in integrating seniors in our neighborhood. You don't even know our neighborhood, we are close-knit and have a wide mix of ages and many seniors. Seniors in this neighborhood tend to want to stay until they die, they don't move out even when they are frail. If you want to improve community in this neighborhood, don't put a high-density housing development where it will so negatively affect our ingress/egress and the time we spend parked in our vehicles on the way to work or the grocery store.

I appreciate what PAHC does (until now) and in principle, I support low income and senior housing. I even think smart high density is a good thing. But that location is not a safe or appropriate place for it. It's not NIMBYism to want planners to respect basic safety principles. We're taking high density projects in this area left and right, including in this neighborhood at the trailer park, so it's not even about density in the area per se, so long as it is in an appropriate location. Maybell is not.

You said the city is who directed PAHC to focus on our neighborhood for high density housing. Could you please give me some specifics? The neighborhood should really know about this.

Thank you very much for speaking with me today. See you tomorrow.

Anne

Hi Anne - Sorry, I have been in meetings this morning and I am just getting your email now. This meeting is a voluntary community outreach meeting sponsored by PAHC. The

meeting is not primarily for PAHC residents. At the other neighborhood meetings we've held for this rezoning request, the majority of the meeting attendees have been neighbors from Barron Park and Green Acres I and II and they attend the meetings to express any concerns, provide feedback on the design and receive a status update on the rezoning request. As you probably already know, the current zoning allows for at least 34 single family homes, which would have a far greater impact on schools and traffic in the neighborhood compared to PAHC's request for 15 single family homes with apartments for seniors, which would have much less impact on schools and traffic. I hope that you will be attending the meeting tomorrow so that we can talk with you more about the proposed development and address concerns you have.

Thanks,
Jessica

Jessica de Wit
PALO ALTO HOUSING CORPORATION
725 Alma Street
Palo Alto, CA 94301-2403
650.321.9709 Phone
650.321.4341 Fax
jdewit@paloaltohousingcorp.org

From: recycler100@sonic.net [mailto:recycler100@sonic.net]
Sent: Tuesday, April 23, 2013 10:03 AM
To: Jessica de Wit
Cc: Planning.Commission@CityofPaloAlto.org;
city.council@CityofPaloAlto.org; tim.wong@CityofPaloAlto.org;
curtis.williams@CityofPaloAlto.org; BPA-Board@googlegroups.com;
bjohnson@paweekly.com
Subject: Re: Please come to Neighbor Mtg next week?

Hi Jessica,

There has been some confusion in the neighborhood about this meeting -- who is sponsoring it, what is the purpose? Hardly anyone seems to have any official notice. I think a lot of the confusion comes from the fact that it's being held on Palo Alto Housing Corporation property -- is it a PAHC meeting? Is it officially related to the rezoning request, i.e., a mandated meeting? Is it a meeting primarily for PAHC residents? The last city meeting related to the Arastradero restriping, for example, was held at the local middle school.

Can you please clarify this morning, so that I can try to at least reach some of the neighbors online?

Thanks very much!

Best,

Anne

Hi Anne - Per the message I just left with your husband by phone, I hope you'll attend our Maybell Orchard neighbor meeting this Wednesday. It is the same location and time as all of the other neighbor meetings that we have held. I'm also happy to talk before the meeting as well.

Date: April 24

Time: 6:30pm

Location: Arastradero Park Apartments Community Room, 574
Arastradero

Thanks,

Jessica

Jessica de Wit

PALO ALTO HOUSING CORPORATION

725 Alma Street

Palo Alto, CA 94301-2403

650.321.9709 Phone

650.321.4341 Fax

jdewit@palaltohousingcorp.org

Ellner, Robin

From: pafamily@sonic.net
Sent: Friday, April 19, 2013 2:48 PM
To: Planning Commission
Cc: Council, City; Wong, Tim; Williams, Curtis; bjohnson@paweekly.com; BPA-Board@googlegroups.com
Subject: High Density Rezoning - Pls forward to concerned neighbors

To Whom it May Concern:

We would like to express our strong opposition to rezoning ANY PART of Greenacres from existing low density to high density, in particular, rezoning Maybell/Clemo to high density. This is a cohesive, R-1 residential neighborhood, and NOT part of the El Camino corridor as planners are trying to portray it in order to justify putting more high density anywhere they can.

The existing high-rise Tan Apartment/Arastradero Apts were built before the area was part of the city. But it is an island surrounded by R-1 zoning. The RM-15 zoning of the orchard and R-2 of the Maybell sections was clearly intended as a way to transition gradually from those apartments to the existing R-1 area. The rest of Maybell not right on El Camino, to either side of that R-2 low-density zoning on Maybell, is R-1 residential.

The apartments are so massive and they tower over the community so much it, it's easy to see why someone who doesn't live here would miss and dismiss the whole surrounding, unobtrusive neighborhood. But that's exactly why that area shouldn't be rezoned to high density, it doesn't fit, and it would drastically change the character of the existing neighborhood (using that grandfathered-in ISLAND of apartment as an excuse). This is spot zoning our neighborhood for high density, and the city should not allow it.

Other reasons we oppose the rezoning:

1) **Safety.** Putting high density right where there are already such traffic problems, at the only inlets/outlets to the neighborhood (which has no inlets/outlets to the south or west) hurts emergency vehicle access to Juana Briones School, Terman School, the residents of the neighborhood, even Gunn, should an emergency happen during the wrong hours. We live in an area prone to earthquakes, and fire is a common second disaster afterwards. Having egress/ingress to the neighborhood will mean life and death to residents. It is unsafe to put a high density development right where it would impact the only two routes on ingress/egress to the neighborhood which has none at all to the west or south.

Maybell doesn't even have a straight shot on the sidewalks for emergency vehicles, should there be heavy traffic in both directions as there is at certain times daily. Maybell doesn't have sidewalk at all or bike path on one side, and only a narrow, heavily interrupted on on the other, even though it is considered a "safe" route to school.

I have been trying to express this safety concern to planners for quite some time now to no avail. But none of them live in the area, and they continue to make the same kind of deaf-to-residents arguments that got us the Miki's Market debacle. THAT LOCATION SHOULD NOT BE REZONED TO HIGH DENSITY FROM THE CURRENT LOW DENSITY ON THE SAFETY ISSUE ALONE.

Where dozens of people died in the Oakland firestorm, it was precisely because of similar predictable egress problems from a neighborhood. In San Bruno, by contrast, despite the sudden and even worse conflagration from the pipeline explosion, fewer people died because rapid egress was possible, and good ingress by rescuers. We already have safety concerns because of EXISTING traffic.

2) **Traffic!!** Maybell is already too narrow, Arastradero on the other side is crammed with cars at certain times of the day, and kids weave in and out of traffic on Maybell already because it's so narrow. Link to the traffic study: <http://www.bpapaloalto.org/2013/04/10/traffic-study-for-maybell-homes-senior-housing-project/>

3) **Traffic!!!!** The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there, or as if seniors will never make medical appointments or in the morning or between noon and 7pm when school traffic and work traffic surges at intervals. Residents will have to drive out or have helpers drive in. Seniors have visitors, too. They should build in this neighborhood only WITHIN EXISTING LOW DENSITY ZONING.

The PAHC is developing other larger projects RIGHT NOW near to Stanford which would be better for seniors (walkable or easily drivable to medical, grocery, Avenidas, free entertainment, restaurants, etc).

4) **Negative impact on neighborhood quality of life.** Zoning exists for a purpose, so families who invest huge amounts of money buying into the area know what will be there in the future. This is a small, cohesive neighborhood and rezoning to high density carves away a big part of the neighborhood and hurts the residential character. Maybell at Juana Briones is NOT part of the high density El Camino corridor as developers are trying to portray it, it is part of the Greenacres residential neighborhood and should stay low density. Greenacres is a stable, quiet, single-family residential neighborhood and one of the best-kept secrets in Palo Alto. But none of those making the decisions about our future live here or understand just how negatively they will be affecting residents by rezoning for high density.

5) **"Attractive nuisance"** Surveys show neighborhood seniors stay in their homes and don't move (they wouldn't quality for the development if they sold a home anyway). Residents will come from elsewhere, and it's just a fact that in this immediate neighborhood, some will move there to sneak grandchildren in at Gunn or Terman, especially attractive because of the low cost. Rules are not enough, people find ways to break those rules and do, and others are often loathe to report them. This encourages seniors to break up their families to move there so grandchildren can attend Terman or Gunn. Anyone who doesn't take that inevitability seriously does not have a realistic handle on this neighborhood.

6) **Fairness.** Rezoning that area is spot zoning plain and simple - since (despite the island of apartments which were built when that area was still county) that whole patch is surrounded by a REGION of R-1 single-family residential zoning. Take a look at the zoning map again <http://www.cityofpaloalto.org/civicax/filebank/documents/6422>

7) The rezoning violates MANY policies of the city's general plan as applied to residential neighborhoods: <http://www.cityofpaloalto.org/civicax/filebank/documents/8170>

8) The city's loan to the PAHC may constitute contract zoning, which would also be illegal. At the least, it is a conflict of interest. The city loaned PAHC millions to purchase the property, on the proviso that they pay the money back when high-density homes - completely out of character with the residential neighborhood and with no setbacks, on Maybell and Clemo are built and sold.

That location is a once-in-a-lifetime opportunity to expand the existing park and make a much needed playing field **on this side of town!** Such a field could be reached by kids by bikes from Los Altos and all the neighborhoods along the bike path. Instead of having to be driven all the way out to the Baylands, kids could have more opportunities to be independent and active. The benefits to the community are legion and real, not just cover for more density and developers.

PAHC are welcome to build senior housing there, **WITHIN existing low-density zoning. But that location is better for a desperately needed playing field on this side of town!**

Please do not rezone our residential neighborhood for high density. Our quality of life has already been so negatively impacted by all the other development that has so dramatically increased traffic in the neighborhood. Please learn from the debacle at Miki's Market and DO NOT just dismiss the concerns of the neighborhood in favor of justifications by people who do not have to live with the consequences.

A Concerned Greenacres Family

(Given that any written correspondence is public record online, we are signing anonymously, but any future correspondence by us will be signed with the same moniker so you know it is not a duplicate. You may reach us at the above email address.)

Ellner, Robin

From: Renee and Mark Alloy <alloyfam@yahoo.com>
Sent: Friday, April 19, 2013 6:50 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim; Williams, Curtis; BPA-Board@googlegroups.com
Subject: high density zoning in south palo alto

To whom it may concern,

I am writing to you as a resident of south Palo Alto, in the neighborhood of Green Acres - where high density housing is being considered for Senior housing. I am very much opposed to this idea. To begin with the traffic in our neighborhood has become a zoo. We used to have lovely double lanes on Arastradero which helped move traffic out of the neighborhood - reducing El Camino, Foothill, and even Page Mill traffic, but now we have a parking lot each morning and afternoon on Arastradero. There is just as much traffic on the parallel street of Maybell - where they try to redirect bikers going to school. Parents use Maybell when they drop their children off to the various school in this neighborhood - we have Juana Briones, Terman, a private school - Bowman, and Gunn High School. Its getting so there is traffic backing up, kids darting out on foot or on bikes at almost any time of day. It is already a dangerous area without ANY more housing added. Safety and Traffic are huge factors in my opposition to this project. I have no idea why Seniors would want to live there anyway - across from a playground, the only walkable place would be Walgreens - no grocery stores or libraries. AND If they aren't walking they would be driving making yet MORE traffic on these already jammed streets.

Secondly, I feel this would have a negative impact on our already impacted neighborhood. I don't think it would improve the value of my home, or the home I would be giving my children as inheritance. This hurts the character of our neighborhood, we have a village type feel to our neighborhood many streets in the adjoining Barron Park neighborhood don't have sidewalks, even several in Green acres don't. Its a safe, cozy space that is being encroached on by expanding schools, low incoming housing, and building projects everywhere (many like the one on Maybell that has already been an unsightly mess for numerous year because the people have been building it for like 7-8 years with NO end in sight). I fear for the neighborhood feel, as well as the value of my property. The El Camino corridor is already bearing down on us. I want my neighborhood to remain a low density neighborhood - I wish building would slow WAY down, as most of it is not good.

As a school teacher in this district I would like to also bring up a fact that continues to surface at our school - parents use their parents (grandparents = seniors) addresses to get their children into our schools - which are also impacted. I KNOW that this would also happen in this senior development - now and in the future. We are kidding ourselves if we don't face that fact as well. Rules are broken regularly and its hard to police them. We don't need any more housing that brings in classrooms full of students that we don't have space to house. Our classroom size continue to increase and that creates more issues within each classroom to deal with and special education services to offer. Each of these drain public funds.

I took the following policies out of the general plan for the city of Palo Alto and I believe the comments I have made above directly infringe on these Policies we have for motorist and ordinances which enhance our neighborhoods. Our neighborhood already houses way more schools than most neighborhoods in Palo Alto, without this additional building. This rezoning violates the policies of the general plan.

POLICY L-4:

Maintain Palo Alto's varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities. Use the Zoning

Ordinance as a tool to enhance Palo Alto's desirable qualities. The City's neighborhoods are varied in character and architectural style, reflecting the stages of the City's development as well as the range of incomes and tastes of its residents.

POLICY L-5:

Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale.

Scale is the relationship of various parts of the environment to each other, to people, and to the limits of perception. It is what establishes some neighborhoods or streets as pedestrian-oriented and others as automobile-oriented.

In older portions of Palo Alto, the grid of City terms and building placement are oriented primarily to the automobile user. In the newer commercial

areas, buildings are usually set behind parking lots located along the street, and landscaping sometimes provides a visual buffer for the motorist.

POLICY L-7:

Evaluate changes in land use in the context of regional needs, overall City welfare and objectives, as well as the desires of surrounding neighborhoods.

PROGRAM L-7:

Establish a system to monitor the rate of non-residential development and traffic conditions related to both residential and non-residential development at key intersections including those identified in the 1989 Citywide

Study and additional intersections identified in the Comprehensive Plan EIR. If the rate of growth reaches the point where the citywide development maximum might be reached, the City will reevaluate development policies and regulations.

Mixed Use Areas

POLICY L-9:

Enhance desirable characteristics in mixed use areas. Use the planning and zoning process to create opportunities for new mixed use development.

The Comprehensive Plan recognizes that mixed use environments can be interesting and dynamic. A new mixed use land use classification has been created to encourage this type of development in the future. This represents a change from past attitudes that sought to separate different uses from each other as a means of protecting property values, public safety, and the quality of life. With proper guidance such concerns can be addressed, allowing a more vital urban environment to be created.

Please consider the community plan for the city of Palo Alto land use policies I have included here.

I would love to see a bit more public space - this land would be a perfect place for a playing field - something the south side of Palo Alto desperately needs and would add to our neighborhood - more balance and beauty and community space. The field that is being used, part of the Juana Briones park is really not well thought out this other piece of land would allow for a field that had appropriate boundaries and trees and benches and make that area a much needed balance. I hope we don't let this once in a life time opportunity to expand this park slip through our fingers. I don't see why my neighborhood needs to offer more density and dollars to developers. Rezoning is a conflict of interest to myself and numerous neighbors who feel this same exact way - our neighborhood newsletter is teaming with angry families.

Renee and Mark Alloy
627 Georgia Ave.
Palo Alto

Ellner, Robin

From: renu virdi <renuvirdi@hotmail.com>
Sent: Saturday, April 20, 2013 5:49 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Cc: Trilochan Virdi; renu virdi
Subject: Do not rezone Green Acres 2 - Maybell Senior Housing Project

Dear Palo Alto City Council and Planning Commission Members,

We have been a member of the Green Acres 2 community since 2006. Our children have attended and one is still currently attending the neighborhood schools. One of the greatest benefit of this neighborhood is to have the students bike and walk to the neighborhood schools. It is heartening to see more and more students bike and walk to school. I was a PTA co-chair at Gunn to promote biking to schools and every year the number of students who bike showed a significant increase.

Unfortunately, recent developments in the neighborhood have increased the populations Peak commute/school drop-off times already result in significant traffic backups on Maybell and Arastradero.

New housing developments currently being built nearby along El Camino in Palo Alto, Mountain View, and Los Altos will likely only increase this traffic. Adding one more high density housing complex with vehicular access via Maybell Ave, an already busy neighborhood street near several schools, seems like a **recipe for disaster**. Maybell is very heavily used by student bikers so please do not put a life in danger by increasing population and consequently vehicular density on this street.

Please **do not support** Palo Alto Housing Corporation's push for unwanted high density housing complex in the middle of our community across from Juana Briones park along Maybell Ave and Clemo Ave.

We are asking that elected officials and Palo Alto city employees refuse the rezoning of Green Acres 2 for high density housing. It will only reduce the quality of life in a quiet Palo Alto neighborhood, increase car traffic on already congested neighborhood streets, and create a potentially dangerous situation for children walking and biking to school.

Local email lists from this neighborhood and others indicate that a significant number of people feel the same way.

Please prevent the rezoning for this development and help preserve our community.

Thank you for your consideration.

Sincerely,

Renu and Trilochan Virdi
4170 Hubbartt Drive
Palo Alto, CA
650-388-8424

Ellner, Robin

From: Vibhu Mittal <mail@change.org>
Sent: Wednesday, April 24, 2013 10:01 PM
To: Planning Commission
Subject: Why I signed -- This matters to all

Dear Planning Commission, City of Palo Alto,


I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This matters to all of us!

Sincerely,
Vibhu Mittal
Palo Alto, California

There are now 20 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96> 

Ellner, Robin

From: tlawer <tlawer@yahoo.com>
Sent: Wednesday, April 24, 2013 10:52 PM
To: Planning Commission
Cc: Council, City; Williams, Curtis; Wong, Tim
Subject: Comment on Proposed Rezoning in Green Acres 2 for Maybell Senior Housing Project

Dear Planning Commission:

This letter is intended to document my strong opposition to the proposed rezoning for the Maybell Senior Housing Project and related higher density single family housing. I oppose the rezoning for the following three major reasons:

- It is a suboptimal location for low income senior housing
 - The location is not located within walking distance of any services (health, food etc.) and is not within easy walking distance of direct commute routes to such services. There are far better locations for senior housing in Palo Alto that would provide them with services and a better quality of life.
 - The congested traffic situation here will slow down access to emergency services for the seniors. The proposed project's access is limited to very busy roads that are bumper to bumper for several hours each day. Should the seniors have medical emergencies during this time, it will be very difficult to transport them to a hospital in a timely manner.
 - The Tan Apartments next door on Arastradero will completely overwhelm the parking and access to these facilities due to the high density of the apartments and need for additional parking and search for faster traffic patterns than the only current option on Arastradero.
- The neighborhood and especially Maybell Ave. cannot handle higher density development
 - During peak times, traffic is already bumper to bumper
 - The whole Arastredero-Charleston corridor is highly congested during peak hours and recently even on off peak hours.
 - Other potential projects in the area, such as the proposed project for the trailer park, are already going to increase.
 - The proposal will connect the Tan apartments to Maybell. However, the traffic impact of cars from the Tan Apartments on traffic on Maybell was not taken into account in the traffic studies.
 - The proposed development on Maybell will further narrow an already narrow road. By creating minimal sidewalks and no setback housing plus allowing street parking, the current road will be narrowed, which will make it more dangerous for the children commuting to school and exacerbate the current congestion, even without additional cars.
 - Both Maybell and Arastredero have been designated as school commute corridors and they are heavily used. Our understanding is that the current traffic studies for the development did not take the heavy bicycle use into account. While under Palo Alto rules, they may not be required to, but Palo

Alto rules also state that for development along school commute corridors there is supposed to be a heightened review for traffic.

- The nearby schools are already at or over capacity. The market rate housing will exacerbate the issues. This mistake was already shown once with the Hyatt Rickey development and the corresponding increase in enrollment at the neighborhood schools. Since the developers are subsidizing the senior housing, they cannot be required to address the impact on the local schools of the increased children in the area.
- The proposed zoning goes against the general plan and general zoning rules for Palo Alto.
 - This area is in a neighborhood of single family homes. While the Tan Apartments are a multi-family housing development in the area, the Tan Apartments are a grandfathered development prior to the area being incorporated into Palo Alto.
 - Under the general plan, this area should not be rezoned for more intensive development, but rather to serve as a buffer between the Tan Apartments and the surrounding area. Four story multi-family development and three story houses right on Maybell do not serve this purpose.
 - “POLICY L-5:

Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale. Scale is the relationship of various parts of the environment to each other.”

The scale of the proposed project is out of proportion to the current neighborhood and would destroy the character of the neighborhood.

“POLICY L-6:

Where possible, avoid abrupt changes in scale and density between residential areas of different densities. ..”

The proposed development would dwarf the remaining houses in the area and transform this suburban residential neighborhood into an urban eyesore.

-
- Rezoning may be illegal since it likely will be classified as spot zoning. This is an opportunistic attempt to add intensive development to a single family home residential area. Note that the neighborhood groups will be hiring an attorney to defend their interests and the attorney will be directed to pursue this concern.
- There appears to be a conflict of interest on the part of Palo Alto since it loaned the money to purchase the property with the knowledge that it will be used for high density housing even though it was not zoned for that. I find this a very troubling process since it appears to anticipate the result prior to any neighborhood feedback on a project that will have such a significant effect on the character of the community

- 4. Additionally, though not a reason, the Planning Commission and the City Council should know that community does not see the benefit of this project
 - There is significant opposition to the project in the neighborhood. Of the 100+ people who have responded to the neighborhood survey on the project, 96% are opposed.
 - There will be a high level of activism due to our disappointment at the recent developments, the negative impact we find from them on our neighborhood and all of Palo Alto and the seeming disregard of the city for these negative effects. Between the misrepresented impact of the Hyatt Rickey's project (it won't be any greater impact than the hotel), the continued disconnect between the City and the community on the adverse impact of the Arastredero restriping, our observations of other poorly planned and designed high density projects in South Palo Alto (funny how so many are approved down here) and the lack of infrastructure improvement in conjunction with the higher density development, the residents of Green Acres have lost confidence in the intentions and the competence of the City in its development strategy. We don't believe the traffic studies, since they contradict our day to day experience. We are disappointed that there is no strategy for school crowding due to the new developments and that the higher rate of enrollment seems to have taken the City by surprise with the Hyatt Rickey's development and likely will be ignored with this new development.
 - We dislike the no setback buildings that alter the character of Palo Alto and makes it look a lot more like a section of Brooklyn, than a jewel in Northern California.
 - While providing senior housing to poor seniors is a noble goal, we don't understand, including the many seniors in the community, why we have to sacrifice our neighborhood character to house 60 seniors that will likely come from out of the city and certainly out of the neighborhood.

Tom Lawer

4156 Crosby Court

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Ellner, Robin

From: Rachna Rustagi <mail@change.org>
Sent: Wednesday, April 24, 2013 9:17 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Rachna Rustagi Palo Alto, California

There are now 16 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Patrick Muffler <mail@change.org>
Sent: Wednesday, April 24, 2013 9:26 PM
To: Planning Commission
Subject: Why I signed -- Impact on traffic and

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Impact on traffic and quality of life in Barron Park.

Sincerely,
Patrick Muffler
Palo Alto, California

There are now 18 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Patti Kahn <mail@change.org>
Sent: Thursday, April 25, 2013 9:25 AM
To: Planning Commission
Subject: Why I signed -- Traffic gridlock, safety concerns,

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Traffic gridlock, safety concerns, quality of life in the neighborhood

Sincerely,
Patti Kahn
Palo Alto, California

There are now 35 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feca1f96>



Ellner, Robin

From: Olga Knauer <mail@change.org>
Sent: Wednesday, April 24, 2013 9:12 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Olga Knauer Palo Alto, California

There are now 14 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3f6ea1f96)

[barron-park?response=3ef3f6ea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3f6ea1f96)



Ellner, Robin

From: Nathan Walker <mail@change.org>
Sent: Wednesday, April 24, 2013 10:30 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Nathan Walker Palo Alto, California

There are now 22 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3f961f96>



Ellner, Robin

From: Laura Saxon <mail@change.org>
Sent: Wednesday, April 24, 2013 7:27 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Laura Saxon morriston, Florida

There are now 8 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Lori Krolik <mail@change.org>
Sent: Wednesday, April 24, 2013 9:48 PM
To: Planning Commission
Subject: Why I signed -- There's way too many

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

There's way too many exceptions to the rule being approved by the PA zoning commission. This project is way too big for the area.

Sincerely,
Lori Krolik
Palo Alto, California

There are now 19 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Limei Geng <limeigeng@gmail.com>
Sent: Thursday, April 25, 2013 9:55 PM
To: Planning Commission; Council, City
Subject: No for rezoning Maybell and Clemo and build senior housing and townhome

Dear Sir and Madam,

I against this rezoning petition simply for the safety of young students to elementary, middle and high school heavily taking Maybell Road every day during school days. It is an outrage not considering of young students and for personal gain to request rezoning. I am wondering why we are not aware of this important petition as an resident live less a block away.

I am a resident at current address for 27 years. We know the area and we against the petition to rezone and create heavy traffic.

Please come out during school hours in the morning and you will agree with us. Thank you for your understanding to have a safe street for young students.

Sincerely yours,
Hwaiyu Geng and Limei Geng

4182 Coulombe Drive
Palo Alto, CA 94306

Ellner, Robin

From: Kristen Johnson <mail@change.org>
Sent: Wednesday, April 24, 2013 10:44 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Kristen Johnson Palo Alto, California

There are now 24 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Jean Wren <mail@change.org>
Sent: Thursday, April 25, 2013 7:37 AM
To: Planning Commission
Subject: Why I signed -- The area of Palo

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The area of Palo Alto south of Oregon/Page Mill is being inundated with high density housing that is nowhere Caltrain. It is time to stop. This was, and a few parts still are quiet single family residential streets. Second Maybel is a bike route to local elementary and high schools. There is already considerable traffic. A high density housing project would increase traffic on a narrow street making it less safe for pedestrians and cyclists. Stop the rezoning. We do not want or need new development in this neighborhood.

Sincerely,
Jean Wren
Palo Alto, California

There are now 32 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: John Wiley <hwaiyugeng@gmail.com>
Sent: Wednesday, April 24, 2013 8:42 PM
To: Planning Commission; Council, City
Subject: Against rezoning Maybell and Clemo and build senior housing and townhome

Dear Sir and Madam,

My wife and I against this rezoning petition simply for the safety of young students to elementary, middle and high school heavily taking Maybell Road every day during school days. It is an outrage not considering of young students and for personal gain to request rezoning. I am wondering why we are not aware of this important petition as an resident live less a block away.

We know the area and we against the petition to rezone and create heavy traffic.

Please come out during school hours in the morning and you will agree with us. Thank you for your understanding to have a safe street for young students.

Sincerely yours,
Hwaiyu and Limei Geng

4182 Coulombe Drive
Palo Alto, CA 94306

Ellner, Robin

From: Jacquelyn Summers <mail@change.org>
Sent: Wednesday, April 24, 2013 9:15 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Jacquelyn Summers Palo Alto, California

There are now 15 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Joan Semeria <mail@change.org>
Sent: Wednesday, April 24, 2013 8:23 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Joan Semeria Palo Alto, California

There are now 11 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Joy Hinton <mail@change.org>
Sent: Wednesday, April 24, 2013 7:47 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Joy Hinton Palo Alto, California

There are now 10 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3f6ea1f96)

[barron-park?response=3ef3f6ea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3f6ea1f96)



Ellner, Robin

From: Jimmy Chen <mail@change.org>
Sent: Wednesday, April 24, 2013 10:47 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Jimmy Chen Palo Alto, California

There are now 25 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Hong Xiang <hong_xiang@hotmail.com>
Sent: Wednesday, April 24, 2013 10:20 PM
To: Planning Commission
Subject: No to spot zoning proposal at 576 Maybell Avenue

To whom it may concern,

I am writing to you to against the spot zoning proposal at 567 Maybell Avenue. The high density house will affect the quality of life for current residence. The developer only thinks about how to make money without considering anything for the community.

Thank you,

Hong

Ellner, Robin

From: Holland St. John the recipient's shipping Name <mail@change.org>
Sent: Thursday, April 25, 2013 7:00 AM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Holland St. John the recipient's shipping Name Palo Alto, California

There are now 30 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Heidi Axtell <mail@change.org>
Sent: Wednesday, April 24, 2013 7:45 PM
To: Planning Commission
Subject: Why I signed -- I live on this

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

I live on this already too busy street. Vote no rezoning.

Sincerely,
Heidi Axtell
Palo Alto, California

There are now 10 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Gwen Luce <mail@change.org>
Sent: Thursday, April 25, 2013 7:55 AM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Gwen Luce Palo Alto, California

There are now 32 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3fea1f96)

[barron-park?response=3ef3fea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3fea1f96)



Ellner, Robin

From: Gail Jones Beatrice <mail@change.org>
Sent: Wednesday, April 24, 2013 10:36 PM
To: Planning Commission
Subject: Why I signed -- The proposed change to

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The proposed change to high density zoning adversely affects neighborhood character; it is visually inconsistent with neighborhood context, and would negatively effect already difficult traffic congestion. It simply doesn't feel like Palo Alto.

Sincerely,
Gail Jones Beatrice
Palo Alto, California

There are now 23 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Fatijah Clark <mail@change.org>
Sent: Wednesday, April 24, 2013 10:52 PM
To: Planning Commission
Subject: Why I signed -- This would cause an

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This would cause an insidious change to the character of the neighborhood.

Sincerely,
Fatijah Clark
Palo Alto,

There are now 26 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96> 

Ellner, Robin

From: Eugene Lee <mail@change.org>
Sent: Wednesday, April 24, 2013 11:09 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Eugene Lee Palo Alto, California

There are now 27 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Ellen Gold <mail@change.org>
Sent: Wednesday, April 24, 2013 10:04 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Ellen Gold Palo Alto, California

There are now 21 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: David Thomas <mail@change.org>
Sent: Wednesday, April 24, 2013 8:25 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
David Thomas Palo Alto, California

There are now 12 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: David Gmail <ngdavids@gmail.com>
Sent: Wednesday, April 24, 2013 7:48 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: Opposition to Rezoning of Maybell/Clemo for High Density Senior Housing

Councilmen and City Representatives,

My wife and I are vehemently opposed to the Re-zoning for the Maybell/Clemo high density housing.

- The narrowing of Arastradero has significantly increased traffic and congestion onto Maybell. Maybell is the primary residential street for students and families to walk, bike, and ride to elementary, middle, and high schools. We constantly have bumper to bumper traffic during the morning hours which makes it hazardous to walk to school. The safety of students and families are at risk due to increased traffic congestion and parked vehicles already on the road currently from the Arastradero Apts and will only increase with high density housing. Street parking blocks bicyclist and pedestrian paths making them enter the street or enter private property.

- I reviewed the traffic study and found that there were assumptions that vehicular traffic did not go all the way down on Maybell onto Donald Drive. With a large influx of new multi-generational families moving into this project, we would have over 100 more cars that would potentially be entering and exiting the Maybell area to avoid driving on Arastradero. The multi-family project could potentially generate over 100 additional cars on Maybell. Seniors will own cars because they are active, living longer, and there are no senior services (hospitals, clinics, grocery stores, etc.) that are within walkable distance to Maybell and Clemo. Additionally, if seniors don't drive, then senior shuttles or cars to and fro will also contribute to more traffic on Maybell.

- The proposed 3-story homes and 4-story high density housing is incompatible with the residential neighborhood and the single family homes in the neighborhood. The immensity of the development with 12 feet setbacks and close to 50 feet height will change the entire look and feel of this neighborhood.

Homeowners expect that zoning laws would be upheld when buying and owning a residential home in the Green Acres area. The impact of traffic congestion, safety concerns, nuisances, and high density housing depreciates home property values and drastically changes the look and feel of our neighborhood.

Regards,

David Ng
Wendy Lin
Green Acres Resident on Donald Drive

Ellner, Robin

From: Casie Walker <mail@change.org>
Sent: Wednesday, April 24, 2013 9:19 PM
To: Planning Commission
Subject: Why I signed -- It is already difficult

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

It is already difficult to bike or walk to school safely in this neighborhood. Increasing traffic by rezoning this area would make it significantly worse.

Sincerely,
Casie Walker
Palo Alto, California

There are now 17 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feaf96>



Ellner, Robin

From: Cindy Goral <mail@change.org>
Sent: Wednesday, April 24, 2013 9:02 PM
To: Planning Commission
Subject: Why I signed -- Please preserve our neighborhood

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Please preserve our neighborhood character and what little ability we have left to drive around in it.

Sincerely,
Cindy Goral
Palo Alto, California

There are now 13 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96> 

Ellner, Robin

From: Concerned Citizen <mail@change.org>
Sent: Thursday, April 25, 2013 5:20 AM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Concerned Citizen New City, New York

There are now 29 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Annette Puskarich <mail@change.org>
Sent: Thursday, April 25, 2013 1:06 AM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Annette Puskarich Palo Alto, California

There are now 28 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

[http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)

[barron-park?response=3ef3feea1f96](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96)



Ellner, Robin

From: Zoe Peters <zozies@sbcglobal.net>
Sent: Wednesday, May 01, 2013 7:49 PM
To: Planning Commission
Subject: Concerned Neighbor

To Whom it May Concern,

I am writing to express my concerns about the amount of development in Palo Alto. I have lived here since I was born, now 42 years. I have seen fields covered with houses, school sites bulldozed for houses, enormous buildings placed on busy streets and a huge influx of traffic.

My children attend Juana Briones Elementary school. I drive them or bike with them across El Camino Real and then let them continue on their own. I cringe each morning as I watch red lights run, no stopping on right turns and the constant stream of "California stops" through stop signs on Maybell. (There is no placed crossing guard at the stop sign on Maybell near the Briones Park.).

I am stunned to hear you are considering letting a Developer build on the space adjacent to Juana Briones Park. I urge you to carefully investigate the pros and cons before making your decision. Please remember the safety of school children, (there are three schools in the direct vicinity of the proposed site), the increased amount of traffic - (consider three schools and their starting and finishing times) and the ridiculous amount of buildings/housing we already have in Palo Alto.

We place such an emphasis on our educational system, but we don't enable our students to get to school safely or independently. Such a shame.

Thank you,
Zoe Anna Peters
[4242 Newberry Court](#)
[Palo Alto, Ca 94306](#)

Sent from my iPhone

Ellner, Robin

From: Yvonne LaMaster <mail@changemail.org>
Sent: Thursday, May 16, 2013 8:28 AM
To: Planning Commission
Subject: Why I signed -- High density housing is

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

High density housing is ruining our city. Street safety, biking, walking is critically impacted in a negative way by this type of housing. The school are over enrolled and the traffic is already horrible in that area of town.

Sincerely,
Yvonne LaMaster
Palo Alto, California

There are now 128 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: xinyu zhang <xin_yu_zhang@yahoo.com>
Sent: Sunday, April 28, 2013 7:19 PM
To: Planning Commission; Council, City
Subject: Opposing rezoning on 567 Maybell avenue

To whom it may concerns,

My name is Xinyu Zhang, a palo alto resident at 570 Pena Ct., Palo Alto, CA 94306. I strongly oppose rezoning at 567 Maybell ave and keep the existing zoning law.

Thank you very much!

Xinyu

650-8567915(h)

Ellner, Robin

From: Victoria Stjohn <mail@change.org>
Sent: Thursday, April 25, 2013 12:05 PM
To: Planning Commission
Subject: Why I signed -- Have you tried driving

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Have you tried driving towards TERMAN or Gunn?..... The traffic is horrendous!!

Sincerely,
Victoria Stjohn
Palo Alto, California

There are now 39 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Tasha Souter <mail@changemail.org>
Sent: Tuesday, May 14, 2013 9:09 PM
To: Planning Commission
Subject: Why I signed -- This project is located

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This project is located right along a busy biking route with 4 schools and a park. The increased traffic congestion will compromise safety for pedestrians and bikers leading to even more cars, pollution, and negatively impact the entire neighborhood. Too much high density housing is being planned for this area without due consideration of the neighbors or the children affected.

Sincerely,
Tasha Souter
Palo Alto, California

There are now 112 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Tom Pamilla <tompamilla@stevensonhouse.org>
Sent: Wednesday, May 01, 2013 2:21 PM
To: Planning Commission
Subject: Maybell Orchard Development

Dear Commission Members:

Thank you for all of your dedication and concern for all of the residents of Palo Alto. I am writing to you in support of the proposed Maybell Orchard development.

As the Executive Director of Stevenson House, located at 455 E. Charleston Road in Palo Alto, I see on a daily basis the great need not only for senior housing, but especially for affordable senior housing. Palo Alto is a beautiful community that has so much to offer to its residents. The truth is, however, that it is a very expensive community in which to live.

Every day I meet seniors who have an admirable history and background, seniors who have overcome tremendous difficulties in their lives, and yet have contributed greatly to our current society. I also see seniors at Stevenson House who care for and watch out for their neighbors and who share with each other, who volunteer in the community—and who need each other. Many of our seniors no longer drive or can afford a vehicle. In fact, the bicycle has become a common method of transportation for a good number of our residents.

We all know that one illness or one tragedy has the potential to eliminate a bank account and throw one into economic crisis. All of us are vulnerable. An older adult has fewer options to recover economic stability than do younger people. Many of the elders who come to Stevenson House looking for affordable housing tell us of the extremely long waiting lists they have encountered in their search for housing.

The Maybell Orchard development is extremely important to the elders who have truly earned the right to live in a wonderfully caring community such as Palo Alto. It is so important to keep in mind that these very seniors will not only live in

Palo Alto, but will also enrich our environment with their presence, their involvement, their sharing.

I look forward to seeing Maybell Orchard completed, and to encouraging a close collaboration between Maybell Orchard and Stevenson House.

*Thomas M. Pamilla, MSW
Executive Director
Stevenson House
455 E. Charleston Road
Palo Alto, CA 94306
(650) 494-1944 ext.12
www.stevensonhouse.org*

Ellner, Robin

From: Tom LaWer <mail@change.org>
Sent: Tuesday, May 07, 2013 8:38 PM
To: Planning Commission
Subject: Why I signed -- The density of our

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The density of our neighborhood is already getting too high for a single family home neighborhood with terrible traffic on Arastradero and Maybell. With additional high density developments all along El Camino, including at the trailer park, we cannot tolerate any more high density housing and preserve any shred of the character of our neighborhood. It feels like Palo Alto is turning into Brooklyn NY with all row houses and no setbacks.

Sincerely,
Tom LaWer
Palo Alto, California

There are now 89 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Tomas Kong <mail@change.org>
Sent: Tuesday, May 07, 2013 5:39 PM
To: Planning Commission
Subject: Why I signed -- A high-density housing development

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

A high-density housing development at this location would create a very dangerous street for kids who use Maybell to access the three schools in the area, and the traffic study presented by the developer did not factor in the foot and bicycle traffic from the kids. A shocking case of negligence or data manipulation.

Sincerely,
Tomas Kong
Palo Alto, California

There are now 85 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Tomas Kong <mail@change.org>
Sent: Tuesday, May 07, 2013 5:39 PM
To: Planning Commission
Subject: 5 new petition signatures: Stephanie Shaw, Kay Luo...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 85 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feeaf96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 81. Stephanie Shaw Palo Alto, California
- 82. Kay Luo Palo Alto, California
- 83. Arthur Li Palo Alto, California
- 84. Annie Young Palo Alto, California
- 85. Tomas Kong Palo Alto, California



Ellner, Robin

From: Sunny <sunnyzhai@gmail.com>
Sent: Friday, April 26, 2013 12:01 PM
To: Planning Commission
Cc: Council, City
Subject: Opposition of the maybel ave rezoning

Hi, this is sunny Zhai. I am the home owner of 4151 amaranta ave, palo alto 94306. Our family-benny ayeung, synny zhai, victor ayeung, chloe ayeung and gavin ayeung, strongly oppose the maybel ave rezoning to this high density development.

The planned housing will disturb our current quiet community and will attract more traffic to maybel ave, where a lot of students bike or walk to school. The three level town home will affect the whole outlook of this neighborhood.

Please return the rural look to our neighborhood.

Have a nice day!
Sunny Zhai

Ellner, Robin

From: Susan Voll <mail@change.org>
Sent: Thursday, April 25, 2013 11:06 AM
To: Planning Commission
Subject: Why I signed -- Please don't rezone in

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Please don't rezone in this area. It is a bad area to try to stuff more housing. It is along an already crowded road and it would ruin a nice greenbelt area that we all enjoy. Why are we continually trying to stuff more housing into Palo Alto? We can't maintain the same quality of living we have enjoyed if our schools, roads and services are beyond capacity. Palo Alto is losing it's lovely, quaintness and will soon be just like all the other crowded and cemented over communities around us.

Sincerely,
Susan Voll
Palo Alto, California

There are now 39 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Samina Shetty <mail@change.org>
Sent: Friday, May 10, 2013 9:18 AM
To: Planning Commission
Subject: Why I signed -- Would like my neighborhood

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Would like my neighborhood to remain quiet and peaceful.

Sincerely,
Samina Shetty
Palo Alto, California

There are now 102 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Steve Rothenberg <steverothenberg@yahoo.com>
Sent: Thursday, April 25, 2013 4:55 PM
To: Planning Commission
Subject: rezoning 567 and 595 Maybell

Hello,

As a resident of 4154 Interdale Way, I strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Maybell Ave is already a busy street and the residential neighborhood will be adversely affected by this high density housing.

We do not need to pack more people into Palo Alto and especially into a residential (single family) low density zone like Barron Park.

Stop the urbanization of Palo Alto....are you trying to make it into a city like San Francisco!!!! Yuk!!!!

Thank you for listening,
Steve Rothenberg

Ellner, Robin

From: steven rosenberg <canuck94306@gmail.com>
Sent: Wednesday, May 08, 2013 10:31 AM
To: Planning Commission
Cc: info; canuck94306
Subject: PAHC proposed rezoning and approval of the MAYBELL/CLEMO project



Dear sirs,

I want to express my opposition to the proposed rezoning and construction of the PAHC Maybell/Clemo project. This project is completely inappropriate for this location and will have severe negative impacts on the safety of pedestrians, children and bicyclists. It will also significantly degrade the quality of life in the community (this is why the current zoning prohibits these types of high density developments), and also significantly degrades the adjacent Juana Briones park. This type of high density spot zoning is completely inappropriate in my view, and certainly should not be done unless proper review and input from the community has been gathered, and valid environmental impact reviews collected. I do not think either of these has occurred. The community input, gathered very late, has been dismissed. Given we are a small city, and the purpose of the city government is to serve its residents, I think the desires of the community should play a much larger part in any decision process, particularly since there is an extremely severe impact to the community. The environmental impact statement explicitly did not consider the effects of pedestrians, bicyclists, etc. on Maybell, which is thronged with them mornings and late afternoons. It only looked at a few hours that did not necessarily coincide with the highest use times, it did not evaluate the impact on Juana Briones park, and the effect of turning Clemo into a cut-through via the new development from Arastradero, a very congested street. Given the gridlock situation on Amaranta and on Maybell during morning school and commute hours, the conclusion that adding additional traffic onto Maybell will have negligible impact is laughable. There are many other inadequacies as well.

While it is true that there are currently some larger developments along Arastradero, these apartment complexes were built when the whole neighborhood was part of the county, and the zoning grandfathered in. They by no means set a precedent. This entire part of Palo Alto is zoned for Residential single-family R-1, this is a residential neighborhood with a residential feel. Turning our low-density transition buffer to the neighborhood into a high-density high-rise zone is inappropriate spot zoning. The PAHC are welcome to build senior housing there, WITHIN existing low-density zoning.

Some of the specific problems are:

1. Traffic impact: Maybell is already too narrow, and this development will crowd the street further and most likely result in further on-street parking, causing further congestion. Kids weave in and out of traffic on Maybell already because it's so narrow. Further traffic would be very unsafe, and every school day impact the ability of several hundreds of our children to get to school safely by biking or walking. The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there. Residents will have to drive out or have helpers drive in. Seniors have visitors, too! The "senior" designation is a pretense to get the area rezoned for high density. The PAHC is developing other larger projects RIGHT NOW near to Stanford

which would be better for seniors (walkable to medical, grocery, Avenidas, free entertainment, restaurants, etc). They should build in this neighborhood only WITHIN EXISTING LOW DENSITY ZONING.

2 Safety. Putting high density right in that location where there is already such traffic problems, and at one of the only inlets/outlets to the neighborhood (which has no egress to the south or west) is an accident waiting to happen for the kids at Briones and Terman. And elderly neighbors who could see delayed emergency vehicle access. Emergency vehicles don't even have a clear shot to drive in on sidewalks along Maybell because it's so narrow. Putting the traffic out at Arastradero instead of Maybell will not solve the problem it just shifts it to the other too-busy inlet/outlet to the neighborhood and makes Gunn and Terman harder to reach in an emergency during the wrong hours.

2) Liveability. The housing corp wants to put a senior development there. But there are no walkable services at that location, not even a grocery store nearby. Residents will have to drive out or have helpers drive in.

3) Negative impact on neighborhood quality of life. Zoning exists for a purpose, so those who want to invest huge amounts of money buying into the area know what will be there in the future. This is a small, cohesive neighborhood and rezoning single-family and R2 zoning to high density carves away a big part of the neighborhood and hurts the residential character. We are taking more than our share of high density at more appropriate locations in the neighborhood, at locations already zoned for high density.

4) Our area is not well served with parks and playing fields. Juana Briones park is our little gem. This development will severely impact it by a) turning Clemo, which is a quiet street with lots of parking, into a busy traffic street, and lining the facing side with close packed houses. Right now, neighbourhood residents can easily drive to the park if needed, and find parking. With the loss of Clemo and more on-street parking being used the new row houses without facing driveways on Maybell, this will impact accessibility. Increased traffic on adjacent streets will also affect this.

5) "Attractive nuisance" All surveys of senior citizens in the neighborhood show they aren't moving to senior housing and pretty much stay in their homes. Residents will be coming from elsewhere to live there, and it's just a fact of this immediate neighborhood that there will be people who move there to sneak grandchildren in at Gunn or Terman. Saying there will be rules against it is not enough, people find ways to break those rules and do, and others are often loathe to report them. This encourages seniors to break up their families to move in there so the grandchildren can attend Gunn. Anyone who doesn't take that inevitability seriously does not have a realistic handle on this neighborhood.

6) Zoning change may be illegal and certainly seems to be a conflict of interest for the city. The rezoning violates many policies of the city's general plan and may constitute illegal "spot zoning". The city's loan to the PAHC may constitute contract zoning, which would also be illegal. At the very least, it is a conflict of interest. The city loaned PAHC millions to purchase the property, on the proviso that they pay the money back when high-density homes - completely out of character with the residential neighborhood - on Maybell and Clemo are built and sold, which could not be built to that density under the existing zoning.

7) losing opportunity to create a real community benefit. That location is a once-in-a-lifetime

opportunity to expand the existing park and make a much needed playing field on this side of town. Such a field could be reached by kids by bikes from Los Altos and all the neighborhoods along the bike path. Instead of having to be driven all the way out to the Baylands, kids could have more opportunities to be independent and active. The benefits to the community are legion and real, not just cover for more density and developers.

Sincerely,

Steven Rosenberg
4073 Amaranta ave.

Ellner, Robin

From: susanppines@gmail.com on behalf of Susan Pines <susan@pines.com>
Sent: Monday, April 29, 2013 10:28 PM
To: Planning Commission; Council, City
Subject: Opposition to Zoning changes/exemptions for Maybell development

To whom it may concern:

This letter is in **strong opposition** to the City of Palo Alto Planning Commission and City Council's plans to rezone Maybell Avenue and/or grant zoning exceptions for high-density development and senior housing.

I am a 30 year resident of Donald Drive and am opposed to this rezoning and/or exemption on the following grounds:

1) Safety: Maybell is a narrow street that is a designated "bike and walk to school" route for 3 schools. Maybell is problematic in itself as the street does not even have a designated bike lane for the hundreds of children using this street. (Is this legal ? maybe, but it is certainly not good public safety practice) Putting high density right where there are already unsafe conditions and traffic problems will exacerbate any emergency situations in the schools or neighborhoods. Emergency egress and access to the entire area will be compromised.

2) Traffic: The Traffic studies already indicate more cars than considered suitable for a local residential street and the figures do not take bicycle traffic into consideration. On a daily basis, drivers have to give way for bikers riding 4 across, and as noted, there is no designated bike lane on any of this street, which varies in width, block by block, but appears especially narrow at the area proposed to be redeveloped. Meanwhile, the major route, Arastradero on the other side is crammed with cars at certain times of the day, and so drivers are using Maybell to avoid the major street. This tendency would continue with more development.

3) Traffic: The Palo Alto Housing Corp is claiming the high-rise will just be seniors who won't make traffic, but there are NO WALKABLE SERVICES there. The closest grocery store (which recently closed) is not walkable for most people, being across El Camino, Alma and the Railroad Tracks. Residents will have to drive out or have helpers drive in.

4) Negative impact on neighborhood quality of life. This is a small, cohesive neighborhood and rezoning to high density destroys the character of this neighborhood.

5) The rezoning violates policies of the city's general plan:

“POLICY L-5:

Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale. Scale is the relationship of various parts of the environment to each other.”

The scale of the proposed project is out of proportion to the current neighborhood and would destroy the character of the neighborhood. The only high rise in the area, was grandfathered in when the City annexed the land over 30 years ago. It is/was not part of the City's general plan.

“POLICY L-6:

Where possible, avoid abrupt changes in scale and density between residential areas of different densities. ...”

The proposed development would dwarf the remaining houses in the area and transform this suburban residential neighborhood into an urban eyesore. The lack of a reasonable set back on Maybell is especially troubling, as it reflects the continuation of the "ugly, unfriendly and unwalkable aesthetic" of the Ricky's El Camino development and the Miki's Market/Alma development, as well as making it impossible to ever improve (i.e. widen) Maybell to allow for a designated bike lane.

In short, I am strongly opposed to rezoning the Maybell parcel to permit construction of an outsized housing development, while sympathetic to senior and low income housing in general. Let's put this housing on El Camino, or in the Page Mill/El Camino area near to California Avenue and adjacent to retail services and transportation.

Regards,

Susan P Pines

4109 Donald Drive

Palo Alto

Ellner, Robin

From: Sally O'Neil <mail@change.org>
Sent: Thursday, April 25, 2013 10:28 AM
To: Planning Commission
Subject: Why I signed -- Please do not rezone

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Please do not rezone without more carefully considering the whole area and recent changes here. We already have significant traffic and safety problems here.

Sincerely,
Sally O'Neil
Palo Alto, California

There are now 39 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feaf96>



Ellner, Robin

From: Sammy Oh <mail@changemail.org>
Sent: Thursday, May 16, 2013 9:09 AM
To: Planning Commission
Subject: 5 new petition signatures: Darcy Huston, Viresh Rustagi...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 130 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 126. Darcy Huston Palo Alto, California
- 127. Viresh Rustagi Palo Alto , California
- 128. Yvonne LaMaster Palo Alto, California
- 129. Mamta Samantray Palo Alto, California
- 130. Sammy Oh Palo Alto, California



Ellner, Robin

From: Sheila Mooney <mail@changemail.org>
Sent: Wednesday, May 15, 2013 11:06 PM
To: Planning Commission
Subject: Why I signed -- Affects our route to

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Affects our route to our school.

Sincerely,
Sheila Mooney
Palo Alto, California

There are now 124 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Sandi McFarlin <mail@change.org>
Sent: Friday, May 10, 2013 6:28 AM
To: Planning Commission
Subject: 5 new petition signatures: Lori McCormick, Cecile K...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 100 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3fee1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 96. Lori McCormick Palo Alto, California
- 97. Cecile K Palo Alto, California
- 98. Tina Peak Palo Alto, California
- 99. Yumi I. Palo Alto, California
- 100. Sandi McFarlin Palo Alto, California



Ellner, Robin

From: Stephanie Langley <mail@change.org>
Sent: Saturday, April 27, 2013 8:20 AM
To: Planning Commission
Subject: Why I signed -- This development if it

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This development if it gets built as it is now planned will create an even more unsafe and overly traveled traffic route.

Sincerely,
Stephanie Langley
Palo Alto, California

There are now 53 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Scott Hayes <mail@change.org>
Sent: Wednesday, May 01, 2013 11:52 AM
To: Planning Commission
Subject: Why I signed -- The area is already

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The area is already well built up, schools are already crowded and the traffic is very heavy now. A limited number of private homes may work, but not anymore low density housing.

Sincerely,
Scott Hayes
Palo Alto, California

There are now 61 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Soroor Ebnesajjad <sorooreb@yahoo.com>
Sent: Sunday, April 28, 2013 1:47 PM
To: Planning Commission; Council, City
Subject: High density housing on Maybell an Clemo

Dear City Council and the Planning Commission,

I am writing to ask you to disallow the change of zoning of the property on Clemo and Maybell so that the project can not proceed as it is planned.

There are many issues with this development but I will only point out one in this email.

PAHC tells us that the reason for choosing this location is that Palo Alto is nice and these seniors will enjoy living here. They also say these seniors are very poor so few of the residents will own cars. I live near this site and know that there are no grocery stores or other essential services nearby. Being a low income senior with no car and not living near any reasonable shopping places can not be an easy life. The residents will always be dependent on others to help with their shopping, etc.

In response to these concerns PAHC says that there will be lots of meals on wheels deliveries, etc. Wouldn't that will clog up the roads around the development further?

Why not build it in a location where there are shops within walking distance?

Please try to understand that if you go ahead with this project you will be endangering the lives of many children who walk or bike that path. And some others like myself who bike a lot will have to think twice and perhaps opt for driving in order to be safe.

Sincerely
Soroor Ebnesajjad
Florales Dr.
Palo Alto 94306

Ellner, Robin

From: Sam and Ida Holmes <isholmes@sbcglobal.net>
Sent: Tuesday, April 30, 2013 11:13 AM
To: Planning Commission
Subject: 567 Maybell Avenue Project

Dear Commissioners:

I wanted to write to you to express my strong opposition to the proposed re-zoning of this lot and the authorization of a 75 unit (MOL) development. The purpose of zoning laws is to assure character and livability of neighborhoods and to prevent out of control development. One only has to go to places with lax zoning laws (e.g. Houston) to see how destructive uncontrolled development can be. The proposed development will permanently alter the character of this Barron Park neighborhood. We have taken steps to preserve trees, limit alterations to and destruction of historic buildings in order to preserve neighborhood ambience, etc. so why would we allow this kind of development.

Sincerely,

Samuel and Ida Holmes
4144 Maybell Way
Palo Alto, CA 94306

Ellner, Robin

From: Ramona Zulch <mail@change.org>
Sent: Sunday, April 28, 2013 8:20 PM
To: Planning Commission
Subject: Why I signed -- Increasing the density of

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Increasing the density of housing on Maybell needs to be denied for numerous reasons. Most important, consider the safety of the many children who bike, walk and skateboard to school each day. Maybell is so narrow that there is only room for a sidewalk on one side. As a result the children bike and walk out in the street, often confronting impatient drivers who use Maybell as a short cut to Arastradero. As a senior citizen who lives just one block from Maybell I often walk our charming and very diverse neighborhood. Visit our area and envision three story buildings built right up to the sidewalk with hundreds of children walking and biking to and from school and you will better understand our objections to this high density development. This is a neighborhood that is as important as any other neighborhood in Palo Alto. We, too, want our children safe! Deal with the need for affordable and senior housing but not by introducing added danger to our community. Deny the zoning change!

Sincerely,
Ramona Zulch
Palo Alto, California

There are now 56 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Richard Wedenig <mail@change.org>
Sent: Monday, May 13, 2013 10:07 PM
To: Planning Commission
Subject: 5 new petition signatures: Dave Chou, Katherine Fife...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 110 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 106. Dave Chou Palo Alto, Illinois
- 107. Katherine Fife Palo Alto, California
- 108. Dylan Riley Palo Alto, California
- 109. Rosa Dell'Oca Palo Alto, California
- 110. Richard Wedenig Palo Alto, California



Ellner, Robin

From: Richard Wedenig <mail@change.org>
Sent: Monday, May 13, 2013 10:07 PM
To: Planning Commission
Subject: Why I signed -- It will have a

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

It will have a huge impact on our quiet neighborhood. It will not be nice for the current residents nor the seniors. Please reduce the scope and scale of this project so that it has no visible or felt impact on the existing community

Sincerely,
Richard Wedenig
Palo Alto, California

There are now 110 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Richard Simoni <rich@assetman.com>
Sent: Sunday, May 12, 2013 8:59 PM
To: Council, City; Planning Commission
Subject: Re-zoning for Maybell Avenue project, and the \$3 million

Dear members of the council and commission,

I am completely against the rezoning for the new housing project on Maybell Avenue. Even though the goals of this particular project may resonate with some (although not me), the rezoning of south Palo Alto for all kinds of projects the last few years has gone too far, and our neighborhood sees the brunt of the results. It's just too much...please stop already and just let the zoning be.

If the fact that the City already put in \$3 million from its housing fund factors into this rezoning decision, then I have to say, it would smell really bad from a conflict-of-interest point of view and this angry neighborhood will undoubtedly make sure it gets plenty of press coverage. Nobody wants to derail good-intentioned projects in general, but the neighborhood has just "had it up to here," so to speak, and this is the straw that breaks the camel's back. The city has not done south Palo Alto any favors with all of its re-zoned projects so far, so frankly it is not operating from a strong base of credibility on this matter.

I believe the city would be delinquent if it doesn't at least investigate whether in this real estate market, PAHC could sell the land under existing zoning and return the city's housing fund money. The fact that this money has gone in doesn't have to make this project a foregone conclusion.

Best regards,

Rich Simoni
4188 King Arthur Ct
Palo Alto, CA

Ellner, Robin

From: Robert Moss <bmos33@att.net>
Sent: Saturday, May 04, 2013 2:38 PM
To: recycler100@sonic.net; jdewit@paloaltohousingcorp.org
Cc: cgonzalez@paloaltohousingcorp.org; Council, City; Planning Commission; Wong, Tim; Williams, Curtis
Subject: Re: P.S. Newsletter article to PAHC residents

Another refutation of the totally false claim that local residents are opposing BMRs and lower income housing is the formal opposition of the Barron Park Association and many Barron Park residents to closure of the Buena Vista mobile home park and replacing over 110 low income units with high density expensive housing. The neighborhood made it very clear that this low income, mainly Hispanic group should be allowed to stay.

In fact a major objection to the project was the excessive number and inadequate setbacks of the market rate homes, not the fact that the senior units would be BMRs. There were more requests to reduce the number of market rate homes than of BMR units.

As noted, the problems are excessive bulk and density, traffic, risk to children along the Safe Routes to School route, and incompatibility with the adjacent R-1 homes.

This proposal is a classic example of the uselessness and dangers of PC zoning. The "public benefit" is BMR housing which is the reason PAHC exists, so wild card zoning is justified for doing what PAHC does anyway. If PAHC wants to build high density senior housing, the best approach is to do it in an area already zoned for it, which also has the advantage that those high density areas are near services that seniors want and use, unlike the Maybell/Clemo site that is not near any shopping or services. It further verifies that PC zoning is a terrible idea. If it proceeds I will do everything possible to prohibit future PC zoning and any developments under that wild card zoning in Palo Alto.

Regards, Bob Moss

From: "recycler100@sonic.net" <recycler100@sonic.net>
To: jdewit@paloaltohousingcorp.org
Cc: cgonzalez@paloaltohousingcorp.org; city.council@cityofpaloalto.org; planning.commission@cityofpaloalto.org; tim.wong@cityofpaloalto.org; curtis.williams@cityofpaloalto.org
Sent: Sat, May 4, 2013 1:16:18 PM
Subject: P.S. Newsletter article to PAHC residents

P.S. Dear Jessica,

I would just like to make one more important point: Your newsletter listed the Maybell property as being in Barron Park. While neighbors significantly impacted by the development on the east side of Maybell are in Barron Park, and Barron Park is impacted by the traffic, safety, and emergency issues it presents (as are several other surrounding neighborhoods and school communities, which is why opposition to rezoning that property is so widespread), the property you are trying to rezone is squarely in the middle of Greenacres. Greenacres residents are the most negatively affected by the rezoning. After all that has transpired, you and those trying to rezone the neighborhood know so little about the area that you don't even know which neighborhood your proposed rezoning is in. Which is strange, since PAHC owns quite a few BMR units in Greenacres.

Here are some neighborhood maps for your future reference:

<http://www.paloaltoonline.com/media/reports/1233787698.pdf>
<http://www.cityofpaloalto.org/civicax/filebank/documents/28940/>

> Hi Jessica,

> I have received a copy of a newsletter article in PAHC's Collective Wisdom newsletter to its residents. It says "A vocal group of community members are stating their opposition to more affordable housing in Palo Alto," and invites existing residents to come to the Planning Commission and City Council Meetings (scheduled to discuss the rezoning) in order to speak in support of affordable housing.

>

> Can you please tell who wrote this article? It amounts to a coercive attempt to drum up support for PAHC's high-density rezoning, without ever stating it or being honest about what is really going on. You know very well that those meetings are not a referendum on affordable housing or whether affordable housing has benefited anyone, as the flyer indicates. Using BMR residents in a dishonest political ploy rather than addressing the specific concerns at hand in that low-density to high-density rezoning effort is beneath the Palo Alto Housing Corporation, and I think PAHC owes not only the neighborhood, but the BMR residents an apology for it.

>

> I would like to remind you of a few things:

> 1) You invited neighbors to come to the April meeting.

>

> 2) Prior to the meeting, you expressed your strong disbelief that there was any opposition to rezoning for high-density in the neighborhood.

>

> 3) Neighbors at the meeting never once stated any opposition to "more affordable housing in Palo Alto," in fact several people prefaced their comments against this particular attempt at high-density rezoning and the serious problems it poses to safety and traffic with positive comments in support of PAHC and its work. Some members even expressed support for that project, at a safer location. I myself stopped to tell a PAHC employee of my support for PAHC on my way from the meeting, and to reiterate that opposition was only to the specifics of that particular low-density residential to high-density rezoning effort by PAHC.

>

> One community member recorded most of the meeting; if you believe anyone said anything negative about PAHC or having more affordable housing in Palo Alto, can you please let me know when that happened, because we can't find it.

>

> 4) To my knowledge, neighbors have welcomed PAHC to build within the existing zoning, even stating a preference for PAHC to build within the existing zoning over another developer doing so. This is hardly "opposition to more affordable housing in Palo Alto" or even at that location. Neighbors are opposed to unwise and unsafe high-density building of any kind at a traffic bottleneck in the neighborhood that impacts the only two routes in and out of the neighborhood (and other neighborhoods along Arastradero), egress for the fire station, and safe routes to school traveled by over a thousand school children on bikes every day. There is no other way for traffic generated by a high-density development at that location to go except via those two routes, which are both safe routes to school.

>

> 5) Some of the school children whose safety is impacted by more traffic on those routes are PAHC residents. Some of the existing neighbors whose jobs, livelihoods, and quality of life will be impacted negatively by traffic and emergency bottleneck delays are PAHC residents. To misdirect the conversation to make it a referendum on affordable housing rather than dealing with the specific safety and traffic issues of the high-density rezoning does them a disservice just as it does the other neighbors who deserve to have their concerns addressed.

>

> 6) No one at the meeting stated any opposition to more affordable housing in Palo Alto, but many did state their opposition to making the safe routes to school more dangerous and congested. Many stated serious concerns about the limitations of PAHC's traffic study, which we were told at the meeting did not take the thousands of student bikers into account. Given that those issues affect affordable housing residents as well, why was there no attempt to educate them about the specifics?

>

> 7) Residents of existing affordable housing are integrated in the neighborhood and have many connections in school and the community. For PAHC to try to portray neighborhood opposition of a low-density to high-density zoning change as opposition to them and affordable housing is cynical and inflammatory, and could create a wedge in a previously cohesive community and even undermine support for PAHC in general where support was previously good.

>

> 8) For someone in PAHC to make such a dishonest attempt to drum up participation at a rezoning meeting in a letter to residents whose affordable housing depends on PAHC could be construed as coercive, especially since it may not even be in residents' best interests as part of the neighborhood to be inserted in a manufactured red herring controversy about affordable housing in general, as the flyer tries to make it. In whose best interest is it to incite controversy over affordable housing, theirs, or your own?

>

> 9) In planning the project, you and PAHC have created very constrained development circumstances that seem to make it impossible for you to compromise for safety and other concerns specific to that site. At the meeting, neighbors were told that in order for the project to be financially feasible, PAHC promised the developer it would get the low-density residential zoning changed to high-density, so the developer could put a wall of tall houses with tiny lots and minimal setback on a narrow street zoned R-1 to either side and across the street. This is reminiscent of what has happened at Alma Plaza/Miki's Market, which many residents in Palo Alto can see is a bad idea, only now it's not even on Alma, it's on narrow Maybell on a residential street. Opposition to such excessive development in residential areas and to your manufactured all-or-nothing constraints have nothing to do with support or opposition to "affordable housing in Palo Alto" and it was wrong of you to try to make it so.

>

> You know as well as anyone that your attempt to rezone that low-density residential parcel isn't somehow the only chance for PAHC to add affordable housing in Palo Alto, that every private housing development of less than five acres is required to set aside at least 15 percent of units as affordable housing, more for larger developments, and there are many high density developments going in this part of town as we speak. No one opposed to high density rezoning of that location has ever said one word or even hinted at opposing the set aside of 15-25% of privately developed housing as affordable housing at all. Additionally, PAHC could choose to build low-income units under the existing zoning, but never made any alternative plans with residents' concerns in mind.

>

> 10) If there are any general issues involved here, it's whether residential zoning in Palo Alto should be so easily rezoned for high density PC zones with no setback or height restrictions, not whether affordable housing is a good idea. You told me yourself that you had no problems with the idea of rezoning residential areas for high density and had done so before. If you would like to hold some public meetings on that issue, I think given all the development around town, many people would attend.

>

> The opposition to high-density PC rezoning in the neighborhood isn't limited to the few hundred neighbors who were able to make the April 22 meeting. There was no formal neighborhood organization or particular "vocal group" involved as your letter portrayed the neighbors who came to your meeting at your invitation. You owe the community an apology for this dishonest portrayal of the neighbors, the opposition to the high-density rezoning, the mischaracterization of the planning meetings which could end up wasting valuable time not dealing with the matters at hand, and even BMR residents' sense of security about support for affordable housing in this community.

>

> You need to be honest that this is about high-density rezoning in a specific residential location, specifically about your own plan/project, not about affordable housing in general. No one would be opposed if PAHC built affordable housing in that location within existing zoning, especially if it involved widening Maybell for safety, you would be applauded. You need to remember that there are existing residents in the those neighborhoods whose lives are impacted, they are not beside the point. If you continue making this about your own professional success with a particular plan, regardless of the negatives to the community, you will ultimately be the one hurting affordable housing and affordable housing residents here in Palo Alto.

>

> I am fine with you passing along my concerns as stated in my letter to you, but please remove my name and email address as private. Please let me know at whose direction that letter was sent out to PAHC residents. Thank you.

> Regards,

> Anne

Ellner, Robin

From: RICHARD HUANG <mail@change.org>
Sent: Tuesday, May 07, 2013 11:05 PM
To: Planning Commission
Subject: Why I signed -- Our neighborhood already has

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Our neighborhood already has too much impact from the 4 local schools. Adding high density housing will increase traffic congestion and compromise the safety of students who commute on Maybell. Arastradero traffic is also bad enough and getting worse given the added office space at the nearby Veterans Hospital.

Sincerely,
RICHARD HUANG
PALO ALTO, California

There are now 90 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: RICHARD HUANG <mail@change.org>
Sent: Tuesday, May 07, 2013 11:05 PM
To: Planning Commission
Subject: 5 new petition signatures: Mati Merilo, Jessica HUANG...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 90 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 86. Mati Merilo Palo Alto, California
- 87. Jessica HUANG Palo Alto, California
- 88. Karen Chin Palo Alto, California
- 89. Tom LaWer Palo Alto, California
- 90. RICHARD HUANG PALO ALTO, California



Ellner, Robin

From: R. Cunanan-Dinh <rcunanandinh@gmail.com>
Sent: Monday, May 06, 2013 6:13 AM
To: Planning Commission
Subject: Rezoning Proposal on 567 Maybell Ave.

To Whom it May Concern,

We understand that a developer proposes to change zoning laws on the 567-595 block on Maybell & Clemo to build a 60-unit low-income senior housing and 15-home development . Because of these high-density structures we are extremely concerned about their impact on the already burgeoning traffic and safety problems in this area. We have children who walk to Terman Middle School and Juana Briones Elementary School, and as it is we worry everyday about their safety. On several occasions my son has come home with stories of how a schoolmate has been hit while walking or biking to school. My daughter and I have almost been victims of careless drivers while walking to school.

We plan to attend the meeting on Wednesday, May 22 to demonstrate our opposition this rezoning proposal. Thank you for your consideration.

Yours truly,

Allen Dinh
Renelyn Cunanan-Dinh
535 Georgia Ave.
Palo Alto, CA 94306

Ellner, Robin

From: Pamela Davis <mail@change.org>
Sent: Thursday, May 09, 2013 8:58 PM
To: Planning Commission
Subject: 5 new petition signatures: Craig Mohr, Anne LaWer...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 95 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

91. Craig Mohr Palo Alto, California
92. Anne LaWer Palo Alto, California
93. Brian McCormick Mountain view, California
94. Pearl Tan Palo Alto, California
95. Pamela Davis Palo Alto, California



Ellner, Robin

From: Monal Sonecha <mail@change.org>
Sent: Monday, May 06, 2013 3:51 PM
To: Planning Commission
Subject: 5 new petition signatures: elizabeth fraze, Marisol Borbolla...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 80 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 76. elizabeth fraze palo alto, California
- 77. Marisol Borbolla Palo Alto, California
- 78. Jill Kohlmeier Palo Alto, California
- 79. Jace Kohlmeier Palo Alto, California



Ellner, Robin

From: Mamta Samantray <mail@changemail.org>
Sent: Thursday, May 16, 2013 9:08 AM
To: Planning Commission
Subject: Why I signed -- Safety of our kids.

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Safety of our kids. Access to school.

Sincerely,
Mamta Samantray
Palo Alto, California

There are now 129 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Marianne McKissock <mail@change.org>
Sent: Sunday, May 05, 2013 5:10 PM
To: Planning Commission
Subject: Why I signed -- Safety for traffic, pedestrian,

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Safety for traffic, pedestrian, bikers both school and otherwise. Increase of current traffic flow levels which are already very high on Maybell, Donald and other streets in Greenacres. Cutting thru Greenacres is the only exit route from area that avoids El Camino.

Sincerely,
Marianne McKissock
Palo Alto, California

There are now 75 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Marianne McKissock <mail@change.org>
Sent: Sunday, May 05, 2013 5:10 PM
To: Planning Commission
Subject: 5 new petition signatures: Smita Shah, Brooke Bailey...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 75 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 71. Smita Shah Palo Alto, California
- 72. Brooke Bailey Palo Alto, California
- 73. lilian lao palo alto, California
- 74. Paul Cole Palo Alto, California
- 75. Marianne McKissock Palo Alto, California



Ellner, Robin

From: martha mcall <brewski4@aol.com>
Sent: Monday, May 13, 2013 10:53 AM
To: Planning Commission
Cc: Council, City
Subject: rezoning of 567 maybell Ave.

Dear Commission and City Council,

I want to go on record, as a resident at 4169 Willmar Drive, as objecting to the rezoning and subsequent development of 567 Maybell Avenue.

I believe the great variation in setbacks, height, and density, are irresponsible in a neighborhood where the residents' lives and those of their children revolve around safety - walking to school, walking to Walgreen's and El Camino buses, and enjoying what's left of the symmetry of a family neighborhood. The traffic increase, including shuttle, emergency, home care visits, family caregivers, van transport to and from clinics and hospitals, not to mention the cars of hired staff, would become a real impediment to movement along Maybell.

I am a senior and believe ardently in senior focused housing. I hope you will, however, make certain that 567 Maybell might be built here or somewhere else responsibly, and with the sort of thought and response to existing residents that will create a positive, not a negative, neighborhood addition.

Sincerely,
Martha T. McCall
4169 Willmar Drive
Palo Alto 94306

Ellner, Robin

From: Muriel Kmet <murielkmet@gmail.com>
Sent: Friday, May 10, 2013 11:10 AM
To: Planning Commission
Subject: Opposition to the rezoning of the Clemo-Maybell project

Dear Sir/Madam,

As a citizen and a Palo Alto resident, I would like to inform you of my firm opposition to the rezoning of the Clemo-Maybell area.

This project is absolutely incompatible with our residential neighborhood. Here are some of the many reasons why this project should be reconsidered:

1) This project will have a tremendous impact on the traffic on Maybell Avenue. Maybell is already suffering from intense traffic going to the 3 schools in the area. During school days, we cannot get out of our driveway due to the dense traffic going to Gunn-Briones-Terman schools.

Also, this project will influence the bike traffic of many children that are using Maybell Avenue to reach their school, increasing bike safety concerns of these children.

The increased traffic is also incompatible with the high density of children walking, biking to the three schools and to Briones park. Increasing traffic to Maybell will increase safety concerns for all our children and is truly unacceptable.

2) This project will have an impact on the residential quality of life of our neighborhood. The wall of houses that you are proposing to build will be not only disfigure our street but destroy the harmony of one story houses around the neighborhood. The Barron Park area is proud of his rural feel and this project should be downsized and respect current zoning laws.

3) The impact on parking from the increased density proposed would be tremendous. No parking is currently possible on one side of Maybell, which would mean an increased burden on the traffic flow of the street and in the surrounding area.

This project needs to be reconsidered and hope you will listen to your constituents.

Thank you.

Muriel Kmet
Bruno Kranzen
576 Maybell Avenue
Palo Alto, CA 94306

Ellner, Robin

From: Marisol Borbolla <mail@change.org>
Sent: Sunday, May 05, 2013 8:49 PM
To: Planning Commission
Subject: Why I signed -- Please don't rezone with

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Please don't rezone with only financial interests in mind and complete disregard to the safety and interests of the existing members of this community. This monster development increases the likelihood of one of more of our children being hurt (or killed) in a traffic accident. The proposed project is going to permanently affect the community for the worse, in every aspect. If this plan moves ahead, it will make us seriously consider selling our home and move somewhere else.

Sincerely,
Marisol Borbolla
Palo Alto, California

There are now 77 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Vanderbeek, Loren <Loren.Vanderbeek@elekta.com>
Sent: Tuesday, April 30, 2013 10:20 AM
To: Planning Commission; citycouncil@cityofpaloalto.org
Subject: Rezoning at 567 Maybell Avenue

Hi, my name is Loren Vanderbeek and I live at 4138 Baker Ave which is 2 blocks from this proposed development. The basic problem is parking. There will be insufficient off street parking and the overflow of cars will run up amaranta, Abel and Baker. There is already significant overflow from the apartment complex which spans Maybell and Arastradero and adjoins the proposed development. Additional cars from this development will add to the street parking congestion. In addition, Maybell is a major bike route in the mornings feeding Briones, Terman and Gunn and is busy with cars and bikes who use it as an alternative to Arastradero from 7 to 8:30, and the afternoon. Rainy day and special event traffic on Maybell is already excessive making it difficult at times to simply leave the neighborhood.

There are two great examples of too little off street parking in the area: Driscoll Place which stores its 20 excess vehicles on El Camino, and the Ricky's development which uses Wilkie as a parking lot.

I lived on Driscoll place, and moved out because of the lack of parking. I don't want the same situation to arise in my neighborhood because of this development that asks the local neighborhood to suffer for the increased profits of the developer who will not allocate sufficient land for parking.

Please don't rezone. Ask the developer to develop under existing rules.

Thanks,
Loren Vanderbeek

| Senior Software Engineer
Elekta
100 Mathilda Place, Fifth Floor
Sunnyvale, CA 94086, United States
Office: +1 408 830 8069
Loren.Vanderbeek@elekta.com | www.elekta.com



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Ellner, Robin

From: Lisa Penninger <mail@change.org>
Sent: Thursday, April 25, 2013 10:32 AM
To: Planning Commission
Subject: Why I signed -- Palo Alto is turning

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Palo Alto is turning into one big hive. I definitely do not want high-density housing in Barron Park.

Sincerely,
Lisa Penninger
Palo Alto, California

There are now 39 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: lilian lao <mail@change.org>
Sent: Thursday, May 02, 2013 2:56 PM
To: Planning Commission
Subject: Why I signed -- I concern the safety

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

I concern the safety of school kids walk or bike to school. I also worry the safy in the park. Many young children play there. If it changed to high Density zone, will be more strangers in the park everyday. Those strangers can be the seniors helpers. Kids and their parents will not feel safe anymore.

Sincerely,
lilian lao
palo alto, California

There are now 73 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Lara Ephron <lara@ephron.net>
Sent: Wednesday, May 01, 2013 8:39 PM
To: Planning Commission; Council, City
Subject: NO building on Maybell Ave.

Please do not allow the high-density housing to go up on Maybell Ave./Clemo Ave. My kids and I have already nearly been run over by both bikes and cars at the Maybell/Clemo/Amaranta crosswalk several times as we crossed from Juana Briones park to their school (Juana Briones) and back. The drivers and cyclists are so frustrated by the heavy traffic that they race through the stop signs. Most of the drivers are young Gunn students trying to make it to school on time. Crossing that street is so dangerous that I no longer walk my kids to school but drive them. Please do not allow high-density housing at Maybell/Clemo. It will just add to the already nightmarish traffic. Please, please, take a few minutes to observe the traffic yourselves during school drop off/pick up hours.

(And please consider hiring a crossing guard for the Maybell/Clemo crosswalk. The crossing guard on Maybell is a block up at Coulombe, but because there's no sidewalk on the other side of Maybell there, no one wants their kids to walk OUT IN THE STREET with the crazy traffic. Most students use the crosswalk on Maybell Ave. at Amaranta/Clemo.)

Thank you,
Lara & David Ephron
259 Whitley Ct.
Palo Alto, CA 94306

Ellner, Robin

From: Karen Kunkel <mail@change.org>
Sent: Wednesday, May 01, 2013 11:51 AM
To: Planning Commission
Subject: Why I signed -- We can not have

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

We can not have more traffic in this already busy area where kids are driving and riding bikes to 4 schools!!

Sincerely,
Karen Kunkel
Palo Alto, California

There are now 60 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Karen Kunkel <mail@change.org>
Sent: Wednesday, May 01, 2013 11:51 AM
To: Planning Commission
Subject: 5 new petition signatures: Ramona Zulch, Bridget Akama...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 60 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feeaf96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 56. Ramona Zulch Palo Alto, California
- 57. Bridget Akama Palo Alto, California
- 58. Ruchita Parat Palo Alto, California
- 59. Vineeta Gupta Palo Alto, California
- 60. Karen Kunkel Palo Alto, California



Ellner, Robin

From: Kevin Hauck <mail@change.org>
Sent: Thursday, April 25, 2013 4:25 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Kevin Hauck Palo Alto, California

There are now 41 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Kevin Hauck <kevhauck@gmail.com>
Sent: Thursday, May 16, 2013 1:38 AM
To: Council, City; Planning Commission
Subject: Opposition Letter to 567 Maybell Rezoning

Planning Commission and City Council:

I'm writing to raise issues regarding the traffic study and conflict of interests facing the decision making entities for the Maybell high density rezoning project.

The fact that the city chose unilaterally to lend \$4M of public funds to a city-backed developer for a project before examining traffic and other impacts on the neighborhood creates an incentive to dismiss the neighborhood concerns and push the project without affording the neighborhood the benefit of a neutral evaluation of the project (which should be the government's role). Now the city government has essentially put itself into the role of a developer who gets to write his own permits. This conflict of interest needs to be addressed. If the city has already committed itself financially to one party, it cannot be an unbiased arbiter.

It's troubling that the city-backed developer paid a consultant to produce a traffic study that is critically flawed. It's equally troubling that staff accepts it as a basis for recommending the rezoning. Maybell is a corridor for thousands of students, does not have proper bike lanes, and is often clogged by permanent street parking causing further funneling of traffic. The morning school traffic; including cars, bikes, and pedestrians; comes in concentrated bursts over a short period of time (which the developer tried to minimize by smoothing the data over a full hour). The stop signs placed in the middle of the street are run down at a rate of about 1 per month. The developer-paid traffic study, however chose to ignore ALL bicycle and pedestrian traffic. This alone makes it a fatally flawed document, but the list goes on. The developer traffic study focuses on a metric that is based on the hypothesis that already crowded streets can take more incremental traffic because it's difficult to notice more cars on high traffic streets. It claims to establish a baseline traffic load based on only 12 datapoints, of which two were measured two years ago and a third was taken during PAUSD spring break. A manipulated biased document based on insufficient, cherry-picked, and massaged data isn't an accurate reflection of the hazards of adding more traffic to Maybell. The lack of scientific, statistical, or common sense merit in the traffic study needs to be addressed.

Why then should staff simply accept this work product? Do they honestly believe that bikes and pedestrians are not a relevant factor on a one lane street with no bike lanes serving thousands of commuting students? Do they honestly believe that once a street is overcrowded, it's fine to add more traffic since nobody will notice since its already so packed? The notion that that staff lost their ability to remain impartial when their bosses' bosses, the city council, already cast the strongest of votes in favor of the project: a vote backed by \$4M tax dollars, needs to be addressed and explored.

Given the conflict of interest facing staff, as well as their acceptance of a grossly flawed document, staff's recommendation to approve the rezoning is tainted and should not be a factor in the decision process.

If the planning commission approves the rezone and it goes before the same city council that put \$4M of the city's money on the rezone, we're really back to the developer writing his own permits situation. I urge the city to leave the project site zoned the same way it was when the city backed entity purchased it. I look forward to the city's written responses to the above cited concerns.

Regards,
Kevin Hauck

Ellner, Robin

From: Kevin Hauck <kevhauck@gmail.com>
Sent: Thursday, April 25, 2013 4:50 PM
To: Planning Commission
Subject: Errors in Maybell Clemo project traffic report

Dear planning commission:

After reviewing the developer sponsored traffic study for the proposed Maybell Clemo housing project, I am writing to add my objections to the project and the proposed zoning exception.

The traffic study is clearly a marketing document commissioned by the developer. The study chooses to focus on linear changes in traffic instead of the current state of overcrowding, which masks the traffic impacts by viewing them against the already overcrowded baseline.

The traffic study also used a small number of daily reads (12 in all, at six intersections) to define what typical traffic in the area is. Two of the data points are two years old. A third was measured when PAUSD was on spring break. Is the commission and the public to believe that a typical traffic day in the neighborhood can be defined relying heavily on data taken when Gunm, Terman, and Briones were not on session. That 25% of the data used that is stale or corrupted is alarming and unacceptable.

If the traffic consultants are sloppy or incompetent, that's a problem. More likely, they were cherry picking data to produce a report that would please their end customer, the developer. For the city to trample the rights of the neighborhood by carving out an exemption to zoning laws based on such a biased, error ridden study would be a huge breach of the public trust.

The document also chose to ignore all traffic impacts during construction, which will be much worse.

Regards
Kevin Hauck
Green Acres Resident

Ellner, Robin

From: Ken Hahn <kenhahn@yahoo.com>
Sent: Tuesday, April 30, 2013 9:21 AM
To: Planning Commission; Council, City
Subject: Continued Damage to Baron Park / Green Acres Neighborhoods

To: Palo Alto Planning Commission, Palo Alto City Council (via email)

Ladies and Gentlemen,

We have been Palo Alto residents for the past ten years and are still in the process of raising three boys in the Baron Park neighborhood.

The recently proposed zoning variance for 567-595 Maybell/Clemons is, in my opinion, over the top as it relates to city planning decisions that do harm to our neighborhood. You must put a halt to it!

You should not allow a zoning variance for the 567-595 Maybell/Clemons project because:

- It is out of character with the surrounding area neighborhood (this is not a high density area and you are changing the rules to add high density building right in the middle of the community)

- It is dangerous and a real threat to the safety of children (the site is right next to our largest park and on the travel route to the elementary school, middle school and high school; more cars around young children means someone will get hurt. I am sure that is not your intent, but that will be the result)

- Traffic is already becoming a problem in our neighborhoods and this will make it worse, especially after the Arastradero lane elimination last year (I know your consultant says a bit more traffic won't hurt us, but really, if we were to send a hundred or two hundred more cars daily down the street in front of your house, do you think you would care? I think you would, especially if you had children)

I fail to understand why Palo Alto's building and planning department and city council continue to grant zoning variations that damage our neighborhood. South Palo Alto has now taken far more than its fair share of high density zoning changes. It needs to stop now before you permit a high density project smack in the middle of our neighborhood. I am sure the builders, with deep pockets, are placing relentless pressure, money and influence into the project . . . but this time it has gone too far in terms of the complete disregard for our community.

Is it not your responsibility to make sure you are not damaging existing neighborhoods when approving zoning changes?

The damage to the Baron Park / Green Acres Neighborhoods and the vicinity has been very real in the past ten years that we have lived here. Our local elementary school has become more crowded and the quality of education has deteriorated despite the valiant efforts of several great teachers. Obviously, this is not a primary issue with a proposed senior center (though it does come with increased density of additional residential homes), but the point is that the accumulation of damage from your zoning variance agreements over time is hurting our neighborhood.

If you have been given bad information as to the cumulative effects of the recent high density zoning variances, then please understand this better. If you have understood it before approval, then shame on you for what you are doing to Baron Park and Green Acres. You must stop granting these zoning variances that put money in the pockets of builders and damage the community.

Please enter this in the public record for the property (567-595 Maybell/Clemons). Please reject any zoning variance to that property. Please stop changing the rules and hurting our neighborhood.

Regards,
Ken Hahn

Ellner, Robin

From: Ken Hahn <kenhahn@yahoo.com>
Sent: Tuesday, April 30, 2013 9:40 AM
To: Planning Commission; Council, City
Subject: Continued Damage to Barron Park / Green Acres Neighborhoods

To: Palo Alto Planning Commission, Palo Alto City Council (via email)

Ladies and Gentlemen,

We have been Palo Alto residents for the past ten years and are still in the process of raising three boys in the Barron Park neighborhood.

The recently proposed zoning variance for 567-595 Maybell/Clemonis is, in my opinion, over the top as it relates to city planning decisions that do harm to our neighborhood. You must put a halt to it!

You should not allow a zoning variance for the 567-595 Maybell/Clemonis project because:

- It is out of character with the surrounding area neighborhood (this is not a high density area and you are changing the rules to add high density building right in the middle of the community)

- It is dangerous and a real threat to the safety of children (the site is right next to our largest park and on the travel route to the elementary school, middle school and high school; more cars around young children means someone will get hurt. I am sure that is not your intent, but that will be the result)

- Traffic is already becoming a problem in our neighborhoods and this will make it worse, especially after the Arastradero lane elimination last year (I know your consultant says a bit more traffic won't hurt us, but really, if we were to send a hundred or two hundred more cars daily down the street in front of your house, do you think you would care? I think you would, especially if you had children)

I fail to understand why Palo Alto's building and planning department and city council continue to grant zoning variations that damage our neighborhood. South Palo Alto has now taken far more than its fair share of high density zoning changes. It needs to stop now before you permit a high density project smack in the middle of our neighborhood. I am sure the builders, with deep pockets, are placing relentless pressure, money and influence into the project . . . but this time it has gone too far in terms of the complete disregard for our community.

Is it not your responsibility to make sure you are not damaging existing neighborhoods when approving zoning changes?

The damage to the Barron Park / Green Acres Neighborhoods and the vicinity has been very real in the past ten years that we have lived here. Our local elementary school has become more crowded and the quality of education has deteriorated despite the valiant efforts of several great teachers. Obviously, this is not a primary issue with a proposed senior center (though it does come with increased density of additional residential homes), but the point is that the accumulation of damage from your zoning variance agreements over time is hurting our neighborhood.

If you have been given bad information as to the cumulative effects of the recent high density zoning variances, then please understand this better. If you have understood it before approval, then shame on you for what you are doing to Barron Park and Green Acres. You must stop granting these zoning variances that put money in the pockets of builders and damage the community.

Please enter this in the public record for the property (567-595 Maybell/Clemonis). Please reject any zoning variance to that property. Please stop changing the rules and hurting our neighborhood.

Regards,
Ken Hahn

Ellner, Robin

From: Ken Hahn <kenhahn@yahoo.com>
Sent: Tuesday, April 30, 2013 9:41 AM
To: Planning Commission; Council, City
Subject: Re: Continued Damage to Barron Park / Green Acres Neighborhoods

please use this second mailing to correct a typo

thank you. please help us!! this development is really, truly terrible

From: Ken Hahn <kenhahn@yahoo.com>
To: "planning.commission@cityofpaloalto.org" <planning.commission@cityofpaloalto.org>; "city.council@cityofpaloalto.org" <city.council@cityofpaloalto.org>
Sent: Tuesday, April 30, 2013 9:39 AM
Subject: Continued Damage to Barron Park / Green Acres Neighborhoods

To: Palo Alto Planning Commission, Palo Alto City Council (via email)

Ladies and Gentlemen,

We have been Palo Alto residents for the past ten years and are still in the process of raising three boys in the Barron Park neighborhood.

The recently proposed zoning variance for 567-595 Maybell/Clema is, in my opinion, over the top as it relates to city planning decisions that do harm to our neighborhood. You must put a halt to it!

You should not allow a zoning variance for the 567-595 Maybell/Clema project because:

- It is out of character with the surrounding area neighborhood (this is not a high density area and you are changing the rules to add high density building right in the middle of the community)

- It is dangerous and a real threat to the safety of children (the site is right next to our largest park and on the travel route to the elementary school, middle school and high school; more cars around young children means someone will get hurt. I am sure that is not your intent, but that will be the result)

- Traffic is already becoming a problem in our neighborhoods and this will make it worse, especially after the Arastradero lane elimination last year (I know your consultant says a bit more traffic won't hurt us, but really, if we were to send a hundred or two hundred more cars daily down the street in front of your house, do you think you would care? I think you would, especially if you had children)

I fail to understand why Palo Alto's building and planning department and city council continue to grant zoning variations that damage our neighborhood. South Palo Alto has now taken far more than its fair share of high density zoning changes. It needs to stop now before you permit a high density project smack in the middle of our neighborhood. I am sure the builders, with deep pockets, are placing relentless pressure, money and influence into the project . . . but this time it has gone too far in terms of the complete disregard for our community.

Is it not your responsibility to make sure you are not damaging existing neighborhoods when approving zoning changes?

The damage to the Barron Park / Green Acres Neighborhoods and the vicinity has been very real in the past ten years that we have lived here. Our local elementary school has become more crowded and the quality of education has deteriorated despite the valiant efforts of several great teachers. Obviously, this is not a primary issue with a proposed senior center (though it does come with increased density of additional residential homes), but the point is that the accumulation of damage from your zoning variance agreements over time is hurting our neighborhood.

If you have been given bad information as to the cumulative effects of the recent high density zoning variances, then please understand this better. If you have understood it before approval, then shame on you for what your are doing to Barron Park and Green Acres. You must stop granting these zoning variances that put money in the pockets of builders and damage the community.

Please enter this in the public record for the property (567-595 Maybell/Clemon). Please reject any zoning variance to that property. Please stop changing the rules and hurting our neighborhood.

Regards,
Ken Hahn

Ellner, Robin

From: Kathleen M Eisenhardt <kme@stanford.edu>
Sent: Thursday, May 09, 2013 3:20 PM
To: Planning Commission
Subject: Maybell-Clemo - Remove from Housing Element

Planning Commission

I have forwarded my letter to the City Council below as a concerned neighbor.

But in brief, I oppose rezoning the Maybell-Clemo area and building the proposed PAHC complex because of its very adverse effects on an already bad safety and traffic situation (made worse by the city's changes to Arastradero), poor siting of a senior development with no services, spot zoning to high density, architectural inconsistency with the area (tall, narrow single family homes), and the need for playing fields in this area.

In addition, the PAHC travel consultant seemed particularly inept with an inability to answer even basic questions.

Overall, this rezoning and PAHC project are inappropriate.

Kathy Eisenhardt
4184 Donald Drive
Palo Alto 94306

----- Forwarded Message -----

From: "Kathleen M Eisenhardt" <kme@stanford.edu>
To: "city council" <city.council@cityofpaloalto.org>
Cc: kme@stanford.edu
Sent: Thursday, May 9, 2013 2:16:57 PM
Subject: Maybell-Clemo - Remove from Housing Element

Council Members

Although I am out of town for today's meeting, I am writing to encourage you strongly to remove the Maybell-Clemo from Housing Element and to stop any re-zoning. There are several important problems with the PAHC plan:

- the PAHC project will generate excessive traffic and congestion in already dangerous and over-crowded area. The PAHC traffic consultant seemed incompetent with regard to the reality of the situation. For example, she claimed that there would be less traffic on Maybell - which of course is unlikely to be true and she admitted that she was ignoring more traffic on Arastradero (it will often be impossible to turn left or right out of Clemo) and skipped bicycle and pedestrian traffic which is significant for the 4 schools in the area.

This proposed housing development also simply makes worse the very unpopular and dangerous change to Arastradero that the Council instituted.

We have a congested and dangerous traffic situation in this neighborhood at critical parts of the day. Yet, this plan ignores these realities.

- the PAHC plan is not a good place for seniors b/c of the lack of facilities and distance from transit. PAHC has also not demonstrated the need for the housing. The PAHC rep at community meetings as been unable to discuss this effectively. Sr housing does nothing to improve a jobs/housing imbalance.

- This process is also in violation of Palo Alto's rezoning process.

- the single family houses (as they are designed - high density, 3-story houses close to the street) are not architecturally in tune with the area - it seems that PAHC is planning a repeat of the Miki's market planning disaster on Alma.

Overall, I could write much more. But the main point is that the PAHC request for rezoning should be denied because the Maybell-Clemo PAHC project is a poorly conceived idea - too big, wrong clients, too much traffic, too dangerous.

Finally, PAHC has tried to portray the neighbors as against poor seniors. That is a cheap shot. The neighborhood has PAHC housing and neighbors support it. What we dont support is a poor development that will make the congestion (which the Council made worse by the Arastradero changes) even worse - more frustrating, more dangerous, more polluting..

Thank you.

Kathleen Eisenhardt

4184 Donald Drive

Palo Alto

Ellner, Robin

From: Joan Wilson <joanwilson@gmail.com>
Sent: Tuesday, April 30, 2013 10:44 PM
To: Planning Commission; Council, City
Subject: I oppose rezoning on Maybell

Dear Commission and Council Members, I have lived on Willmar Drive in Green Acres for many years and drive up and down Maybell frequently. Over the years I have seen modest developments on Maybell, but I strongly oppose this new "Planned Community" rezoning to allow much more aggressive development. High density, heavy traffic and more traffic dangers for those using Briones Park and Elementary School are intolerable. Why would you even consider such a monstrosity?? We expect you to enforce existing laws and not grant this variance.

Sincerely, Jeanne D. Hutchins
4127 Willmar Drive
94306

Ellner, Robin

From: James Pflasterer <mail@change.org>
Sent: Friday, April 26, 2013 4:13 PM
To: Planning Commission
Subject: Why I signed -- Not the best use

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Not the best use for that land.

Sincerely,
James Pflasterer
Palo Alto, California

There are now 49 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jill Kohlmeier <jill.kohlmeier@gmail.com>
Sent: Monday, April 29, 2013 10:44 AM
To: Planning Commission; Council, City
Subject: Opposing rezoning for 567 Maybell Avenue

To whom it may concern at the City Council and the Planning Commission:

We live on Coulombe Drive in Palo Alto across from Juana Briones Park and are writing to voice our opposition to the proposed rezoning for construction at 567 Maybell. We feel the current zoning laws are in place to protect the integrity of the neighborhood and should be observed and enforced.

We are unable to attend the meeting on May 1, but wanted to share our feelings with you.

Thank you,
Jill & Jace Kohlmeier

Ellner, Robin

From: Jessica HUANG <mail@change.org>
Sent: Tuesday, May 07, 2013 6:23 PM
To: Planning Commission
Subject: Why I signed -- This will impact on

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This will impact on traffic and safety of our community.

Sincerely,
Jessica HUANG
Palo Alto, California

There are now 87 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jen Hess <jen.hess@gmail.com>
Sent: Monday, May 06, 2013 5:44 PM
To: Planning Commission; Council, City
Subject: Proposed Maybell Project

I have lived on Orme Street in Barron Park for 6 years. In order to exit my neighborhood I have two choices, Los Robles or Maybell Ave.

I have extensively used both. When I use Maybell during the school year at School drop off times, I often see students bicycling in violation of the law. Not stopping at stop signs, ignoring crossing guards, absence of helmets, not using hand signals and a host of other issues. In addition, I have seen cars trying to anticipate these issues. Cars back up at the stop sign at Amaranta and Maybell stop intersection. Sometimes cars are caught in the intersection. These issues are a daily occurrence.

When I drive down Los Robles during drop off or pick up time, I see high school students riding 2 or 3 abreast in the middle of the road. Some of them play chicken with drivers. Pulling to the side to let them pass and then pulling into the middle of the lane as the driver prepares to pass.

Given the fact that we have many younger children on their bikes and we want to encourage them to bike to school rather than have their parents drive them. You really need to strongly consider that traffic when considering including additional housing and traffic on these arteries.

Our city's road network is designed to discourage traffic through the use of re-striping to slow traffic down with one lane roads. Yet, what happens is the same amount of traffic uses these roads and more interactions occur between students bikers / walkers and cars.

Please consider the safety of Palo Alto's students with regard to this proposed development.

--

Jen Hess
Sent with [Sparrow](#)

Ellner, Robin

From: JC Ross <mail@change.org>
Sent: Thursday, April 25, 2013 7:13 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
JC Ross Palo Alto, California

There are now 42 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jon Aderhold <mail@changemail.org>
Sent: Wednesday, May 15, 2013 11:51 PM
To: Planning Commission
Subject: Why I signed -- Traffic is already getting

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Traffic is already getting difficult and crowded. Don't make our Palo Alto quality of life go down any more.

Sincerely,
Jon Aderhold
Palo Alto, California

There are now 125 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jon Aderhold <mail@changemail.org>
Sent: Wednesday, May 15, 2013 11:51 PM
To: Planning Commission
Subject: 5 new petition signatures: Helen Riley, Christine James...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 125 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 121. Helen Riley Palo Alto, California
- 122. Christine James Palo Alto, California
- 123. Zong-Chih Yang Palo Alto, California
- 124. Sheila Mooney Palo Alto, California
- 125. Jon Aderhold Palo Alto, California



Ellner, Robin

From: Hongxia Xiong <mail@change.org>
Sent: Friday, May 10, 2013 11:11 PM
To: Planning Commission
Subject: 5 new petition signatures: Yuri Knauer, Samina Shetty...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 105 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feeaf96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

101. Yuri Knauer Palo Alto, California
102. Samina Shetty Palo Alto, California
103. Nancy Rushing palo, California
104. Vicky Hsu Burlingame, California
105. Hongxia Xiong Palo Alto, California



Ellner, Robin

From: Hayyah Muller <mail@change.org>
Sent: Thursday, April 25, 2013 8:58 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Hayyah Muller Palo Alto, California

There are now 44 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Greg Kunkel <gdkunkel@gmail.com>
Sent: Tuesday, April 30, 2013 7:06 PM
To: Planning Commission; Council, City; Scharff, Gregory (internal); Shepherd, Nancy (internal); Burt, Patrick; Berman, Marc; Holman, Karen (internal); Price, Gail (internal); Klein, Larry; Schmid, Greg; Kniss, Liz (internal)
Subject: opposition to to rezoning by Briones Park

To whom it may concern,

I am sending you this email to let you know that I am very disappointed that the city would even consider a development such as the one proposed across from Briones Park in Palo Alto. This is a single family, low density housing area, and the fact that the city would approve three story homes stacked like bricks along Maybell and Clemo is beyond me. The traffic along Maybell during the times before and after school is already terrible, and it would be awful to have any increase in that traffic. It can only be for money. It's sad that we have to go through this to protect our beautiful town from our own city managers. I hope you reconsider this proposal.

Greg Kunkel
4139 Frandon ct.
Palo Alto, ca. 94306

Ellner, Robin

From: Eitan Medina <mail@changemail.org>
Sent: Wednesday, May 15, 2013 10:34 PM
To: Planning Commission
Subject: 5 new petition signatures: Jian Ma, Daniel Apple...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 120 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feeaf96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 116. Jian Ma Palo Alto, California
- 117. Daniel Apple Palo Alto, California
- 118. Elinor Manor Palo Alto, California
- 119. Aisha Piracha-Zakariya Palo Alto, California
- 120. Eitan Medina palo alto, California



Ellner, Robin

From: Eitan Medina <mail@changemail.org>
Sent: Wednesday, May 15, 2013 10:34 PM
To: Planning Commission
Subject: Why I signed -- Safety of our children

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Safety of our children

Sincerely,
Eitan Medina
palo alto, California

There are now 120 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Eric Filseth <mail@change.org>
Sent: Thursday, April 25, 2013 8:35 PM
To: Planning Commission
Subject: Why I signed -- The City staff have

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The City staff have lost their way on zoning issues. They grant far too many exemptions, not just in Barron Park but in the rest of Palo Alto as well. The result is excessive traffic and services degradation, as well as a wave of ugly, eyesore development like the Miki's building, JCC etc. This needs to stop.

Sincerely,
Eric Filseth
Palo Alto, California

There are now 43 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Debi Snipp <mail@change.org>
Sent: Saturday, April 27, 2013 9:37 PM
To: Planning Commission
Subject: 5 new petition signatures: Katie O'Connor, Sue Benjamin...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 55 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

- 51. Katie O'Connor Palo Alto, California
- 52. Sue Benjamin Palo Alto, California
- 53. Stephanie Langley Palo Alto, California
- 54. Jeanny Punzalan Palo Alto, California
- 55. Debi Snipp Palo Alto, California



Ellner, Robin

From: Dylan Riley <mail@change.org>
Sent: Monday, May 13, 2013 9:12 PM
To: Planning Commission
Subject: Why I signed -- Bicycle, pedestrian, and car

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Bicycle, pedestrian, and car traffic has become increasingly dangerous for children in the morning on their way to the four surrounding schools. Funneling any additional traffic through already congested residential neighborhood streets (already designated as Safe Routes to school) will make this situation much worse. Please help preserve the safety of our neighborhoods and do not rezone this parcel.

Sincerely,
Dylan Riley
Palo Alto, California

There are now 108 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Diane Lee <dianedcl@comcast.net>
Sent: Wednesday, May 08, 2013 7:56 AM
To: Planning Commission; Council, City
Subject: Our Objections to Maybell and Clemo Development Project

Mr. Wong and Members of the City Council:

In case you have issues with the attachment in the prior email we sent, we are including our objections to the consideration of re-zoning of the property at Maybell and Clemo Avenue directly in this email.

Thank you for your consideration of our objections.

Diane Lee and Jim Jurkovich
4132 Willmar Dr.
Palo Alto, Ca.94306

We are writing to you to voice our objections to the planned re-zoning of the property on Maybell Avenue in order to construct a high density 'Planned Community' project at Maybell Avenue and Clemo Avenue. Our objections are based on unsafe increased traffic flow and more importantly the encroachment of high density housing into our neighborhoods.

We live on Willmar drive and commute on Maybell Avenue every day. This street is already congested with traffic and does not need more traffic. Ever since the narrowing of traffic lanes on Arastradero Road, more traffic has been funneled onto Maybell Avenue. This includes a large percentage of bicycle and car traffic during school hours. Portions of Maybell Avenue do not have sidewalks, so it is already risky for pedestrians to walk this street. Adding more traffic onto this street will only exacerbate the congestion problem and make the street unsafe for both bicycle and pedestrian traffic.

This neighborhood and the surrounding neighborhoods are designed as single family residential neighborhoods and should remain so. Our neighborhood should not migrate into a set of high density housing. This project would set a bad precedent for which there would be no turning around. The idea of having high density housing only seems to be motivated by the city and the developers to reap larger profits. The currently zoning of R-15 allows for only 32 residences maximum. There is no justification for a project that is attempting to build more than twice the number of allowed residences. This is direct conflict with the City's Land Development use policies that state: **"Avoid land uses that are overwhelming and unacceptable due to their size and scale"** and **"Preserve the character of residential neighborhoods by encouraging new or remodeled structures to be compatible with the neighborhood and adjacent structures"**. The city and planning commission would need to spot zone this area to permit a project of this size. Zoning in this neighborhood provides no substantive value to the community that would justify this type zoning.

We would expect any development along Maybell Avenue to follow common sense guidelines that would include; housing project density constraints consistent with the surrounding neighborhood, adequate setbacks, building heights consistent with current zoning, and sidewalks for safety of pedestrians. I urge the Planning Commission and City Council to not re-zone this property and consider a project that is in line with the context of the existing neighborhood.

Thank you,

Diane Lee and Jim Jurkovich

Ellner, Robin

From: Darcy Huston <mail@changemail.org>
Sent: Thursday, May 16, 2013 12:57 AM
To: Planning Commission
Subject: Why I signed -- I have 3 daughters

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

I have 3 daughters who travel this route to school. Already 1/2 the time people do not stop at the crosswalk at the fire station blinking light when my kids are walking to school!!

Sincerely,
Darcy Huston
Palo Alto, California

There are now 126 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: David Ephron <david@ephron.net>
Sent: Wednesday, May 01, 2013 8:59 PM
To: Planning Commission; Council, City
Subject: Please vote against rezoning at 567-595 Maybell Avenue

I am writing to express my very strong opposition to the proposed rezoning at 567-595 Maybell Avenue.

Maybell is a prime corridor for children going to school in the morning - including students attending Juana Briones, Terman, and Gunn. It is already overloaded and extremely dangerous. The addition of high density housing at this location would jeopardize the safety of children and contradicts the efforts of the city to create safe routes for students to walk and bike to school.

It is not an appropriate location for high density housing in excess of the current zoning limitations.

Thank you,

David Ephron
259 Whitclem Court
Palo Alto, CA 94306

Ellner, Robin

From: David Ephron <mail@change.org>
Sent: Wednesday, May 01, 2013 8:52 PM
To: Planning Commission
Subject: Why I signed -- Maybell is a prime

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Maybell is a prime corridor for children going to school in the morning - including students attending Juana Briones, Terman, and Gunn. It is already overloaded and extremely dangerous. The addition of high density housing at this location would jeopardize the safety of children and contradicts the efforts of the city to create safe routes for students to walk and bike to school.

Sincerely,
David Ephron
Palo Alto, California

There are now 68 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Daniel Apple <mail@changemail.org>
Sent: Wednesday, May 15, 2013 8:27 PM
To: Planning Commission
Subject: Why I signed -- This would cause too

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This would cause too much traffic, and is not sufficiently thought out.

Sincerely,
Daniel Apple
Palo Alto, California

There are now 117 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Cindy Ziebelman <mail@change.org>
Sent: Thursday, April 25, 2013 10:55 PM
To: Planning Commission
Subject: Why I signed -- A lot of time

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

A lot of time and money was spent on making Maybell and Arastradero safe routes for students biking/walking to four different schools. This project would completely undo all of these efforts and expenses. There was a reason for zoning for a neighborhood and rezoning and adding this density will completely compromise the neighborhood.

Sincerely,
Cindy Ziebelman
Palo Alto, California

There are now 46 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Joshua Walker <jwalker@paloaltohousingcorp.org>
Sent: Tuesday, April 30, 2013 1:13 PM
To: Planning Commission
Cc: Wong, Tim
Subject: CWG Endorsement of PAHC Maybell Project
Attachments: Resolution.pdf

Dear Planning and Transportation Commission,

Attached is an endorsement from the Community Working Group's Board of Directors for PAHC's Maybell Orchard Project. The CWG Board voted unanimously to support the project.

Sincerely,
Josh

Ellner, Robin

From: Cara Stoneburner <mail@change.org>
Sent: Friday, April 26, 2013 11:52 AM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Cara Stoneburner Palo Alto, California

There are now 48 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Cassandra Moore <cassandra_moore@att.net>
Sent: Thursday, May 02, 2013 5:19 PM
To: Planning Commission
Subject: Maybell-Clemo

To the Planning Commission:

I am writing to oppose strongly the high density senior housing and home development proposed for the corner of Maybell and Clemo in the Ballard Park neighborhood. The development is incompatible with the community of Barron Park and, in addition to being unattractive, poses problems for bicyclists and pedestrians.

Slashing setbacks from 20 to 12 feet would leave only a narrow walkway, dangerous for senior pedestrians who may have difficulty walking. Moreover, Maybell is a designated bike route to 4 schools. Mixing bicyclists with senior citizens could easily lead to disaster

To summarize: the entire proposed development exceeds multifamily and village zoning designations. It fails to take into account daylight plane restrictions and ignores the greatly increased traffic flow from the proposed development onto Maybell. The proposed three-story townhomes on Clemo would clash with surrounding one and two-story single-family zoned homes on Maybell and elsewhere in Barron Park and Green Acres.

The spot zoning would run roughshod over the wishes of the neighboring community and would be considered an exercise in arrogance.

Cassandra Moore
cassandra_moore@att.net

Resident, Barron Park
Cassandra Moore
[cassandra moore@att.net](mailto:cassandra_moore@att.net)

Ellner, Robin

From: Craig Mohr <mail@change.org>
Sent: Wednesday, May 08, 2013 5:45 AM
To: Planning Commission
Subject: Why I signed -- This is too high-density

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This is too high-density for this area!

Sincerely,
Craig Mohr
Palo Alto, California

There are now 91 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Carol Ann McAusland <mail@change.org>
Sent: Thursday, April 25, 2013 12:01 PM
To: Planning Commission
Subject: I just signed "City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Carol Ann McAusland Palo Alto, California

There are now 38 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3fea1f96>



Ellner, Robin

From: Christine James <mail@changemail.org>
Sent: Wednesday, May 15, 2013 10:51 PM
To: Planning Commission
Subject: Why I signed -- It impacts the the

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

It impacts the the safety of our children getting to and from 5 schools in the neighborhood.

Sincerely,
Christine James
Palo Alto, California

There are now 122 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Cynthia Chen <cindirocks@yahoo.com>
Sent: Wednesday, May 01, 2013 8:47 PM
To: Planning Commission; Council, City
Subject: We oppose the 567 Maybell Avenue development

Hello,

My family and I have lived on Abel Avenue for over 15 years. We strongly urge the Planning Commission and the City Council to prohibit re-zoning in our neighborhood.

Maybell Avenue already has heavy morning and afternoon traffic due to its close proximity to three schools (Juana Briones, Terman, and Gunn). Maybell Avenue has three large speed tables to reduce speeding.

Adding a high-density housing development on Maybell Avenue makes absolutely no sense! Undoubtedly there will be even more traffic congestion on Maybell Avenue. This will lead to increased safety hazards to the children playing at Juana Briones park, which is adjacent to the proposed development. Additionally, Maybell is already a narrow street, so there is already an existing safety hazard for pedestrians and cyclists. The proposed development will pose an even greater danger to pedestrians and cyclists.

Please keep our neighborhood safe! Thank you.

Sincerely,
The Chen Family
(family of six)

Ellner, Robin

From: Becky Thomas <mail@change.org>
Sent: Thursday, April 25, 2013 11:50 AM
To: Planning Commission
Subject: Why I signed -- The streets are busy

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[City of Palo Alto and Planning Commission of Palo Alto: Stop Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

The streets are busy enough and the kids already have a hard time getting to school with all the traffic.

Sincerely,
Becky Thomas
Palo Alto, California

There are now 39 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/city-of-palo-alto-and-planning-commission-of-palo-alto-stop-rezoning-in-barron-park?response=3ef3feea1f96> 

Ellner, Robin

From: Bridget Shepherd <mail@change.org>
Sent: Friday, April 26, 2013 5:21 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Bridget Shepherd Los Altos, California

There are now 50 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Brooke Bailey <mail@change.org>
Sent: Thursday, May 02, 2013 12:25 PM
To: Planning Commission
Subject: Why I signed -- This roads in this

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

This roads in this area are already extremely congested and pose significant risks to the numerous school-age children who commute through here, en masse, each day to one of the several schools nearby. Rezoning this site, as well as the proposed rezoning of the lot adjacent to the Zen Hotel, is not in the best interests of this community.

Sincerely,
Brooke Bailey
Palo Alto, California

There are now 72 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Ale Woo <mail@change.org>
Sent: Thursday, April 25, 2013 1:43 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Ale Woo Palo Alt, California

There are now 40 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Aparna Sinha <mail@change.org>
Sent: Wednesday, May 01, 2013 2:38 PM
To: Planning Commission
Subject: 5 new petition signatures: Scott Hayes, Tina Huysmans...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 65 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

61. Scott Hayes Palo Alto, California
62. Tina Huysmans Palo Alto, California
63. Andrew Huysmans Palo Alto, California
64. Arlene Sheehan Palo Alto, California
65. Aparna Sinha Palo Alto, California



Ellner, Robin

From: Alison Simonetti <mail@change.org>
Sent: Thursday, April 25, 2013 10:30 PM
To: Planning Commission
Subject: I just signed "Stop High-Density Rezoning in Barron Park"

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,
Alison Simonetti Palo Alto, California

There are now 45 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Arlene Sheehan <mail@change.org>
Sent: Wednesday, May 01, 2013 2:00 PM
To: Planning Commission
Subject: Why I signed -- I live one block

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

I live one block from the proposed development. I bike to work at Stanford. I consider the morning traffic jam on Maybell Ave the most hazardous part of my commute. The combination of harried automobile drivers, middle and high school kids rushing to get to class, and elementary school kids crossing multiple busy intersections all at the same time is an accident waiting to happen. I challenge the planning commissioners to visit our neighborhood at 8:15 on a schoolday morning. Not in a car, but on bike or foot, and experience the situation for yourselves. I think if you do you will not hesitate to vote against rezoning.

Sincerely,
Arlene Sheehan
Palo Alto, California

There are now 64 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Aisha Piracha-Zakariya <mail@changemail.org>
Sent: Wednesday, May 15, 2013 8:30 PM
To: Planning Commission
Subject: Why I signed -- We don't need more

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

We don't need more housing, cars, families, traffic and additional pressure on an already densely populated residential neighborhood. PAUSD needs to be a part of this petition to stop more students from over crowding our schools. We know this will bring tax \$ to the city, but the residents and PAUSD need to stand up. Now.

Sincerely,
Aisha Piracha-Zakariya
Palo Alto, California

There are now 119 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: recycler100@sonic.net
Sent: Saturday, May 04, 2013 1:16 PM
To: jdewit@paloaltohousingcorp.org
Cc: cgonzalez@paloaltohousingcorp.org; Council, City; Planning Commission; Wong, Tim; Williams, Curtis
Subject: P.S. Newsletter article to PAHC residents
Attachments: PAHC Newsletter May-June 2013.pdf; PAHC properties.pdf

P.S. Dear Jessica,

I would just like to make one more important point: Your newsletter listed the Maybell property as being in Barron Park. While neighbors significantly impacted by the development on the east side of Maybell are in Barron Park, and Barron Park is impacted by the traffic, safety, and emergency issues it presents (as are several other surrounding neighborhoods and school communities, which is why opposition to rezoning that property is so widespread), the property you are trying to rezone is squarely in the middle of Greenacres.

Greenacres residents are the most negatively affected by the rezoning. After all that has transpired, you and those trying to rezone the neighborhood know so little about the area that you don't even know which neighborhood your proposed rezoning is in. Which is strange, since PAHC owns quite a few BMR units in Greenacres.

Here are some neighborhood maps for your future reference:

<http://www.paloaltoonline.com/media/reports/1233787698.pdf>

<http://www.cityofpaloalto.org/civicax/filebank/documents/28940/>

>Hi Jessica,

>I have received a copy of a newsletter article in PAHC's Collective
>Wisdom newsletter to its residents. It says "A vocal group of
>community members are stating their opposition to more affordable
>housing in Palo Alto," and invites existing residents to come to the
>Planning Commission and City Council Meetings (scheduled to discuss the
>rezoning) in order to speak in support of affordable housing.

>

>Can you please tell who wrote this article? It amounts to a coercive
>attempt to drum up support for PAHC's high-density rezoning, without
>ever stating it or being honest about what is really going on. You
>know very well that those meetings are not a referendum on affordable
>housing or whether affordable housing has benefited anyone, as the
>flyer indicates. Using BMR residents in a dishonest political ploy
>rather than addressing the specific concerns at hand in that
>low-density to high-density rezoning effort is beneath the Palo Alto
>Housing Corporation, and I think PAHC owes not only the neighborhood,
>but the BMR residents an apology for it.

>

>I would like to remind you of a few things:

>1) You invited neighbors to come to the April meeting.

>

>2) Prior to the meeting, you expressed your strong disbelief that
>there was any opposition to rezoning for high-density in the
>neighborhood.

>
>3) Neighbors at the meeting never once stated any opposition to "more
>affordable housing in Palo Alto," in fact several people prefaced their
>comments against this particular attempt at high-density rezoning and
>the serious problems it poses to safety and traffic with positive
>comments in support of PAHC and its work.
>Some members even expressed support for that project, at a safer
>location. I myself stopped to tell a PAHC employee of my support for
>PAHC on my way from the meeting, and to reiterate that opposition was
>only to the specifics of that particular low-density residential to
>high-density rezoning effort by PAHC.

>
>One community member recorded most of the meeting; if you believe
>anyone said anything negative about PAHC or having more affordable
>housing in Palo Alto, can you please let me know when that happened,
>because we can't find it.

>
>4) To my knowledge, neighbors have welcomed PAHC to build within the
>existing zoning, even stating a preference for PAHC to build within the
>existing zoning over another developer doing so. This is hardly
>"opposition to more affordable housing in Palo Alto" or even at that
>location. Neighbors are opposed to unwise and unsafe high-density
>building of any kind at a traffic bottleneck in the neighborhood that
>impacts the only two routes in and out of the neighborhood (and other
>neighborhoods along Arastradero), egress for the fire station, and safe
>routes to school traveled by over a thousand school children on bikes
>every day. There is no other way for traffic generated by a
>high-density development at that location to go except via those two
>routes, which are both safe routes to school.

>
>5) Some of the school children whose safety is impacted by more
>traffic on those routes are PAHC residents. Some of the existing
>neighbors whose jobs, livelihoods, and quality of life will be impacted
>negatively by traffic and emergency bottleneck delays are PAHC
>residents. To misdirect the conversation to make it a referendum on
>affordable housing rather than dealing with the specific safety and
>traffic issues of the high-density rezoning does them a disservice just
>as it does the other neighbors who deserve to have their concerns
>addressed.

>
>6) No one at the meeting stated any opposition to more affordable
>housing in Palo Alto, but many did state their opposition to making the
>safe routes to school more dangerous and congested. Many stated
>serious concerns about the limitations of PAHC's traffic study, which
>we were told at the meeting did not take the thousands of student
>bikers into account. Given that those issues affect affordable housing
>residents as well, why was there no attempt to educate them about the
>specifics?

>
>7) Residents of existing affordable housing are integrated in the
>neighborhood and have many connections in school and the community.
>For PAHC to try to portray neighborhood opposition of a low-density to

>high-density zoning change as opposition to them and affordable housing
>is cynical and inflammatory, and could create a wedge in a previously
>cohesive community and even undermine support for PAHC in general where
>support was previously good.

>

>8) For someone in PAHC to make such a dishonest attempt to drum up
>participation at a rezoning meeting in a letter to residents whose
>affordable housing depends on PAHC could be construed as coercive,
>especially since it may not even be in residents' best interests as
>part of the neighborhood to be inserted in a manufactured red herring
>controversy about affordable housing in general, as the flyer tries to
>make it. In whose best interest is it to incite controversy over
>affordable housing, theirs, or your own?

>

>9) In planning the project, you and PAHC have created very constrained
>development circumstances that seem to make it impossible for you to
>compromise for safety and other concerns specific to that site. At the
>meeting, neighbors were told that in order for the project to be
>financially feasible, PAHC promised the developer it would get the
>low-density residential zoning changed to high-density, so the
>developer could put a wall of tall houses with tiny lots and minimal
>setback on a narrow street zoned R-1 to either side and across the
>street. This is reminiscent of what has happened at Alma Plaza/Miki's
>Market, which many residents in Palo Alto can see is a bad idea, only
>now it's not even on Alma, it's on
>narrow Maybell on a residential street. Opposition to such
>excessive development in residential areas and to your manufactured
>all-or-nothing constraints have nothing to do with support or
>opposition to "affordable housing in Palo Alto" and it was wrong of you
>to try to make it so.

>

>You know as well as anyone that your attempt to rezone that low-density
>residential parcel isn't somehow the only chance for PAHC to add
>affordable housing in Palo Alto, that every private housing development
>of less than five acres is required to set aside at least 15 percent of
>units as affordable housing, more for larger developments, and there
>are many high density developments going in this part of town as we
> speak. No one opposed to high density rezoning of that location has
>ever said one word or even hinted at opposing the set aside of 15-25%
>of privately developed housing as affordable housing at all.
>Additionally, PAHC could choose to build low-income units under the
>existing zoning, but never made any alternative plans with residents'
>concerns in mind.

>

>10) If there are any general issues involved here, it's whether
>residential zoning in Palo Alto should be so easily rezoned for high
>density PC zones with no setback or height restrictions, not whether
>affordable housing is a good idea. You told me yourself that you had
>no problems with the idea of rezoning residential areas for high
>density and had done so before. If you would like to hold some public
>meetings on that issue, I think given all the development around town,
>many people would attend.

>
>The opposition to high-density PC rezoning in the neighborhood isn't
>limited to the few hundred neighbors who were able to make the April
>22 meeting. There was no formal neighborhood organization or
>particular "vocal group" involved as your letter portrayed the
>neighbors who came to your meeting at your invitation. You owe the
>community an apology for this dishonest portrayal of the neighbors, the
>opposition to the high-density rezoning, the mischaracterization of the
>planning meetings which could end up wasting valuable time not dealing
>with the matters at hand, and even BMR residents' sense of security
>about support for affordable housing in this community.

>
>You need to be honest that this is about high-density rezoning in a
>specific residential location, specifically about your own
>plan/project, not about affordable housing in general. No one would be
>opposed if PAHC built affordable housing in that location within
>existing zoning, especially if it involved widening Maybell for safety,
>you would be applauded. You need to remember that there are existing
>residents in the those neighborhoods whose lives are impacted, they are
>not beside the point. If you continue making this about your own
>professional success with a particular plan, regardless of the
>negatives to the community, you will ultimately be the one hurting
>affordable housing and affordable housing residents here in Palo Alto.

>
>I am fine with you passing along my concerns as stated in my letter to
>you, but please remove my name and email address as private.
>Please let me know at whose direction that letter was sent out to PAHC
>residents. Thank you.
>Regards,
>Anne

Ellner, Robin

From: recycler100@sonic.net
Sent: Tuesday, April 23, 2013 10:03 AM
To: Jessica de Wit
Cc: Planning Commission; Council, City; Wong, Tim; Williams, Curtis; BPA-Board@googlegroups.com; bjohnson@paweekly.com
Subject: Re: Please come to Neighbor Mtg next week?

Hi Jessica,

There has been some confusion in the neighborhood about this meeting -- who is sponsoring it, what is the purpose? Hardly anyone seems to have any official notice. I think a lot of the confusion comes from the fact that it's being held on Palo Alto Housing Corporation property -- is it a PAHC meeting? Is it officially related to the rezoning request, i.e., a mandated meeting? Is it a meeting primarily for PAHC residents? The last city meeting related to the Arastradero restriping, for example, was held at the local middle school.

Can you please clarify this morning, so that I can try to at least reach some of the neighbors online?

Thanks very much!

Best,
Anne

Hi Anne - Per the message I just left with your husband by phone, I hope you'll attend our Maybell Orchard neighbor meeting this Wednesday. It is the same location and time as all of the other neighbor meetings that we have held. I'm also happy to talk before the meeting as well.

Date: April 24

Time: 6:30pm

Location: Arastradero Park Apartments Community Room, 574 Arastradero

Thanks,

Jessica

Jessica de Wit

PALO ALTO HOUSING CORPORATION

725 Alma Street

Palo Alto, CA 94301-2403

650.321.9709 Phone

650.321.4341 Fax

jdewit@paloaltohousingcorp.org

Ellner, Robin

From: Anne Maggioncalda <mail@change.org>
Sent: Friday, April 26, 2013 5:04 AM
To: Planning Commission
Subject: Why I signed -- Congestion and overpopulation will

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Congestion and overpopulation will negatively impact the quality of life for people who already live in Barron Park and Green Acres. As tax-paying property owners we should have some say in the development of our neighborhood.

Sincerely,
Anne Maggioncalda
Palo Alto, California

There are now 47 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Andrew Huysmans <mail@change.org>
Sent: Wednesday, May 01, 2013 12:06 PM
To: Planning Commission
Subject: Why I signed -- Increased traffic + a

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Increased traffic + a growing community of young kids = safety hazard (STOP THE REZONE!)

Sincerely,
Andrew Huysmans
Palo Alto, California

There are now 63 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Amy Hartinger <mail@changemail.org>
Sent: Wednesday, May 15, 2013 8:10 PM
To: Planning Commission
Subject: Why I signed -- the added traffic will

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

the added traffic will be dangerous and it will only be a matter of time before there is a fatality!

Sincerely,
Amy Hartinger
Palo Alto, California

There are now 115 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Amy Hartinger <mail@changemail.org>
Sent: Wednesday, May 15, 2013 8:10 PM
To: Planning Commission
Subject: 5 new petition signatures: Jason Fischl, Tasha Souter...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 115 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feeaf96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

111. Jason Fischl Palo Alto, California
112. Tasha Souter Palo Alto, California
113. Scott Souter Palo Alto, California
114. Sumit Bhargava Palo Alto, California
115. Amy Hartinger Palo Alto, California



Ellner, Robin

From: Allen Dinh <mail@change.org>
Sent: Wednesday, May 01, 2013 9:50 PM
To: Planning Commission
Subject: 5 new petition signatures: Zoe Peters, Lara Ephron...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 70 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school and to Juana Briones Park each day, increased traffic and serious safety issues concern us all. We are also concerned about responsible and reasonable development in this neighborhood. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Maybell is a small street but already overburdened as a main artery, thoroughfare, and primary access point in this neighborhood - putting up 75 new housing units would essentially "trap" existing residents by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino - we should take time to study the impact before allowing rezoning to occur in the Barron Park neighborhood. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

66. Zoe Peters Palo Alto, California
67. Lara Ephron Palo Alto, California
68. David Ephron Palo Alto, California
69. R. Cunanan-Dinh Palo Alto, California
70. Allen Dinh Palo Alto, California



Ellner, Robin

From: Yvonne Burtness <yburtness@yahoo.com>
Sent: Tuesday, April 23, 2013 3:59 PM
To: Council, City; Williams, Curtis; Planning Commission; Wong, Tim
Cc: Green Acres
Subject: Do Not Rezone Green Acres 2

To Whom It May Concern:

I cannot believe what is happening to our neighborhood! My family came here over 35 years ago when the area was a quiet and lovely neighborhood. Our daughter went to the Palo Alto Schools by walking or biking with all of the other children. The feeling we had was, "we are lucky" to live in such a wonderful place. We had little traffic, our children were safe and we had some open spaces.

Looking at the neighborhood now, I realize how much it has changed.

Of course, all things change, but should the quality of life go downhill for not only the adults, but also for our children?

We have

4 major

schools that are about 2 blocks away from each other. If you visited our neighborhood in the morning and in the evening, you would see a horrible example of traffic!! Many of the children can't come to school on their own; they are driven to and picked up after school.

I find that sad because freedom is taken away from these kids. Also, what about the environment???

We have enough housing in our area and I can't understand why anyone wants to rezone this neighborhood by adding high density development.

We have very few open spaces; why can't you think of keeping them as open spaces?? Wouldn't this be important for the environment, too??

I hope you think more carefully and show strong opposition against this rezoning. In fact, I hope you use this property for open space which will enhance the environment and our quality of living, the Palo Alto Way.

Thank you,

Yvonne Burtness
Donald Dr
Palo Alto, CA

Ellner, Robin

From: W Shotts <wvshotts@gmail.com>
Sent: Monday, April 22, 2013 2:01 PM
To: Planning Commission; Council, City
Subject: Protest of Plans to Rezone on Maybell

This letter is to protest the City of Palo Alto Planning Commission and City Council's intent to rezone Maybell Avenue and/or otherwise grant zoning exceptions for high-density development and senior housing.

We are residents of Willmar Drive and are opposed to this rezoning and/or exemption for the following reasons:

- Maybell is supposedly a "safe route" for kids to walk and commute to local schools. This is already a hectic area during school days. Cars race down Maybell and our street as well, particularly high school students on the way to Gunn.

- Quality of Living. We don't want to be crowded by high-density housing, and we are concerned about the degradation of our intimate community by the introduction of high-density housing and the associated increase in traffic.

-Privacy, Eye-blight. We understand the City plans to approve exceptions to setbacks as well as maximum number of stories allowed in single family units. This disturbs privacy for homes across from the units and we are also concerned about the crowding toward the street that setback exceptions will create.

We do not agree with any rezoning or exemption for Maybell Avenue.

Thank You,
Wendy & Rick Shotts

AFTER PACKET ITEMS

DOCUMENTS IN THIS PACKET INCLUDE:

PUBLIC COMMENT

ON 567-595 MAYBELL AVENUE

Ellner, Robin

From: Cindy Ziebelman <2cindy@gmail.com>
Sent: Tuesday, May 21, 2013 10:09 AM
To: Planning Commission; Council, City; Wong, Tim
Subject: Maybell Rezoning

To all involved,

The City of PA did a plan for traffic calming/ Safe Route to Schools when Terman reopened. Quite a bit of time and money was put into this project. That study showed that there was not enough room for a bike lane then and there still is not. The study concluded with the "best" they could do for Maybell which was to add speed tables and stop signs in the middle of the street to calm the cars at the intersections (since drivers would have to manage around the cement curbs holding the stop signs). That was all that could be done.

Those stop signs are run over on an average of once a month. The next solution, according to the City, is to move the stop signs back in the intersection so that they do not have to replace the stop signs so often. This goes against the study and does not give any relief to the students. **The only thing that this will accomplish is to make the stop signs safer.**

The point is that the City of PA can call any corridor anything that they want to but it will NOT change the facts. Maybell is an accident waiting to happen. If 65-70 new residences are added in the 2.5 acres then we are potentially adding 70-150 more cars that will be traveling the "safe corridor" all day long when students are returning from schools.

And please do not say that low income seniors will not all have cars. You may be right, however some will have two because each of the residences could have more than one person living in them. Then there are the caregivers, the deliveries, the family visitors and the single family homes that could have 2-5 cars per household. No planning is being made for parking all of these cars so narrow parts of Maybell will add more parked cars as well as more cars moving through the neighborhood all day long.

Folks are not against seniors they are opposed to the density and they are for protecting the students.

Sincerely,

Cindy Ziebelman

Ellner, Robin

From: Peter Ziebelman <peter@pavp.com>
Sent: Sunday, May 19, 2013 7:42 PM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission;
info@paloaltoville.com
Subject: please do not rezone Maybell avenue to a higher density

my letter is for the official record for the 567 Maybell property
my letter is for the official record for the 595 Maybell property

I hereby strongly oppose rezoning 567 and 595 Maybell to a “Planned Community” zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

I believe Rezoning the property at 595 Maybell Avenue from the RM-15 and R-2 zone districts to the PC zone district to allow for development of 60 units of extremely low to low income senior affordable rental housing units and 15 market rate units is not compatible with the neighborhood.

I am against rezoning this area to a higher density.

We are quite happy with low income senior affordable rental housing units if they are within current zoning guide lines.

Thank you,

Peter Ziebelman
644 maybell avenue

Ellner, Robin

From: Karen White <karenwhite4@sbcglobal.net>
Sent: Tuesday, May 21, 2013 4:30 PM
To: Planning Commission
Subject: Maybell Proposal Should Be Rejected

Dear Planning Commissioners:

My mother lives on Maybell Way and, like her Barron Park and Green Acres II neighbors, is aghast at the proposal to over-build the site at 567 Maybell Avenue. The Palo Alto Housing Corporation's proposal to create Transit-Oriented Development in the middle of Barron Park's residential neighborhood is unacceptable on many levels and should be decisively rejected. Among considerations are these:

First, apart from land-use considerations: The City and PAHC are locked so tightly in a conflict of interest that, if this proposal moves forward, it should and I understand will be legally challenged. The credibility of both the City and PAHC has been tarnished by the process that has been undertaken to secure financing for this proposed project.

Second: Transit-Oriented Development projects, such as the Maybell proposal, are completely unacceptable in the middle of R1 neighborhoods and should be rejected on that basis alone. As others have pointed out, the site is not near shops or medical facilities and would force residents to drive to meet their needs. In addition, from a land-use and zoning perspective as described in the Comprehensive Plan, high-density should not be considered immediately adjacent to, or in the middle of, R1 zones.

Third: Related - The notion that traffic will not be impacted is ludicrous. Retired seniors don't drive to and from work. Rather, because they're retired, they drive all day long rather than merely at rush hour. Those who have caretakers will rely on caretakers to drive for shopping, errands, etc.; health-care professionals who visit ailing seniors will drive to their visits. It may be that seniors actually drive MORE than younger individuals who are in the workforce.

Now that Arastradero is near-gridlock at certain times of the day, Maybell Avenue has become a de facto cut-through street, as I can attest, unsafe at times even now for children going to and from our schools. This proposed project will exacerbate existing traffic problems on both Maybell and Arastradero.

Finally: This scale of this proposal is unacceptable regardless of whether the development is proposed by PAHC or by a commercial developer proposing market-rate units. The core problem stems from the fact that a high-density Transit Oriented Development is being proposed for a site where high density does not belong. Accordingly, this proposal should be rejected.

Thank you for your consideration.

Karen White
146 Walter Hays Drive
Palo Alto, CA 94303

Ellner, Robin

From: Joshua Walker <jwalker@paloaltohousingcorp.org>
Sent: Wednesday, May 22, 2013 11:09 AM
To: Planning Commission
Subject: Support for 567 Maybell Ave Rezoning

Planning and Transportation Commission
City Hall
250 Hamilton Street
Palo Alto, CA 94301

RE: 567 Maybell Ave Rezoning for Affordable Housing Development

Dear Commissioners:

I am a Palo Alto Resident and I support Palo Alto Housing Corporation's proposal to rezone the property located at 567 Maybell Avenue, Palo Alto, to a Planned Community (PC) Zone for the development of affordable housing.

We need to define who we are as a community and what we stand for. We have always been a community that looks towards the future. Palo Alto will continue to grow and we need to make sure we are growing in a way that ensures that there is a place for all, including seniors and other community members that require low-income housing. Increased density should not be a choice. If we don't build up, we will have to spread which will hurt all that is beautiful about our area.

I strongly encourage you to support this project.

Sincerely,

--

Gina D. Dalma
3201 Greer Rd.
Palo Alto, CA 94303

Ellner, Robin

From: Joshua Walker <jwalker@paloaltohousingcorp.org>
Sent: Tuesday, May 21, 2013 3:25 PM
To: Vu-Bang Nguyen; Planning Commission
Subject: RE: Maybell Orchard Affordable Senior Housing

Hi Vu-Bang,

Thank you so much for your letter(s) of support! We truly appreciate having transit-focused and affordable-minded organizational support. The report is excellent- I am especially interested in the survey data of people living in affordable housing communities in Santa Clara and San Mateo counties. If possible, could you send me the survey results referenced on page 11?

Thanks so much!
Josh

From: Vu-Bang Nguyen [<mailto:vubang@urbanhabitat.org>]
Sent: Tuesday, May 21, 2013 3:03 PM
To: Planning.Commission@cityofpaloalto.org
Subject: RE: Maybell Orchard Affordable Senior Housing

Hello Commissioners,

Urban Habitat would like to submit the following letter of support for Palo Alto Housing Corporation's Maybell Orchard Affordable Senior Housing development for tomorrow's Planning and Transportation Commission meeting. Thank you.

--

Vu-Bang Nguyen, AICP
Land Use Program Coordinator
Urban Habitat
1212 Broadway, Suite 500, Oakland, CA 94612
510-839-9510 x318
Find us on [Facebook](#)

Ellner, Robin

From: renu virdi <renuvirdi@hotmail.com>
Sent: Saturday, May 18, 2013 6:05 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Cc: Trilochan Virdi; renu virdi
Subject: FW: Do not rezone Green Acres 2 - Maybell Senior Housing Project

Dear Palo Alto City Council and Planning Commission Members,

Reference: 567 Maybell Ave Housing Project: Proposed access and circulation for 15 single family homes and 60 senior housing units; consideration of school commute safety impacts

I have written about this previously in opposition of the above rezoning and would like add the following additional comments for your consideration.

I attended the community meeting held by PAHC on April 24th and asked why there is a disclaimer in the Traffic Study about bicyclists and the response from PAHC was that they **did not take into account bicyclists and pedestrians**. Maybell and Arastadero are Safe Routes to School corridors and bicyclists and pedestrians account for the majority of the traffic during the AM commute. **If the traffic study does not take this into account then the study should be considered invalid. The City council and the Planning Commission should not accept such a blatantly biased study.**

Here is an extract from the study (pg 8 and 9) that is very concerning:

Existing Site Observations

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. Most of the study intersections operate adequately during the weekday AM and PM peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed the following operational issues that are not reflected in the level of service calculations:

- Arastradero Road is congested between 7:50 AM and 8:25 AM between Coulombe Drive and El Camino Real. The Clemo Avenue/Arastradero Road intersection is intermittently blocked during this period by the southbound vehicle queue on Arastradero Road from its intersection with Coulombe Drive. At its peak, this southbound queue extends to El Camino Real, which blocks the sight distance for a left turning vehicle from Clemo Avenue. In addition, there are a significant number of pedestrians and bikes that cross Arastradero Road at Clemo Avenue, which adds to the difficulty of making a left turn from Clemo Avenue.
- Maybell Avenue is congested between 7:45 AM and 8:15 AM. Southbound vehicle queues on Maybell Avenue extend from the intersection of Coulombe Drive/Maybell Avenue past Amaranta Avenue and a short distance past Clemo Avenue. In addition, there are hundreds of pedestrians and bikes that use the Maybell corridor during this period to access the nearby schools. This reduces the capacity for motor vehicle traffic through the corridor. At the intersection of Coulombe Drive/Maybell Avenue, the vehicle queues westbound on Coulombe Drive extend approximately 150 feet during the peak morning period. The intersection of Coulombe Drive/Maybell Avenue is controlled by a crossing guard during school hours to assist with the heavy pedestrian and bike traffic.

Here is a link to the study from the Barron Park website for reference:

Any accident or god forbid fatality due to the increase in traffic from this rezoning will be squarely on your shoulders.

Maybell is particularly narrow in this stretch and as per the recent city guidelines, any new development should in fact increase the width of the sidewalks. **Do not agree to a construction which will decrease setbacks.** This would be in direct opposition to the recent city guidelines. Here is a link to the article from April 9th Palo Alto Weekly which states that "Palo Alto councilmembers want wider sidewalks": http://www.paloaltoonline.com/news/show_story.php?id=29236
Please do the **right thing** and oppose the rezoning for this development.

Thank you for your consideration.

Sincerely,

Renu and Trilochan Viridi
4170 Hubbart Drive
Palo Alto, CA
650-388-8424

From: renuviridi@hotmail.com
To: city.council@cityofpaloalto.org; curtis.williams@cityofpaloalto.org; tim.wong@cityofpaloalto.org; planning.commission@cityofpaloalto.org
CC: info@virdigroup.com; renuviridi@hotmail.com
Subject: Do not rezone Green Acres 2 - Maybell Senior Housing Project
Date: Sat, 20 Apr 2013 17:48:42 -0700

Dear Palo Alto City Council and Planning Commission Members,

We have been a member of the Green Acres 2 community since 2006. Our children have attended and one is still currently attending the neighborhood schools. One of the greatest benefits of this neighborhood is to have the students bike and walk to the neighborhood schools. It is heartening to see more and more students bike and walk to school. I was a PTA co-chair at Gunn to promote biking to schools and every year the number of students who bike showed a significant increase.

Unfortunately, recent developments in the neighborhood have increased the populations Peak commute/school drop-off times already result in significant traffic backups on Maybell and Arastradero.

New housing developments currently being built nearby along El Camino in Palo Alto, Mountain View, and Los Altos will likely only increase this traffic. Adding one more high density housing complex with vehicular access via Maybell Ave, an already busy neighborhood street near several schools, seems like a **recipe for disaster**. Maybell is very heavily used by student bikers so please do not put a life in danger by increasing population and consequently vehicular density on this street.

Please **do not support** Palo Alto Housing Corporation's push for unwanted high density housing complex in the middle of our community across from Juana Briones park along Maybell Ave and Clemo Ave.

We are asking that elected officials and Palo Alto city employees refuse the rezoning of Green Acres 2 for high density housing. It will only reduce the quality of life in a quiet Palo Alto neighborhood, increase car traffic on already congested neighborhood streets, and create a potentially dangerous situation for children walking and biking to school.

Local email lists from this neighborhood and others indicate that a significant number of people feel the same way.

Please prevent the rezoning for this development and help preserve our community.

Thank you for your consideration.

Sincerely,

Renu and Trilochan Virdi
4170 Hubbartt Drive
Palo Alto, CA
650-388-8424

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Ellner, Robin

From: Vaniah Holtz <vholtz@svleadershipgroup.org>
Sent: Friday, May 17, 2013 12:30 PM
To: Planning Commission; Council, City
Cc: jdewit@paloaltohousingcorp.org
Subject: Support Letter for the Maybell Orchard Proposal
Attachments: Maybell Place - PA Housing Corporation.docx

Attached is our support letter.

Thank you,
Vaniah Holtz

--

Vaniah Holtz
Silicon Valley Leadership Group
Housing Coordinator
2001 Gateway Place, Suite 101E
San Jose, CA 95110
Phone: [\(253\) 442-5562](tel:2534425562)



Santa Clara County Housing Action Coalition



The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing

May 17, 2013

Palo Alto Planning and Transportation Commission
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Members of the Palo Alto Planning and Transportation Commission,

On behalf of the Housing Action Coalition, I am writing to express support for the Maybell Orchard development proposal by the Palo Alto Housing Corporation, (PAHC).

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

The Maybell Orchard proposal provides a great opportunity to add much needed affordable homes for seniors to Palo Alto. The proposal will be 100% affordable and will serve seniors with incomes ranging between 30-60% AMI for Santa Clara County. The whole property is a 2.46 acre site, but it will be rezoned and subdivided so that a portion of the site will accommodate single-family homes, which will be transferred to and built by a private developer. However, the Palo Alto Housing Corporation's overall goal for this site is to create fifty-nine (59) one-bedroom homes for extremely-low and low-income seniors on a 1.1 acre parcel.

Furthermore, this proposal will help create a close-knit community beyond the apartment's own walls through multi-generational events, as it is adjacent to a family property that is also owned by PAHC. In terms of access to transportation, the proposal is within 500 feet of the north-south peninsula artery, El Camino Real, which is served by multiple VTA bus routes such as the "22", "Rapid 522" and "88." The bus stop for each of these routes is less than a five- minute walk from the property. Moreover, railway access is readily available at the Palo Alto (3.5 mi), San Antonio (1.9 mi), and California Avenue (2.0 mi) Caltrain stations. This proximity to transit is very wise public policy as seniors are less likely to be able to drive. These transit opportunities allow our senior population to stay active and happily engaged in the community. Also very important is the fact that the accessible public transit opportunities encourage transit ridership versus auto-ownership, therefore minimizing greenhouse gas emissions and benefiting the environment.

Overall, we believe the Maybell Orchard proposal will be highly beneficial, not only by creating homes for low income seniors in Palo Alto, but also by serving to benefit the community as a whole.

We encourage your support of this proposal and thank you for your consideration of our comments.

Sincerely,



Margaret Bard
Housing Action Coalition
Chair



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ARNOLD PERKINS

May 15, 2013

Planning & Transportation Commission
City Hall
250 Hamilton Street
Palo Alto, CA 94301

RE: 567 Maybell Ave Rezoning for Affordable Housing Development

Dear Commissioners,

Urban Habitat is pleased to support Palo Alto Housing Corporation's proposal to rezone the property located at 567 Maybell Avenue, Palo Alto, to a Planned Community (PC) Zone for the development of affordable housing.

Urban Habitat builds power in low-income communities and communities of color by combining education, advocacy, research and coalition building to advance environmental, economic and social justice in the Bay Area. We envision a society where all people live in economically and environmentally healthy neighborhoods. Clean air, land and water are recognized as fundamental human rights. Effective public transportation and land-use planning connect people to the resources, opportunities and services to thrive. And affordable housing provides a healthy and safe home for all.

We recently released a report that shows the need for quality transit and affordable housing in Santa Clara County with very helpful graphs and charts showing the average costs for residents.

The full report can be found here:

http://nonprofithousing.org/pdf_pubs/MovingSiliconValleyForward.pdf

There is a desperate need for affordable housing in Santa Clara County, especially in cities such as Palo Alto. As baby boomers begin to reach the age where a single-family home with 3 bedrooms and daily car use are no longer the most convenient way of life, there needs to be other options to continue living in world class cities such as Palo Alto. Palo Alto Housing Corporation's proposal is one of these opportunities.

The Palo Alto Housing Corporation is proposing to develop 60-units of affordable housing for seniors with incomes ranging between 30-60% area



median income (AMI). Many Palo Alto seniors who are reliant on low fixed-incomes fall within this income bracket. These lower-income seniors deserve the chance to age in place with dignity and independence.

The Maybell Orchard development will add 60 units of desperately needed affordable senior housing to the City's affordable housing stock while having negligible impacts on neighborhood traffic. The development will provide pedestrian connection to Maybell Avenue and Juana Briones Park and will include indoor bicycle parking for residents in order to encourage residents to walk, bike, and take public transportation.

We strongly encourage you to support this project.

Sincerely,

A handwritten signature in black ink, reading "Vu-Bang Nguyen", is written over a solid horizontal line.

Vu-Bang Nguyen
Associate Director of Land Use & Housing
Urban Habitat

Ellner, Robin

From: Eric Tsui <k.eric.tsui@gmail.com>
Sent: Monday, May 20, 2013 11:44 PM
To: Planning Commission
Subject: please vote against rezoning at 567-595 Maybell Avenue

Dear Members of the Planning Commission, City of Palo Alto,

I am writing to urge you to please vote against rezoning at 567-595 Maybell Avenue. The senior-housing project is not a solution but instead a poor "short cut" to what it is intended to achieve. It would create a lot more problems than it could resolve. All the issues that residents around here have brought up are not "not-in-my-back-yard" type of noise but real issues that would most likely happen once the project would be completed. In fact, the traffic analysis performed by Hexagon Transportation Consultants, Inc. is obviously flawed. One of the most troubling statements made in the report says that "it is unlikely that residents along Maybell Avenue would notice an increase in traffic as a result of the proposed development." Apparently, the report tries to convince readers that adding 75 units to this already overburdened area would not cause any noticeable increase in traffic. It attempts to challenge the basic common sense most ordinary people have.

What the City of Palo Alto needs to do is re-evaluate all of the land uses and the quota of housing units on this city and come up with a city-wide master plan that would minimize the impact of new housing developments to any neighborhood rather than short-sightedly look for few pieces of land for high-density developments.

Thank you for your time.

Sincerely,

Eric Tsui
4155 Frandon Court
Palo Alo

Ellner, Robin

From: lucata@aol.com
Sent: Tuesday, May 21, 2013 4:33 PM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Maybell rezone

I am vehemently against the rezoning of this property. My husband & I have been residents of Greenacres I since 1966.

I know change is inevitable but there is way too much that we in South Palo Alto have had to endure. Currently, the traffic situation is impossible on Arastradero Rd. & on surrounding streets. One can not make a left turn from Los Palos on to Arastradero going west. One can hardly make a right turn! Everyone is constantly complaining. I am amazed that there are not more accidents though I hear sirens a lot!

Our quality of life has really been affected by all the traffic which, to me, is the big issue. This is especially so around morning commute time, lunch time & early evening (in others words more often than not).

Unfortunately my husband is very ill & I am unable to attend meetings as a result. This piece of property should not be rezoned. I think it is time for the City Council to think of the long term effects on the residents of this Palo Alto neighborhood & what is best for them, not other fleeting interests.

Carol S. Tannenwald
4256 Los Palos Pl.
Palo Alto

SummerHill HomesSM

777 California Avenue
Palo Alto, CA 94304
Tel: (650) 857-0122
Fax: (650) 857-1077

May 21, 2013

VIA E-MAIL

Planning Commissioners
City Councilmembers
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Re: Palo Alto Housing Corporation Project at 575 Maybell Avenue
Planning Commission hearing May 22nd

Dear Commissioners and Councilmembers:

We have been following with great interest the subject Palo Alto Housing Corporation (PAHC) project and the PAHC representatives have requested our guidance from the market rate homebuilder's perspective. More specifically, they asked us to comment on their most recent land plan that includes 15 single family detached homes that will be reviewed by the Planning Commission tomorrow evening.

From a builder perspective, the number of lots is critical to the business plan. Given the small number of market rate lots (15) in the current PAHC plan, the loss of a single market rate lot presents a significant loss in the underlying land value. Even if the loss of a single lot enables the remaining homes to increase in size, that simple trade-off results is nowhere equivalent land value for the property owner, in this case Palo Alto Housing Corporation.

We recognize that a tremendous effort has gone into a creative site solution for this property and we fully support PAHC's approach. The placement of homes with the garages oriented away from the existing streets is a very sensitive way to minimize the potential traffic impacts on the surrounding neighborhood. We believe that their plan is creative and a plan that will be a development of great benefit for the City given the combination of high quality single family detached homes and affordable housing for local seniors.

Best Regards,



Katia Kamangar
Sr. Vice President

Cc: Candice Gonzalez
Jessica DeWit

Ellner, Robin

From: Mark Solloway <mail@changemail.org>
Sent: Sunday, May 19, 2013 10:50 AM
To: Planning Commission
Subject: Why I signed -- Rezoning will adversely affect

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Rezoning will adversely affect the neighborhood in numerous ways.

Sincerely,
Mark Solloway
Palo Alto, California

There are now 140 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Alice Smith <asmith36@sbcglobal.net>
Sent: Monday, May 20, 2013 6:37 PM
To: Planning Commission
Cc: Clerk, City
Subject: Maybell Planned Community and Senior Citizen Housing project

To: Palo Alto Planning Commission
cc: City Council of Palo Alto

I write in support of the rezoning of the property at Clemo and Maybell for the purpose of having 60 low income senior citizen housing units under the control of the Palo Alto Housing Corporation. I understand that in order to obtain that public purpose, that there will be 15 private homes to be developed on Maybell.

It is to the private home development which I would like to comment:

(1) I would have preferred to have had at least 2 of these houses be owned by the Housing Corporation and added to its housing rental program. My understanding is that the sale of these houses would help defray the cost of the senior citizen housing units.

(2) To address the concerns of the neighbors on Maybell and GreenAcres II, I would urge that no parking be allowed on Maybell and that all the garage access, parking as well as the ingress and egress be through Arastradero Road. This would reduce the impact on the Juana Briones Park area which is a well designed and well used local park.

(3) There will need to be a traffic light into the development with a cross walk carefully designed so that the flow of traffic on Arastradero is not exacerbated. There is already a dangerous crosswalk at Clemo, on the east side which is used by bicyclists and walkers frequently. Some drivers fail to stop at that crosswalk when the lights are flickering, so a careful traffic review is required, taking into consideration (a) the fire station, (b) the park needs (c) the school children who use the crossover to go from Maybell to Arastradero via Clemo already.

(4) I certainly would not have a driveway on Clemo into this development as contemplated by the plans I have already seen. This would compromise the park inter alia and would mean that the users of the park would have no parking available, as all the parking on Clemo would quickly be taken up by the users of the apartments or housing development. Parking should be limited to say 3 hours so that the housing development does not overrun what little on street parking is available for the park.

In addition, I think that the Senior Housing Unit might also provide a public toilet for the park as an additional benefit --not in the park itself but one which would have the benefit of the management of the senior housing overseeing its use during the hours of 8 am til 8 pm. hours at the park.

I have lived in Greenacres I since 1965 and have been an advocate for housing for all in Palo Alto. I would like to add that any seniors living at Buena Vista should be given first priority for the senior housing.

I have a commitment of long standing on Wednesday night or I would have made these comments at that time.

Yours faithfully,

Alice Schaffer Smith

4284 Los Palos Circle
Palo Alto, CA 94306

Ellner, Robin

From: A2sklar <a2sklar@aol.com>
Sent: Wednesday, May 22, 2013 1:40 AM
To: kennethdueker@cityofpaloalto.org; Planning Commission
Subject: Fwd: Proposed rezoning of Maybel /Clemp PropertyMaybel

-----Original Message-----

From: A2sklar <a2sklar@aol.com>
To: ""\planning. commission\"" <"planning. commission""@cityofpaloalto.org; "Lumsdaine <Lumsdaine"@alum
Sent: Wed, May 22, 2013 1:22 am
Subject: Proposed rezoning of Maybel /Clemp PropertyMaybel

I am writing to protest the down zoning of the property at Maybell and Clemp in order to make it possible for the Housing Corporation to build 60 senior housing units and 15 individual family homes. Although I am supportive of finding affordable housing for seniors I do not believe that it is necessary to downgrade the lifestyle of the adjacent neighborhoods in order to do this. Surely, there is room on streets like El Camino Real to build four story units for senior housing rather than disrupt and endanger residents of Greenacres I and 2, Barron Park, the schools along this corridor, the public park and the fire station.

If the housing Corporation needs the proposed rezoning to make this project financially feasible I suggest that you advise them to sell it to a developer who can build single family homes there and not need a change in zoning. Land in Palo Alto is always going up in value and I feel sure that this foolish investment need not result in a loss of public funds which can be better used elsewhere.

I have lived in this neighborhood for 43 years and my understanding has always been that when the Tan Apartments were built the city zoned the neighborhood such that no further tall structures would intrude into Barron Park and Greenacres. I hope that this commitment will be honored despite the well intended but poorly conceived plans of the Housing Corporation.

I regret that I am unable to attend the hearing for this important issue.

Sincerely,

Alice Sklar

Ellner, Robin

From: Stephanie Shaw <slshaw23@gmail.com>
Sent: Tuesday, May 21, 2013 1:18 AM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Maybell/Clemo housing project

To Whom it May Concern:

I have serious concerns and objections to the proposed development activities and rezoning being planned for the Maybell/Clemo housing project. I have lived in the Barron Park neighborhood for over 5 years, and every weekday must commute out and in of the neighborhood and back and forth on Arastradero to get to my work on Hillview Avenue and to take my children to their nearby daycare and school. My three young children ages 6 and under, all are, or will be, attending neighborhood schools and Hoover Elementary.

The most direct route for my commute would be to take Amaranta to Maybell to Arastradero, but I refuse to do so, both in the mornings from 7:50 to 8:40am or the afternoons 2:30-3:15pm due to the overabundance of traffic, large number of children, and the resulting safety and traffic issues that result. As a result, my commute doubles or triples during peak times. Instead I travel west to El Camino and then Arastradero, or even further out of the way to Page Mill, Hanover, and Hillview to avoid further congesting the Maybell area.

Children (particularly the older ones) often block the roadway itself, require long crossings at street corners, and both young and older children are unpredictable in their actions. I have frequently seen children run or duck into the roads without looking, even with parents and crossing guards present. In fact, despite the presence of two crossing guards nearby (right in front of Juana Briones Elementary and at Arastradero), I have often thought an additional guard at Maybell and Amaranta was warranted based on existing conditions.

The concerns I have for my own children commuting in this area are substantial. When they are older they will be biking along these roads, among walkers, bikers, and drivers, both those related to the schools and those independent. I fear for their safety on the neighborhood roads, Arastradero, and especially Maybell due to the existing high density and frequently speeding traffic.

It is unconscionable that the Palo Alto Housing Commission plans for the Maybell/Clemo site thus far have studied impacts to traffic patterns (albeit incompletely and with lack of context, in my view) but not impacts to pedestrians, bikers, and with special focus on high density of schools and young children in the area. This region is already substantially overtrafficked, and adding any more vehicles will contribute risk; considering these will be senior age drivers increases that risk even further. And this is all happening in an area that supposedly includes Safe Routes to Schools!

Several questions that must be answered before any further planning on this project is done include: What has the City done to study bicycle and pedestrian traffic or safety in this area, before AND after any proposed building or rezoning? How will appropriate emergency access be ensured to and from the neighborhood and the proposed PAHC facility in the event to of a disaster?

We are also frequent users of the Juana Briones park on weekends and holidays. Due to the popularity of this jewel, Maybell in particular but also Clemo are frequently very busy and it is not

uncommon to have to park a couple blocks away. On weekdays outside of school hours, several children's groups (like soccer or other sports teams) have large numbers of children on the fields right next to Maybell. Given the likelihood that the new housing development will have insufficient parking for all its residents, this will require higher usage of street parking, which will have dramatic impacts on access (parking, pedestrian, biking) during commuting and school times, but also impacts at other days/times as well that should also be considered.

Please note that none of my concerns about the impact of this project on the neighborhood have been addressed or mitigated in the Revised Mitigated Negative Declaration (MND) document as compared to the original version, which has not included responses to any neighbor comments. Please include my objections in the records for the Maybell property and Housing Element.

I am also upset about the misrepresentation of our community's feedback in the PAHC newsletter. Given that I personally have older relatives who could be housed in such facilities if they lived locally, and that our community will be losing crucial affordable housing due to the neighborhood Buena Vista Trailer Park closing imminently, I understand the need for affordable housing in Palo Alto. However, the issue of needing this type of housing is not my complaint. I am not 'against affordable housing for seniors' as your inflammatory newsletter suggests. The Maybell/Clema location is a terrible site to attempt to rezone, and to build in this manner, and it is clear the city has not considered the crucial implications of doing so.

Sincerely,
Stephanie Shaw
3875 El Centro Street
Palo Alto, CA 94306

Ellner, Robin

From: jenny.rose.robertson@gmail.com on behalf of Jenny Robertson
<jenny_robertson@yahoo.com>
Sent: Tuesday, May 21, 2013 9:57 AM
To: Planning Commission
Subject: affordable senior housing

Hello,

As a disclaimer, I'm not a Palo Alto resident. But, I am a member of the Unitarian Universalist Church of Palo Alto, and have had the benefit of seeing their relationship with Stevenson House, a housing project for affordable senior living next door to the church. It's been my experience that there is very little traffic associated with Stevenson House, and the residents are fine and interesting individuals. They have created a community garden that puts others to shame!

I'm saddened to hear that plans for a new affordable senior living facility may not be approved, as there is high demand and no downside that I can see.

Respectfully,
Jenny Robertson
(Los Altos resident)

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

May 21, 2013

Dear City Council Members, City Planner/Housing Coordinator, and Planning Commission Members,

I have been informed of the proposed change in the Palo Alto comprehensive plan to rezone property on Maybell Avenue which was before the Regional Housing Mandate Committee:

H2.2.8 PROGRAM Rezone property at 595 Maybell Avenue from the RM-15 and R-2 zone districts to the PC zone district to allow for development of 60 units of extremely low to low income senior affordable rental housing units and 15 market rate units.

I now understand that on May 9th Palo Alto's Regional Housing Mandate Committee (RHMC) voted to include this project in its Housing Element. As a resident of Thain Way, which exits only onto Maybell, I am concerned about RHMC's rush to approve a plan in the face of considerable neighborhood opposition. This plan is, of course, illegal under current zoning. My concern is that this an effort by a collection of local special interests with a special relationship to the City of Palo Alto to bypass the normal rezoning process and thereby blunt, or totally thwart effective citizen input into the necessary rezoning decision. As presently proposed, this proposed development places virtually all of the costs and burdens of the City's desire to provide housing for this segment of its population on the residents of the Barron Park neighborhood, particularly those live on or near Maybell. The decision to recommend this high density development was made by the RHMC (as it was done earlier by the Architectural Review Board (ARB) and the Planning and Transportation Commission (PTC)) without adequate notice to the broader affected neighborhood, without sufficiently careful study of the impacts it would have on the surrounding neighborhood, and with disregard for the impact that the implementation of this plan will have on the greater South Palo Alto community whose children attend school at Briones Elementary, Terman Middle School, Bowman International, or Gunn High School now or in the future, when the enrollments at least at Gunn High School are projected to increase significantly.

While I favor affordable housing and am not against some additional affordable housing on Maybell (we already have Arastradero Park Apartments, a substantial development), I want the density of any such development on Maybell to comply with the current zoning in place on that property. Any such development must also be consistent with the character of our neighborhood. I am strongly opposed to this proposed rezoning. This high density development is inappropriate for this location for a variety of reasons, most of which were either ignored or inadequately considered by the Housing Authority, the ARB, the PTC and the RHMC.

While, at this point, I do not wish to accuse anyone of improper conduct, the speed of approvals and lack of neighborhood input give the appearance of a closely-knit group of government groups who determined to railroad this project through the approval process with as little citizen input as possible. Possibly these boards and committees are so enamored of the opportunity to reach low income housing and senior housing goals, that they are more than willing to shift the lion's share of the true costs of this development onto the backs of the impacted neighborhoods.

As I mentioned above, I am concerned about the lack of reasonable notice to the community before the initial stage approvals were obtained. I live in the Barron Square Townhomes development

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

and did not learn of the City's plans until Sunday, April 21, 2013, when a neighbor from Pena Court came by and informed me that the Housing Authority was going to present this plan at Arastradero Park Apartments on Wednesday, April 24th. I bicycle commute up Maybell three times a week and did not see any posting of Zoning changes or proposed developments on the property. To me and many other residents who will definitely suffer the negative impacts of this development should it be built, the narrow scope of notice smacks of secrecy and an insider's game where the desired end (meeting a regional goal of new housing and senior housing) justifies any means, those means including at least perceived secrecy until it is too late to react, placing a disproportionate share of the costs on the immediately surrounding community, and the perception that the establishment is railroading the plan through the approval process.

I strongly urge you PTC members to reconsider your hasty decision and you as City Council members to listen to the impacted community, reject this ill-considered development plan, and require the Housing Authority to submit a plan that is both within the current zoning restrictions, is compatible with the surrounding neighborhood, and takes into account the safety of our school children. The process which brought this high density project to the City Council for consideration has done none of these things..

First, the plan was approved by the Architectural Review Board in disregard of its stated goals and purposes.

To approve this plan the ARB had to ignore its own goals and purposes. The Board has five goals and purposes and this development violates at least 4 of them, nos. 2-5:

This project will not "*Enhance the desirability of residence or investment in the city.*" To the contrary, the risk to the safety of school children, the increased traffic in a neighborhood already overburdened with school hour traffic, the further degradation of the already miserable school day traffic on the now constricted Arastradero Road, and the negative impact on the property values of the single family houses of the wall of townhomes 12 feet from Maybell and the increased traffic and increased street parking that this plan will cause, to mention a few negative impacts, demonstrate that this high density project will diminish the "desirability of residence or investment in the city." Why invest in single family residence on Maybell when the city will surround your home with high density development?

The project will not "**Encourage the attainment of the most desirable use of land and improvements.**" We do not oppose zoning-compliant development if these properties. But we strongly disagree with the ARB's conclusion that this huge, high density project is the most desirable use of this small parcel of land.

The project will not "**Enhance the desirability of living conditions upon the immediate site or in adjacent areas.**" It will do the exact opposite. For the reasons stated above, and elaborated below, this will have a significant, negative impact on the living conditions of all of the residents of the existing neighborhood, including those now living in the low income housing project at 574 Arastradero. In fact, one of the proposals suggested by the ARB was to make one outlet on to Maybell for the new development, through the existing parking lot of 574 Arastradero, increasing traffic and risk to the children living in, and walking to school from, that existing project. At the end of this letter I suggest some

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

changes to the plan which could at least mitigate the damage to the neighborhood, if not enhance our living conditions.

The project will not **“Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.”** This project is out of character with the surrounding neighborhood, in density, verticality, and setback from the road. It is not considerate of the surrounding development.

This project reminds me a lot of the Hyatt Rickey PUD, particularly as that project was before the residents of Wilkie Way finally obtained concessions which prevented the high density development from extending to Wilkie Way or from exiting onto Wilkie Way. Despite these concessions, it is well known to the surrounding community that the lack of parking in the Hyatt Rickey development has had a negative impact on the surrounding neighborhood. It seems that the ARB and the Planning and Transportation Commission do not learn from past mistakes.

It is also notable that none of the members of either the ARB or the PTC live in the impacted neighborhoods.

Second, Maybell is a substandard width street which already overburdened by school day/rush hour traffic including a very significant amount of pedestrian and bicycle traffic.

Maybell is a designated bicycle boulevard and a key street for safe routes to school, but even today without this proposed development, when most needed as a bicycle boulevard during school commute times, it barely functions as one due to the clog of cars, bicyclists, skateboarders, push scooter rides, etc, trying to get to one of the various schools. It is not currently a safe route to school due to the dangerous mix of cars, bicycles and pedestrians which clog the narrow road during the morning commute period of time. Did I mention that the road is narrow? The bicycle lanes along Maybell end at the end of the Walgreens property. There is no continuous sidewalk on the south side of Maybell and, unless the City condemns a portion of the lots of the houses between Walgreens and Arastradero Park Apartments and between Briones Park and Coulomb, there will be none even if this project is completed.

Maybell is a narrow street with discontinuous sidewalks. When I was working with the Safe Routes to School committee several years ago, I expressed my concerns about the problems with Maybell and the hazards to which it exposed our children on their way to and from school. I was informed that there was nothing the City could do because of the inadequate right of way on the street. This means it is a designated bicycle route without any bicycle lanes and without any room for bicycle lanes. Further, the aggravation of the discontinuous sidewalks on the higher density south side of Maybell means that the majority of pedestrians walk in the street rather than on the sidewalks.

Even the sidewalk on the north side of the street, which is continuous from El Camino to Briones School fails to consistently attract pedestrians, particularly those with strollers or other wheeled vehicles because of the decision the City made when creating the sidewalk to favor a large redwood tree at the corner of Pena and Maybell at the expense of pedestrian safety. I cycle on Maybell several days a week

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

and always see adults walking their dogs, seniors with walkers and motorized wheelchairs and young mothers pushing strollers all walking down the street rather than trying to use the inadequate sidewalks.

Finally, a significant number of our school age children live in the Arastradero Park Apartments, 574 Arastradero Road, a Housing Authority Low Income Family Housing project. These kids do not cross the road to access the sidewalk, they simply walk, usually three or more abreast, down the south side of the street.

Third, the traffic study was intentionally inadequate to accurately assess the current traffic situation on Maybell or to assess the impact on traffic of the proposed development.

At the community meeting held at the community room at Arastradero Park Apartments, many community members expressed concerns about the impact on school day traffic of such a high density development. Particular concerns were expressed due to the very large number of bicyclists and pedestrians using this route which is a designated "safe routes to school" route. The person who performed the traffic study stated that none of the pedestrian or bicycle traffic could be considered under the City's traffic study guidelines. While she said she was forced to ignore all non-vehicular traffic elements, she also told us that a more modern set of guidelines were under consideration but had not yet been adopted by Palo Alto. We believe that an adequate study using criteria which encompass all relevant modes of transportation, including pedestrian traffic and bicycle traffic must be used before any project is considered for approval.

Because of the special nature of this area due to the large number of closely spaced schools, the significant amount of traffic generated by school-related trips, and the absence of any roads capable of handling the high volume of school day traffic, I believe that the current traffic study methodology underestimates the traffic impacts caused by school related traffic. The other flaw in the current traffic study methodology is the requirement that the traffic be averaged over a 3 hour period. Peak traffic impacts are thus ignored. Maybell is not overly congested at 7:30AM, further it is not overly congested at 9AM. This does not mean that it is safe to add 75 more living units of traffic to the street at 7:45-8:30AM.

Additionally, the school traffic issue will only increase. Gunn has to build to accommodate the projected enrollment increases. These increases and their impact on traffic were not factored into the study.

Fourth, the proposed PUD imposes high density market rate housing along Maybell and Clemo which is inconsistent with the character of our community.

The proposed development, particularly the wall to wall 15 "market rate" housing units on Maybell and Clemo, and the 4 story senior housing building with 60 units but only 40 parking spaces is inconsistent with the character of the neighborhood and will have significant, negative impacts on all the surrounding neighborhoods. The reduced set off (12 feet) from Maybell where every other building is at least 20 feet) and the much higher density will form a wall of three story housing looming over an unusually narrow street where all of the other houses enjoy almost double the setbacks. The council

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

should not approve any plan which changes the lot setback requirements. We don't want a wall of housing directly next to a small sidewalk, as the City permitted on the Rickey's Hyatt property.

Fifth, the ARB and PTC's approval of a plan with only 40 parking spaces for 60 apartment units is unreasonable and will place further burdens on the community.

The idea that senior housing residents have fewer cars than family housing residents may have some merit. However, there is no evidence that a change in the required number of parking spaces from two per unit to two for every three units is reasonable. Our experience with the seniors we know is that those who are able to live independently drive own cars. Further, as senior health improves, the proportion of independently living seniors who drive will increase. At the meeting on April 24th at Arastradero Park Apartments the Housing Authority representative mentioned a lack of problem with the number of parking places at Stevenson House as evidence that 40 spaces for 60 units is adequate. I disagree. There is almost never an open parking space at Stevenson House. Visitor parking is provided (consciously or unconsciously) by the adjacent Unitarian Fellowship during the school day and by the next door Hoover Elementary School in the evenings and on weekends. The only "hard date" offered by the Housing Authority are national studies which do not reflect the driving habits of Palo Alto's senior residents. I suggest that, without better data, no reduction in required parking be permitted; this would require 120 spaces for 60 units.

Sixth, the cramming onto Maybell and Clemo of 15 market rate units where there is only room for 7 to reduce the cost to the Housing Authority of the low income housing apartment building is an undue burden on the neighborhood.

The proposed PUD includes 15 market rate town houses along Maybell and Clemo. The proposed narrow, three story, wall-to-wall townhomes, are proposed with half the setback of any other construction on Maybell or Clemo. These units will not fit into the character of the neighborhood. First, they are simply too close to a very narrow street. Second they overburden the neighborhood. The Housing Authority should not get away with a bad development simply to save money. Further, as atrocious as was the approval of the Hyatt Rickey development, at least, after citizen outrage, the City protected the residents of Wilkie way by (1) requiring the building of regular houses on regular lots with compliant setbacks and (2) prohibiting ingress and ingress to the high density development from Wilkie Way. The City should afford the residents of Maybell the same protection. By way of emphasis, in contrast to Maybell, Wilkie Way is a regulation width street with ample space for parking on both sides. As already mentioned, Maybell is much narrower.

The proposal to alleviate the traffic caused by this doubling of the permitted density is to direct the traffic from these market unit houses to rear driveway which will exit onto both Maybell and Clemo. One of the so called benefits of this design is that the current driveway breaks for the four normal houses now on Maybell will be replaced with continuous curbing permitting more on street parking. This is not a benefit, because more parking on this, the narrowest part of Maybell, is a further hazard. As previously mentioned, due to the failure of the City to provide adequate sidewalks, most residents simply walk down the road. The narrowness of Maybell in the proposed block where the development is to occur makes additional street parking a hazard to pedestrians.

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

Further, under the proposal which includes only 40 parking spaces for 60 units, all the extra cars forced to park along Maybell. Not only will this be a danger to pedestrians, but will further detract from the appearance of the entire neighborhood, and damage property values.

Requiring the market rate houses to comply with zoning may slightly increase the financial burden on the Housing Authority. If this is the case, the City should raise the funds to make up the difference. This would more equitably spread the burden of the costs of the senior housing on the community at large and not inflict it preferentially on the residents of the impacted neighborhood.

Seventh, no change in density should be permitted until Arastradero is returned to a full two lanes in each direction.

Ironically, ARB and PTC have recommended to the housing authority that it provide vehicular ingress and egress for the development to Maybell in preference to Clemo and Arastradero. One suggestion was to both create an easement between the current Arastradero Park Apartments driveway and the development so vehicles can exit either Arastradero or Maybell through Arastradero Park, and to move the current barrier on Clemo south of the proposed Clemo driveway to the development, forcing these vehicles onto Maybell rather than Arastradero.

This is at least some recognition of the PTC and the ARB that the Arastradero Traffic Calming Project has dramatically diminished the carrying capacity of Arastradero Road. It is the height of irony that, to protect the commuters on Arastradero from having to endure even more onerous traffic delays caused by the proposed high density development, the reviewers recommended that the Housing Authority change its site plan from exclusive ingress and egress from Clemo to Arastradero to preferentially ingress and egress directly to Maybell. This is not a solution, but merely an aggravation of an existing and worsening, self-inflicted problem. The so-called calming has already increased traffic through Barron Park by 25%. This adds a further injury. A casual comparison of the City's right of way on Arastradero and Maybell shows which road should be preferred for ingress and egress from the proposed development. Arastradero easily supports two bike lanes and four automobile lanes and on street parking on at least one side of the road. Maybell has no bike lanes, in adequate clearance for on street parking and pedestrian vehicle conflicts. The City must require the traffic to route to Arastradero rather than Maybell. Further, if it is determined that this overburdens Arastradero, the City must act to alter Arastradero to the point where it can handle the increased traffic from the development before approving any development.

Eighth, the proposed location is not a desirable one for senior citizens.

The location of the proposed project is not a desirable one for seniors. It is not near medical offices, hospitals, grocery stores or other shopping, with the exception of Walgreens. While there is a Walgreens at the corner of Maybell and El Camino, for many seniors, Walgreens will not be in walking distance. Pedestrians and those who are using walkers or motorized wheelchairs will be forced into the street due to the discontinuous sidewalk. Those with walkers or motorized wheelchairs, for the entire distance, even totally ambulatory pedestrians must leave the sidewalk and walk in the road before they

**RICHARD W. EVANS
4168 THAIN WAY
PALO ALTO, CALIFORNIA 94306**

reach Walgreens. To avoid this danger, even those who are able and might prefer to walk may choose to drive. Consequently, almost every trip a senior resident makes for necessities will of necessity or for safety reasons be by automobile.

Conclusion and suggestion.

The proposed development offers no benefit to the impacted neighborhood. The detriments are many and significant as stated in detail above. In particular increased safety risks, particularly to our children, increased traffic congestion in our neighborhoods, and a reduction in our property values and our aesthetic enjoyment of our neighborhood. Further, the location is not particularly good for seniors as walking can be hazardous and few amenities are within walking distance.

As a resident of the neighborhood, I am not opposed to reasonable development. My suggestion is that the size of the Housing Authority project be reduced so it meets zoning requirements. That the City purchase from the Housing Authority a sufficient portion of the property along Maybell to increase the width of the road to regulation width, and permit only the currently permitted number of market rate houses to be build, all with the required setback. Further, the City should negotiate with the home owners between Arastradero Park and Walgreens or use its power of eminent domain to obtain the right to extend the existing sidewalk all the way from the existing sidewalk to Walgreens . The City should also negotiate with the home owners between Briones Park and Coulomb or use its power of eminent domain to obtain the right to extend the existing sidewalk from Briones Park to Coulomb. These rights of way should be obtained and the sidewalk constructed to protect our children and other pedestrians as a precondition to the construction of the project.

Sincerely,

Richard Evans
4168 Thain Way
Palo Alto, CA 94306

Ellner, Robin

From: Jeffrey Rensch <jrench@gmail.com>
Sent: Monday, May 20, 2013 8:34 PM
To: Planning Commission
Subject: Maybell Orchards

Dear Planning Commisioners -

I attended the recent Regional Housing Mandate committee and experienced, along with Commissioner Michael and others, the intensity of the opposition of some neighbors to the Maybell Orchards affordable senior housing development. I live near the neighborhood concerned. Some comments:

1. The negative comments were virtually all about traffic -- indeed mostly about problems with current traffic. The proposed project will add less traffic than other potential uses of this land. Moreover, this is an issue for the traffic staff to consider -- it is not about affordable housing per se, and a modest housing development should not play the scapegoat for traffic problems caused by other sources.
2. The vociferous neighbors are scared to wager some present comfort for the sake of what is a significant long term need for our city, namely affordable housing. They naturally view the city's welfare from a self-interested point of view. But you are stewards of our city's long term welfare and must consider more than the short term comfort of current residents, important as that also is.

We need this housing development, it is a good and moderate proposal, and the opposition has gotten very far out of hand. Some of it is now verging on a form of bullying.

thank you,

Jeff Rensch
741 Chimalus Dr
Palo Alto CA 94306

Ellner, Robin

From: recycler100@sonic.net
Sent: Monday, May 20, 2013 8:59 AM
To: Council, City
Cc: Wong, Tim; Williams, Curtis; Planning Commission
Subject: ADDITION to Comment: Maybell project proposal

Please Note: This is a re-mailed comment from earlier with an addendum as follows. I wanted to add: Has the Planning Commission or Council considered the impact on the families who come to the OH for rehabilitation? Not just for delaying their trips to and from, though that is a consideration, too. Traffic and parking can be an issue when events happen at the school, and putting pressure on parking across from the school and park (which are right across from the proposed development that has only 47 parking spots for 60 residents, staff, aids, helpers, family and other visitors, and ironically, medical help like rehabilitation) will increase the number of people who misuse the OH parking lot. There is already tension over the misuse of the lot under current traffic conditions. Did anyone bring these circumstances to the attention of Public Advocates when they reviewed the housing element (was the Maybell project even included then)?

Thank you in advance for considering my input from this letter and answering my questions. Here is my original letter:

Since no one on the Council or Planning Commission is familiar with the neighborhood that will be so drastically changed by this proposed rezoning, I want to point out that the proposed market rate houses on Maybell and Clemo will be catty corner to the back entrance of Juana Briones Elementary. Actually, the very back end is the OH, which houses a physical therapy wing where disabled children from around the county come for rehabilitation, and the district's most disabled children attend preschool and elementary programs, as they have for decades. Since Juana Briones Elementary has such a small campus with so little open space, children are often brought to the park during the day.

Have you thought about how this development will degrade these families' quality of life? Like most of the neighborhood, my biggest problem with this rezoning is not the affordable housing (which I would welcome if built within the existing zoning), but mainly the market-rate housing. These tall, skinny chimney-like houses with not enough setback ala Miki's Market will loom over that end of Maybell and the playground area at Juana Briones park.

Why are we encouraging the building of so many of these chimney houses these days in Palo Alto anyway? **Such homes completely shut out the disabled.** Developers maximize their profits, and more and more housing stock goes into Palo Alto that no one in a wheel chair or with serious mobility problems can even visit comfortably. How many of you have had family or friends in wheel chairs or with severe arthritis? We built a house once with many universal design features, which made an enormous difference to friends with mobility problems, where before we couldn't even host our friends in our home.

Those with mobility problems represent a sizeable percentage of the population, around 10%, and not just the elderly, though as you can imagine, the percentage of the population affected by mobility problems increases with age. "Reports of mobility problems are common, including among middle-aged adults." (See "Mobility Difficulties Are Not Only a Problem of Old Age" PMCID:PMC1495195)

Have you thought about how the City Council has been encouraging the building of homes that are virtually inaccessible to at least 10% of the population? Shouldn't accessibility and quality of life for the

disabled be a matter the City Council has on its radar in this day and age? And not just to throw the disabled accessibility scraps here and there, but to make Palo Alto a city where diversity and tolerance are valued? **Have you thought about the symbolism of allowing the building of such completely inaccessible, out-of-character (stick-out-like-a-sore-thumb) homes right across from a long-time school program for severely disabled students?**

You would think we would have long gotten over having to fight for government to be sensitive to the need for accessibility. Have you thought about the message you will be sending to these children and their families, to have such an edifice to greed and disregard of disability in their faces every day? (Forgetting for a moment the traffic and parking problems that have not been addressed for the project will make once lovely trips to the park a dangerous obstacle course for these kids, as development residents and their visitors are guaranteed to use the street next to Juana Briones park to park their cars.) It's one thing for us to make excuses for older construction, for narrow hallways and doors, quite another in new construction when we have a choice to do what is right, when we know so much now about universal design, yet build chimney-like houses with steep staircases the disabled can barely visit. You cannot tell me no developer would want the opportunity to just build regular homes there.

The proposal to put in chimney houses is another way the new development is completely incompatible with the neighborhood. This neighborhood is mostly single-story ranch homes. Seniors comprise a large percentage of the neighborhood. According to surveys, they pretty much like to remain in their homes until they die. Turnover in this neighborhood is some of the lowest in Palo Alto. Yet the City wants to allow a zoning exception to allow homes that would be virtually impossible to remain in throughout life like the other homes in the neighborhood. Neighborhood homes may be worth a lot of money now, but to seniors who have been here for decades, the cost of remaining in their homes is often quite low - affordable. Allowing such chimney-like homes to be built would limit who could live there and make for greater transience among a cluster of occupants.

For heaven's sake, the first thing in the Comprehensive Plan under land use is a policy to "maintain a citywide structure of residential neighborhoods," with a goal of "safe, attractive residential neighborhoods, each with its own distinct character," and you're not even listening to us tell you how this development will irrevocably alter the character of the neighborhood for the worse.

Look, it was a creative idea, to use profit from part of a purchased property to finance an affordable part. I get that, I think it was clever. But if you can't do it without going so far outside any reasonable zoning rules, this is not the place for it, and maybe that approach should be reconsidered if it can only work by ignoring the concerns of residents, destroying the neighborhood character, creating safety problems, and building a looming reminder to the disabled community that Palo Alto is building to exclude them as fast as it can. (Quite ironic that it will front a development for seniors.)

None of the concerns I am submitting now have been addressed or mitigated in the Revised MND. Please include my objections in the record for the Maybell property and Housing Element.

Sincerely,
A Lumsdaine

Ellner, Robin

From: recycler100@sonic.net
Sent: Monday, May 20, 2013 2:52 AM
To: Council, City
Cc: Wong, Tim; Williams, Curtis; Planning Commission
Subject: Comment: Maybell project proposal

Since no one on the Council or Planning Commission is familiar with the neighborhood that will be so drastically changed by this proposed rezoning, I want to point out that the proposed market rate houses on Maybell and Clemo will be catty corner to the back entrance of Juana Briones Elementary. Actually, the very back end is the OH, which houses a physical therapy wing where disabled children from around the county come for rehabilitation, and the district's most disabled children attend preschool and elementary programs, as they have for decades. Since Juana Briones Elementary has such a small campus with so little open space, children are often brought to the park during the day.

Have you thought about how this development will degrade these families' quality of life? Like most of the neighborhood, my biggest problem with this rezoning is not the affordable housing (which I would welcome if built within the existing zoning), but mainly the market-rate housing. These tall, skinny chimney-like houses with not enough setback ala Miki's Market will loom over that end of Maybell and the playground area at Juana Briones park.

Why are we encouraging the building of so many of these chimney houses these days in Palo Alto anyway? **Such homes completely shut out the disabled.** Developers maximize their profits, and more and more housing stock goes into Palo Alto that no one in a wheel chair or with serious mobility problems can even visit comfortably. How many of you have had family or friends in wheel chairs or with severe arthritis? We built a house once with many universal design features, which made an enormous difference to friends with mobility problems, where before we couldn't even host our friends in our home.

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Have you thought about how the City Council has been encouraging the building of homes that are virtually inaccessible to at least 10% of the population? Shouldn't accessibility and quality of life for the disabled be a matter the City Council has on its radar in this day and age? And not just to throw the disabled accessibility scraps here and there, but to make Palo Alto a city where diversity and tolerance are valued? **Have you thought about the symbolism of allowing the building of such completely inaccessible, out-of-character (stick-out-like-a-sore-thumb) homes right across from a long-time school program for severely disabled students?**

You would think we would have long gotten over having to fight for government to be sensitive to the need for accessibility. Have you thought about the message you will be sending to these children and their families, to have such an edifice to greed and disregard of disability in their faces every day? (Forgetting for a moment the traffic and parking problems that have not been addressed for the project will make once lovely trips to the park a dangerous obstacle course for these kids, as development residents and their visitors are guaranteed to use the street next to Juana Briones park to park their cars.) It's one thing for us to make excuses for older construction, for narrow hallways and doors, quite another in new construction when we have a choice to do what is right,

when we know so much now about universal design, yet build chimney-like houses with steep staircases the disabled can barely visit. You cannot tell me no developer would want the opportunity to just build regular homes there.

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For heaven's sake, the first thing in the Comprehensive Plan under land use is a policy to "maintain a citywide structure of residential neighborhoods," with a goal of "safe, attractive residential neighborhoods, each with its own distinct character," and you're not even listening to us tell you how this development will irrevocably alter the character of the neighborhood for the worse.

Look, it was a creative idea, to use profit from part of a purchased property to finance an affordable part. I get that, I think it was clever. But if you can't do it without going so far outside any reasonable zoning rules, this is not the place for it, and maybe that approach should be reconsidered if it can only work by ignoring the concerns of residents, destroying the neighborhood character, creating safety problems, and building a looming reminder to the disabled community that Palo Alto is building to exclude them as fast as it can. (Quite ironic that it will front a development for seniors.)

None of the concerns I am submitting now have been addressed or mitigated in the Revised MND. Please include my objections in the record for the Maybell property and Housing Element.

Sincerely,
A Lumsdaine

Ellner, Robin

From: Pat Raynak <praynak@gmail.com>
Sent: Monday, May 20, 2013 11:56 AM
To: Planning Commission
Cc: Council, City
Subject: Maybell Zoning

Hi City Council:

I oppose that re-zoning of Maybell/Clema to high destiny, we have dangerous and terrible problem with traffic, this is a very narrow street, which has no side walks, and no bike room, lots of cars, kids and people of who walk.

People do not stop at the stop signs on Maybell or Amaranta. I walk my dog daily and have come close to being hit several times.

You have already reduced the lanes on Arastradero Rd which put a lot more traffic on all the side streets, which people use to short cut including Baker/Abel & Georgia and few do a 25 miles, most speed.

Please consider the quality of life of the residence, children and our older neighbors who live in this area. We do not need More High Destiny in our area.

This is why out of line.

Sincerely,
Pat Raynak
544 Georgia
Palo Alto

Ellner, Robin

From: Renee Alloy <mail@changemail.org>
Sent: Sunday, May 19, 2013 10:33 AM
To: Planning Commission
Subject: Why I signed -- I believe that Maybell

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

I believe that Maybell is already impacted and traffic represents a hazard to pedestrians, bikers as well as cars. We don't need any more traffic on Maybell or Arastradero.

Sincerely,
Renee Alloy
Palo Alto, California

There are now 139 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jennifer Fryhling <jfryhling@gmail.com>
Sent: Wednesday, May 22, 2013 1:09 PM
To: Planning Commission
Cc: Wong, Tim; Williams, Curtis
Subject: Petition Signatures
Attachments: PetitionSignaturesNoRezone21May2013.pdf;
PetitionSignaturesNoRezone20May2013.pdf;
PetitionSignaturesNoRezone22May2013.pdf

Dear Planning Commission:

Please find attached copies of paper petitions signed by residents opposing the rezone of 567-595 Maybell to Planned Community. Please include these signatures on the paper petitions attached for the public record in this matter before the Planning Commission.

Regards,

Jennifer Fryhling

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Margit David	568 Georgia Av	margitdavid14@gmail.com	650 799-0117	Margit David	5/17/13
PAT RAYNAK	544 Georgia Ave	praynak@gmail.com	650 493 7932	Pat Raynak	5/17/13
William Parkinson	451 Baker Ave	parkinsonw@gmail.com	650-771-3153	William Parkinson	5/17/13
Sam Zoravka	4177 Baker	SamZoravka@gmail.com	650.946.2911	Sam Zoravka	5/17/13
Chitashi Mahto	525 Georgia	none	650-493-6735	35 C. Mahto	5/17/13
MELNIKOVA	515 Georgia	none	650-948-9332	Melnikova	5/17/13
PAIGE PARSONS	517 Georgia Ave	paigeparsons.org	650 320 8822	Paige Parsons	5/17/13
DIANE GIBBEAU	519 Georgia Ave	gibeausgardens@gmail.com	650 595-6198	Diane Gibbeau	5/17/13
GLENDA DUGGAN	4138 ABEL AVE	JSHW71A@PRODIGY.NET	493 6047	Glenda Dugan	5/17/13
PAUL PRECHTA PAUL PRECHTA	571 Georgia	prechta.paul@gmail.com	404 271 9771	Paul Prechta	5/19/13
Luis Tink Pardo	4090 Amara ^{Ave}	ltp@aurora3.com		Luis Tink Pardo	5/18/13
Donna Crossman	788 Flores St			Donna Crossman	5/18/13
PARTHA SARATHY	735 Flores St	psarathy@yahoo.com	493-3233	P. Sarathy	5/18/13
Yolanda Schefold	642 Maybell Ave	yschefold@gmail.com	650-493-2137	Yolanda Schefold	5/18/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Allan Marson	4150 Thain Way <i>Palo Alto</i>	akam@seanet.com	650-320-8788	<i>Allan Marson</i>	5-19-13
Heather Marson	"	"	"	<i>Heather Marson</i>	5-19-13
Jonathan Marson	"	"	"	<i>Jonathan Marson</i>	5/19/13
Armando Blancas	4152 Thain Way	abm221617@gmail.com	(650) 256-7894	<i>Armando Blancas</i>	5/19/13
Carmen Rancano	4152 Thain Way	carmenrancano@jabo.com		<i>Carmen Rancano</i>	5/19/13
Miriam Schulman	560 Pena Ct.	mschulman@stan.edu	650 494-0502	<i>Miriam Schulman</i>	5/20/13
Howard Schulman	560 Pena Ct.	howard.schulman@gmail.com	650-4940502	<i>Howard Schulman</i>	5/20/13
LORENTE SALCIDO	552 PEÑA CRT	TAPIACLAN@5066081.net	650 249-7676	<i>Lorento Salcido</i>	5/20/13
Matthew Jolda	566 Pena Ct	mjolda@gmail.com	508 6678525	<i>Matthew Jolda</i>	5/20/13
Lauren Hirschman	566 Pena Ct	lauren.hirschman@yahoo.com	650-515-41080	<i>Lauren Hirschman</i>	5/20/13
John Paul Perron	566 Pena Ct	john.paul.perron@gmail.com	603-359-9896	<i>John Paul Perron</i>	5/20/13
Anisa Islam	553 Maybell Ave		650 3846257	<i>Anisa Islam</i>	5/20
Xizhen Wu	4174 Coulombe Dr	amyliwu@gmail.com	650-789-5122	<i>Xizhen Wu</i>	5/20

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
MARTIN FREEMAN	4189 DONALD DRIVE	martin.freeman@gmail.com	650-493-5382	Martin Freeman	4/23/2013
Barbara Freeman	4189 Donald Dr.	barbara.f.c.freeman@gmail.com	(650)493-5382	Barbara Freeman	4/23/2013
STEPHEN MADSEN	639 GEORGIA AV	smadsen@yahoo.com	650-493-2079	Stephen Madsen	4/24/13
Kathy Eisenhardt	4154 Donald	kmo@stanford.edu	493-1244	Kathy Eisenhardt	4/24/13
Nina Bell	4245 Los Alamos	georgemdc@gmail.com		Nina Bell	4/24/13
Eugene Zukowsky	4153 Maybell Way	eand22@stanford.edu	493-3496	Eugene Zukowsky	4/24/13
JOHN F DUGGAN	4138 ABEL AVE	JSHW71A@PRODIGY.NET	650 4936047	John F Duggan	4.24.13
Jake Hartinger	4143 Abel Ave	jharting@cisco.com	650 424 9955	Jake Hartinger	4/24/13
Dorothea Evans	4187 Maybell Way		650-493-6042	Dorothea Evans	4/24/13
GIL GROSS	638 GEORGIA		650-493-8381	Gil Gross	4/24/2013
Trina Lovershock	1070 McGregor Way		494-8520	Trina Lovershock	4/24/13
RICH WEDENIG	4134 BAKERLAVE	RWEDENIG@GMAIL	650.380.1367	R	4/24/13
Mallika Srinivasan	680 Georgia Ave	mallikull117@yahoo.com	650-855-9184	Mallika Srinivasan	4/24/2013
Zinnia Gil	574 martins m	P. H. C.	650-856-3631	Zinnia Gil	4/24/2013

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
ROSEMARIE DUFRESNE	522 THAIN	Ree_suff@comcast.net	650 856 2024	<i>Rosemarie Dufresne</i>	4/25/13
BRINA FOURVITSKA	4110 Thain Way	BRINA-IOUROV@Yahoo.com	424 8053	<i>Brina Fourvitska</i>	4/25/13
Elysa Fourvitska	same as above	iiourlove@yahoo.com	3000h	<i>Elysa Fourvitska</i>	4/25/13
Marian McGilivray	4139 Thain Way	marian.mcgilivray@msn.com	650 856 9694	<i>Marian McGilivray</i>	4/25/13
Ruth Lowy	551 Thain Way	lowys@jps.net	857-9471	<i>Ruth Lowy</i>	4/25/13
Laszlo Tokes	4133 Thain Way	ltokes@sbcglobal.net		<i>Laszlo Tokes</i>	4/25/13
Brook Bailey	512 Thain Way	brooke.bailey@gmail.com		<i>Brook Bailey</i>	4-26-13
Fredric GARDERES	542 Thain Way	zefredo@pacbell.net	650.858.6911	<i>Fredric Garderes</i>	4/28/13
Kathryn Riley	4122 Thain Way	ksr94306@hotmail.com	650.493.3686	<i>Kathryn Riley</i>	4/29/13
Wayne K. Riley	4122 Thain Way	wriley4122@hotmail.com		<i>Wayne K. Riley</i>	4/29/13
Mana Uchin	537 Thain	manatoky@hotmail.com		<i>Mana Uchin</i>	4/29/13
Ashley Moffett	4131 Thain Way	ashleymoffett@comcast.net	650 281 1062	<i>Ashley Moffett</i>	4/30/13
Lucy Yuan	535 Thain Way	cnlyxuan@gmail.com		<i>Lucy Yuan</i>	5/1/13
Rajiv Rama	559 Thain Way	rajiv.rama@gmail.com		<i>Rajiv Rama</i>	5/2/13

Laura Ryan 522 Thain Way

856-2024 GARY DUFRESNE 54-13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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Print Name	Address	Email	Phone	Signature	Date
Elwina McGarmon	4148 Decath Dr	jsckw@stanford.edu	650-493-6823	Elwina McGarmon	4/24/13
Kathy Khuri-Yakub	4151 Donald Dr	kkhuri@stanford.edu	850-0541	Kathy Khuri-Yakub	4/24/13
Steven Rosenberg	4073 Amador St	strosenberg@stanford.edu	493-1511	Steven Rosenberg	4/24/13
Gene Zukowsky	4153 Maybell Wy	gand22@stanford.edu	493-3496	Gene Zukowsky	5/9/13
ZITA ZUKOWSKY	4153 MAYBELL WAY	EAND22@STANFORD.EDU	493-3496	Zita Zukowsky	5/9/13
JOHN ELMAN	4150 HUBBARD YR	CIGARNUT1@SBCGLOBAL.NET	493-3444	John Elman	5/9/13
Robert Hesson	683 Georgia		493-5379	Robert Hesson	11
Ken Hawk	685 Georgia Ave	kenhawk@gmail.com	493-242-7445	Ken Hawk	11
Anne Lawer	4156 Crosby Ct	acslawer@yahoo.com	650-799-6698	Anne Lawer	5/9/13
Marianne McKissock	4188 Donald	mck333@gmail.com	650-493-8199	Marianne McKissock	5/9/13
Renee Alloy	627 Georgia	alloyfam@yahoo.com	650-856-8565	Renee Alloy	5/9/13
Mark Alloy	627 Georgia	markalloy@yahoo.com	650-856-8565	Mark Alloy	5/9/13
Soroor Ebnesaajjad	739 Florales Dr.	sooroeb@yahoo.com	650-813-0217	Soroor Ebnesaajjad	5/9/13
Jessica Huang	679 Georgia Ave	huangsu@stanford.edu	650-723-6839	Jessica Huang	5/9/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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Print Name	Address	Email	Phone	Signature	Date
Bethy Thana	4161 Maybell Way	bthana@att.net	650-248-3910	Bethy Thana	4/23/13
Zita Zukowsky	4153 Maybell Way	ETANDZZ@STANFORD.EDU	650-493-3496	Zita Zukowsky	4/23/13
Wei Wu	4145 Maybell Way	weiwu_email@gmail.com	650-858-9000	Wei Wu	4/23/13
Ellen Cohen	4190 Maybell Way	ellenco@pacbell.net	650-255-6511	Ellen Cohen	4/23/13
Vicky Wang	4141 Donald Dr	chiver5057@yahoo.com	650-389-810	Vicky Wang	4/23/13
TOM NOZAKI	605 DRISCOLL CT	NOZAKI@STANFORD.EDU	650-494-7168	Tom Nozaki	4/23/13
SHIRISH PATEL	4140 Donald Dr	Shirish@csystems.com	650-494-9321	Shirish Patel	4/23/13
Barb Luis	4192 Donald Dr.	barbluis@yahoo.com	650-219-5191	Barb Luis	4/23/13
Warren Kirsch	416 Donald Dr.	kirsch-warren@yahoo.com	650-559-0700	Warren Kirsch	4/23/13
Mr. & Mrs. Richard A. Pale	4160 Donald Dr.	Richard.A.Pale@stanford.edu	494-6744	Richard A. Pale	4/23/13
Verdie Alsop	4168 Donald Dr		493-9401	VERDIE ALSOP	4/23/13
Marianne Mah	4188 Donald Dr	mck333@gmail.com	650-493-8199	Marianne Mah	4/23/13
IRENE YEH	4181 Donald Dr.	IKYEHE@pacbell.net	650-856-9456	Irene Yeh	4/23/13
Jim Turkovich	4132 Willman	jrjwr@comcast.net	408-473-5190	Jim Turkovich	4/23

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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Print Name	Address	Email	Phone	Signature	Date
Nancy Steinbach	4267 Pomona Ave	n.stein@juno.com	650-856-6732	Nancy Steinbach	May 9 2013
GÜNTER STEINBACH	4267 Pomona Ave.	gsteinbach@juno.com	650-856-6732	Günter Steinbach	5-9 2013
Reine Flexer	595 Mutadero	reine13@gmail.com	493-5088	Reine Flexer	5/13/13
Michael Griffin	609 Arastradero Rd.	mheal-74@yahoo.com	650 852 9096	Michael Griffin	5/13/13
EDWINA MCGANNON	4178 DONALD DR	jackwinnie2001@yahoo.com	650-493-4823	Edwina McGannon	5/13/13
Warren Kirsch	4161 Donald Dr	kirsch-warren@yahoo.com	650-776-1982	Warren Kirsch	5/13/13
Yvonne Burtress	467 Donald Dr	yburtress@yahoo.com	650-493-4292	Yvonne Burtress	5/13/13
Stu Kreitman	4216 Los Palos Ave	stuart.kreitman@gmail.com	650 7772	Stu Kreitman	"
Sam ZERARKA	4177 Baker Av	SamZerark@gmail	996.2911	Sam Zerarka	
IDA J. Holmes	4144 Maybell Way	isholmes@SBGGlobal.net	852-9438	Ida J. Holmes	5/13/13
Samuel Holmes	4144 Maybell Way	isholmes@shugly.net	852-4438	Samuel Holmes	5/13/13
Salit Gazit	528 Thain Way	slgazit@yahoo.com	650 857-9446	Salit Gazit	5/13/13
Allan Marsz	4150 Thain Way	akama@seanet.com	650-320-8788	Allan Marsz	5/13/13
DOUG CRANE	652 Geary	dcrane59@gmail	650 852 9885	Doug Crane	5/13/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

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Print Name	Address	Email	Phone	Signature	Date
Richard Nelson	673 Georgia		650-813- 5407 ⁰⁴⁰⁷	<i>R. Nelson</i>	4/21/13
Jean P. Nelson	673 Georgia		650/813-0407	<i>Jean P. Nelson</i>	4/21/13
Jane Sideris	666 Georgia	—	650-493-1159	<i>Jane Sideris</i>	4/21/13
Sid Sideris	666 Georgia		650-493-1159	<i>Sid Sideris</i>	4/21/13
Robert HESSEN	683 Georgia		493-5379	<i>R. Hussen</i>	4/21/13
Karin Bricker	683 Georgia		493-5379	<i>Karin Bricker</i>	4/21/13
Kevin Hauck	685 Georgia	keuhauck@gmail.com	408-242-7476	<i>Kevin Hauck</i>	4/21/13
Cauren Maeda	685 Georgia		650-868-7260	<i>Cauren Maeda</i>	4/21/13
JOHN EZMAN	450 Hubbart		493-3444	<i>John Ezman</i>	4/21/13
ORAW MOJIB	4167 Hubbart	seimohr@gmail.com	4931564	<i>Oraw Mojib</i>	4/21/13
SPENTHIL HARIRAM	4163 HUBBART	senthilh@gmail.com	917-6676143	<i>Spenthil Hariram</i>	4/21/13
ANA EN ^{As/Am}	4167 Hubbart		376-5748	<i>Ana En</i>	4/21/13
Rena Virai	4170 Hubbart	Renavirai@hotmail.com	213-2770	<i>Rena Virai</i>	4/21/13
Laur Flamm	650 799 4666 4173 Coulombe Dr			<i>Laur Flamm</i>	4/22/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Diane Lee	4132 Willmar	dianedc@comcast.net	852-1221		4/23
Janet Nedy	4142 Willmar	janaw@pacbell.net	852-7393		4/23
Arthur Li	4152 Willmar	ael1000@yahoo.com	650-739-0124		4/23
Maura Nash	4162 Willmar	maurshi16@yahoo.com	090-799-1826		4/23
Chittawa Natalie W	4170 Willmar	chwu1030@yahoo.com	650-213-8731		4/23
Colleen Anibale	4128 Willmar	cchittawa@sbglobal.net	650-444-7884		4/23
JOHN JAKOS	4108 WILLMAR	jjakos@hotmail.com	650-856-7726		4/23
Lynn Kidder	4195 Willmar	lykidder@gmail.com	650-493-6575		4/23
Mark Holtzman	4115 Willmar	mholtzman@pacbell.net	650-800-1249		4/23
Yumi Igarashi	4165 Willmar Dr.	yumi.igarashi@gmail.com	650-799-7327		4/23
WENDY SHOTTS	4175 Willmar Dr.	wvshotts@gmail.com	913-530-8723		4/23
William Simons	4187 Willmar Dr.	WJSimons@sbglobal.net			4-23
Joanne Simons	4187 Willmar Dr.	wjsimons@sbglobal.net			4-23
TOD FORD	4191 WILLMAR	TOD_FORD@ATTN.COM	415-235-2405		4/23

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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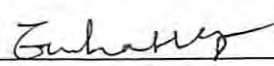

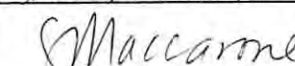
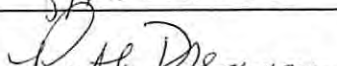
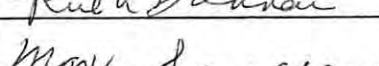
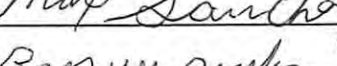
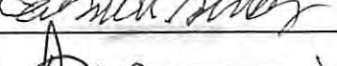



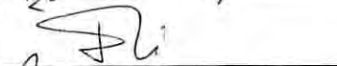
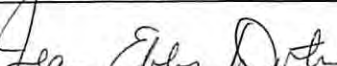
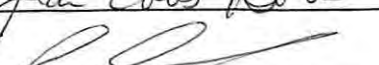

Print Name	Address	Email	Phone	Signature	Date
Chris Abellera	664 Georgia Ave	sue_abellera@ ^{yellow} com	650-759-2759	Chris Abellera	4/21/13
Mervin Dolev	656 Georgia Ave	mervind@stanford.edu	650-4175330	Mervin Dolev	4/21/13
CHAN CHRISMAN	654 Georgia Ave	chanchrism@stanford.edu	650 493 8790	Chan Chrisman	4/21/13
GAIL SCHWETTMAN	635 Georgia	gailschwettnan@yahoo.com	493-8381	Gail R. Schwettnan	4/21/13
Michael Noble	620 Georgia	4noble@stanford.edu	650 575 7007	Michael Noble	4/21/2013
Renie Alley	627 Georgia Ave	alloyfrance@yahoo.com	856 8565	Renie Alley	7/21/13
Charlotte Nord	631 Georgia Ave	lottanord1@gmail.com	650-512-0495	Charlotte Nord	4/21/13
Ann Johnson	4100 Donald Dr	fahj4@stanford.edu	650 494-7815	Ann Johnson	4/21/13
Ray Cunningham	4134 Donald Dr	cunningr@stanford.edu	650 593 6293	Ray Cunningham	4-21-13
David Ng	4134 Donald Dr	ngdavid@gmail.com	650-565-8989	David Ng	4/22/13
Allegria Riley	4126 Donald Dr	allegria.riley@stanford.edu	650-514-6392	Allegria Riley	4/21/13
Helen Wang	663 Georgia	helenb88@yahoo.com	650-813-0126	Helen Wang	4/21/13
CAROL TIERNAN	614 GEORGIA		650-493-6661	Carol Tiernan	4/21/13
Stevan Riddle	665 GEORGIA AVE	STEVAN.M.RIDDLE@MOTOROLA SOLUTIONS.COM	650 961 4310	Stevan Riddle	4-21-13

STEVAN RIDDLE.

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Eunha Hong	4144 Abel Ave.	eunha0323@gmail.com	650-384-6618		05/18
RIC PETERSON	4133 ABEL AVE ✓		650493-9177		5/18/13
SUSIE MACCARONE	4133 Abel Ave 650485-2015	capulena09@yahoo.com	650/485-2015		5/18/13
Ruth Drennan	4134 Abel Ave	vsdrennan@hotmail.com	347-886-6606		5/18/13
May Sanchez	545 GEORGIA AVE ✓		4985856		5-18-13
Dorreen	545 Georgia Ave ✓		4935856		5-18-13
AMIN MILKI	7013 FLOWERS DR		4241073-		5-18-13
DANIEL THOMAS	1733 FLOWERS				5-18-13
NICOLAS BONNET	723 Florals Dr	elsovejor@yahoo.com	650-858 1877		5-18-13
Elisabeth Bonnet	7205 Florales Dr	Elorales.Bonnet@gmail.com			5-18-13
Jean Doter	610 Georgia Ave	doten76@hotmail.com	650-281-8095		5/18/2013
Samira Wu	4125 AMARANTA AVE		650 521 0455		5/18/13
Solar Hassani	4154 Amarantha Av				5/18/13
Josh Keern	889 Ames Ave	jkeern620@ymail.com			5/18/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
James Colton	670 Georgia	James.Colton@src.com	494-1500	James D Colton	4/20/13
Darren Shon	674 Georgia	dshon@yahoo.com	218-6768	D Shon	4/20/13
Mallikand Lil Mohan	680 Georgia Av	mallika117@yahoo.com	855-9184	Mallika Mohan	4/20/13
Annie Young	4162 Crosby Ct	annieyoung2005@yahoo.com	494-9273	Annie Young	4/20/13
Lorie Enghardt	4168 Wallis	Lorie Enghardt	565 8796	Lorie Enghardt	4/20/13
Alexander Botkin	4172 Wallis	Alexander Botkin	444-8905	Alexander Botkin	4/20/13
Benjamin Parker	4164 Georgia Av	bparker2@comcast.net	493-8499	Benjamin Parker	4/20/13
Chester Feng	4161 Georgia Av	chester.feng@hobart.com	493-3979	Chester Feng	4/20/13
Joseph Woods	4164 Georgia Ave	jshindpa@earthlink.net	493-9169	Joseph Woods	"
Bette Kirsch	4197 Georgia Ave	"	"	Bette Kirsch	"
Yu Kaku Yamazaki	181 Georgia Ave	yuka.woodsides@yahoo.com	(650) 223-9802	Yu Kaku Yamazaki	4/20/2013
RICHARD HUANG	679 GEORGIA AVE	MECHDADDY@COMCAST	650 996 1153	Richard Huang	4/20/2013
Yubin & Julia Liang	669 Georgia Ave.	yliang@pachall.net	(650) 299-7400	Yubin & Julia Liang	4/20/2013
Glenn & Talso Chui	667 Georgia Ave	sychui@yahoo.com	650 799 0154	Glenn & Talso Chui	4/20/2013

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Yingzi Xu/Michael Yang	4197 Baker Ave	Yingzi.xu@sbcglobal.net	(650)857-0520		4/21/13
Dignasha Thalokar	4173 El Camino	dignasha.thalokar@hotmail.com	650 575 6868		4/22/13
Steve Lawrence	3193 South Ct.	SL@NECMAIL.COM	650 557 2017		4/23/13
Amelia Tung	4240 Suzanne Dr.	ameliatung@yahoo.com	650 494 3876		4/24/13
RICK SHOTTS	4175 WILLMAR DR.	jrshotts@gmail.com	913-515-3742		4/24/13
Dan Qu	4208 Rickeys Way	Scuba.dan@gmail.com	408-391-3264		4/24/13
Kathryn Koehler	516 Georgia Ave	kjkoehler@yahoo.com	650 494 7654 650 857		4/24/13
Jama Pfisterer	573 Suzanne St	jimpf@sbcglobal.net	9273		4/24/13
Rachna Rustagi	3965 EL CERRILLO	rach.rustagi@gmail.com	408-737-1734		4/24/13
Hannu B. Singh	681 Arastradero	Hannu.B.Singh@gmail.com	493-1079		4/24/13
Matthew Welch	4028 Laguna Wy	AUMEPRODUCTIONS@YAHOO.COM	493 5248		4/24/13
Kate VanLanter	595 Maybell Ave	Katevanlanter@yahoo.com	3541-224		4/24/13
MIRIAM JACOB	677 Georgia Ave	miriamjacob@accessit.com	650 493 3907		4/24/13
Ellen Cohen	4190 Maybell Way	ellenca@pacbell.net	650-495-6511		4/24/13

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PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
John Killes	4183 Coulombe	ckilles@juno.com	424-0425	John Killes	4/22/13
NANCY THOMPSON	4190 COULOMBE	n.thompson@lebanon.com	650-493-0362	Nancy Thompson	4/22/13
Hwaiyu Geng	4182 Coulombe	h8168g@gmail.com	781 690 6139	Huiyu Geng	4/22/13
Limei Geng	4182 Coulombe	h8168g@gmail.com	781 690 6139	Limei Geng	4/22/13
Robert Wynne	651 Maybell Ave	rwynne47@gmail.com	650 494 0996	Robert Wynne	4/22/13
Kyoko Wynne	651 Maybell Ave	kyokowynne@gmail.com	650 494 0996	Kyoko Wynne	4/22/13
Dan Wei	641 Maybell Ave.	teadance77@gmail.com	650-386-9495	Dan Wei	04/22/13
Eric Tsui	4155 Frandon Ct	k.eric.tsui@gmail.com	650-248-0149	Eric Tsui	4/22/13
Eric Oyama	4138 Frandon Ct.	Eric_Oyama@hotmail.com	650-614-8003	Eric Oyama	4/22/13
Hanyou Chue	4154 Frandon Ct	hanyou.chue@gmail.com	408-687-8854	Hanyou Chue	4/22/13
Funian Li	645 Maybell Ave	funianli@yahoo.com	650-847-5175	Funian Li	4/22/13
JOHN MORRISSEY	647 MAYBELL AVE	johnmorrisey@stglobal.net	650-857-0935	John Morrissey	4-22-13
Li Chu Dang	649 Maybell Ave	lichudang@gmail.com	650-380-3768	Li Chu Dang	4/22/13
Sheldon STEIN	686 Maybell	SheldonStein@gmail.com	650-493-7086	Sheldon Stein	4/23/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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Print Name	Address	Email	Phone	Signature	Date
Lilian Marcus	800 Chimalus Dr	lilian.marcus@sbeglobal.net	650-494-8306	Lilian Marcus	4/24/13
EVA & Victor Smith	769 Chimalus		650 493 2282	Eva Smith	4/24/13
Karen Pickthorn	775 Chimalus		650-493-7006	Karen Pickthorn	4/24/13
AGNES PACCAGNINI	830 Chimalus	NA	650 4939266	Agnes Paccagnini	4/24/13
Pat Steck	860 Chimalus	patsteck@att.net	650 4938145	Patricia B. Steck	4/24/13
annie liberman	751 Chimalus		650-4938422	A. Liberman	4/24/13
Kian Wright	4098 Laguna	wright.kian@yahoo.com	415 254 4042 650 320 8290	Kian Wright	4/24/13
Wendy Wright	4098 Laguna	kianandwendy@gmail.com	650 320 8290	Wendy Wright	4-24-13
Glenn Luce	4065 Laguna way	gluce@cbnarc.com	650-566-5343	glenn luce	4-24-13
Xiaochun Xu	4099 Laguna Way	melissaxu5669@gmail.com	650-739-5669	Xiaochun Xu	4/24/13
Cecile Kong	4176 Willmar	cecilek@pacbell.net	213-8926	Cecile Kong	4/24/13
Tomas Kong	4176 Willmar	Kongsp@pacbell.net	213-8926	Tomas Kong	4/24/13
Michael Cheng	4141 Donald Dr	mrchengdds@yahoo.com	650 856-4856	Michael Cheng	4/24/13
Lilian Lao	649 Maybell	joy8home@gmail.com		Lilian Lao	4/24/13

650 8681805

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

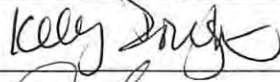
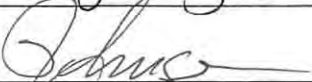
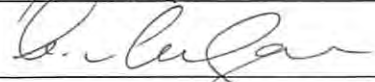
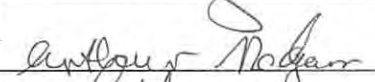


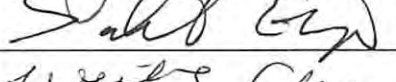





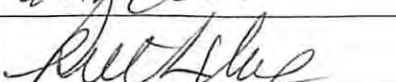
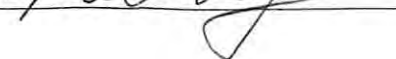
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Print Name	Address	Email	Phone	Signature	Date
Jacquelyn Summers	4156 Interdale Wy Palo Alto, CA		320-8020	Jacquelyn Summers	5/1/13
Doug Summers	4156 INTERDALE PALO ALTO, CA		320-8020	Doug Summers	5/1/13
Zong-chih Yang	4155 Interdale Palo Alto, CA		561-3631	Zong-Chih Yang	5/2/13
Merelie Yang	4155 Interdale Wy Palo Alto, CA		561-3631	Merelie Yang	5/2/13
Yuri Smitnov	4157 Interdale way Palo Alto, CA		561-3659	Yuri Smitnov	5/2/13
Niels Smaby	4230 RUTHELMA AVE PALO ALTO, CA		424-8923	Niels Smaby	5/3/13
Jan J. Harrison	4160 Interdale Way		941-0927	Jan J. Harrison	5/4/13
Stoker Protherberg	9154 Interdale Way		857-0394	Stoker Protherberg	5/5/13
Josh Greene	548 Vista Ave		388-2355	Josh Greene	5/5/13
Arlene R Faust	4262 McKellar Lane Palo Alto		856-4730	Arlene R Faust-McKey	5/18/13
Margaret Chowning	4235 McKellar Ln PALO ALTO		493-9289	Margaret Chowning	5-18-13
JULIA YAO	578 KELLY WAY PALO ALTO		417-2983	Julia Yao	5/18/13
Henry Lum	4202 Suzanne Dr Palo Alto		493-6876	Henry Lum	5/18/13
Betty Lum	4202 Suzanne Dr Palo Alto		493-6876	Betty Lum	5/18/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

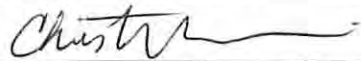

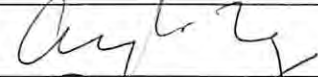

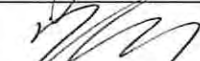
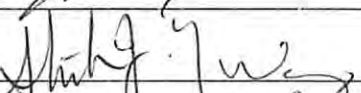
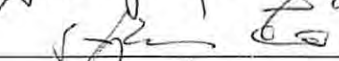


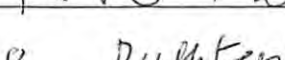
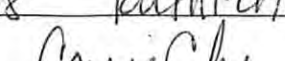



The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Kelly Dougherty	4190 Maybell Way	KADroudel.edu	516 884 6645		4/24/13
Lynnea Johnson	580 Paradise Way	lynnea@pacbell.net lynnea-mail@pacbell.net	650 557- 1116		4/29/13
Annette McGarr	3666 La Calle	annette.mcgarr@yahoo.com	650 856 - 6173		4/24/13
Art McGarr	3666 La Calle	art.mcgarr@yahoo.com	650 856 - 6173		4/24/13
Lydia Kou	708 Matadero	lkou@apr.com	996-2028		4/24/13
John St. Clair	708 Matadero		740-8363		4/24/13
Salit Garzit	528 Thain	slgarzit@yahoo.com	857-9446		4/29/13
Weidong Chen	666 Glenbrook Dr	steve89892003@yahoo.com	565-8016		5/19/13
Karen Wang	666 Glenbrook Dr	zwangt@yahoo.com	565-8016		5/19/13
James Hitz	626 Glenbrook	Howwe@live.com	650 496 7232		5/13
Dennis Huang	576 Glenbrook	dhuang501@gmail.com	650-852-0688		5/19/13
Kathy Edholm	563 Glenbrook	cikedholm@yahoo.com	650-804- 9988		5/19/13
Arnold Kaufman	637 Glenbrook	Arnold@Flash.net	443-5207		5/19/13
Ruth Kaufman	" "	Ruth_K@Yahoo.com	" "		5/19/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

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Print Name	Address	Email	Phone	Signature	Date
Christina Shih	444 San Antonio Rd 12A	brownedbutter@ gmail.com	799-2768		4/27/13
Leo Shih	444 San Antonio Rd 12A	kitanni@yahoo.com	857-0395		4/27/13
Amy Ng	425 Grant Ave #35	amybau@gmail	450-8639		4/27/13
Jason Bau	425 Grant Ave #35	jasonbau@gmail	469-3104		4/27/13
Virginia DeJesus	678 Los Reales	varocks@gmail.com PR@G	415-385-5061		4/27/13
Shih J. Wang	683 Arastradero Rd.		408 315-6988		5/16/13
S. Thomas Lo	4211 Ynigo way	Lo.Sthomas@ gmail.com	650 493-1844		5/16/13
Patricia P. Jones	639 Arastradero Way	patjones@stanford.edu	650-493-1171		5/16/13
Robert T. Schinke	" "	rschinke@stanford.edu	" "		5/16/13
Ruth Feri	676 Arastradero	rferi2003@ yahoo.com	(650) 452-1148		5/16/13
Carrie Chu	682 Arastradero Rd.		494-1961		5-16-13
MINGJUN ZHANG	4218 McKella Ln	mingjunzhang@ieee.org	213-2118		5-18-13
Edith K. Miller	4226 McKellan	millar1505@aol.com	328 7691		5/18
Rebecca VanDyke	4258 McKellan	rvandyke@aol.com	843-0965		5/18/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Linda Lingane	352 Calcaterra Place Palo Alto 94306	linda.lingane@stanford.edu	493-2352	<i>Linda Lingane</i>	5/17/2013
Erik Rausch	111 Primrose Way	eransch88@gmail.com		<i>Erik Rausch</i>	5/17/13
Nikesh Mistry	4159 Interdale Way Palo Alto, 94306	nikesh1@gmail.com	219-0229	<i>Nikesh Mistry</i>	5/18/13
Veena Mistry	4159 Interdale Way Palo Alto 94306		858 8318	<i>Veena Mistry</i>	5/18/13
Kim Willard	1238L Ricketts Way Palo Alto 94306	Kim-willard@yahoo.com	650-424-5886	<i>Kim Willard</i>	5/19/13
Mary CAFIERO	1731 FULTON 94303			<i>Mary Cafiero</i>	5/19/13
Gordon R. Gray	4250 E Camino Real A-104 PA 94306	gordgray@gmail.com	856-1608	<i>Gordon R. Gray</i>	5/19/13
William Conlon	2330 BRYANT PALO ALTO	BILL@WMCONLON.COM	9069929	<i>Bill Conlon</i>	19 MAY 2013
KARIN TRAUZE	4668 Park Blvd Redwood City 94306	karintrauze@yahoo.com	650 3914019	<i>Karin Trauze</i>	19 May 2013
Helen Pier	850 Webster PA 94301		324-7360	<i>Helen Pier</i>	5/19/13
Olga Raykin	410 Sherman Ave Palo Alto 94306			<i>Olga Raykin</i>	5/19/13
Patricia Becker	4129 El Camino Way Palo Alto 94306		494-1620	<i>P. Becker</i>	5-19-13
Kamal Vilus	1330 Hartner Ave Palo Alto CA 94301			<i>Kamal Vilus</i>	5/19/13
Tara Schulz	533 Thain Way Palo Alto, CA 94306			<i>Tara Schulz</i>	5/19/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

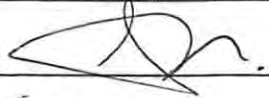
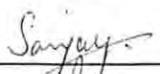
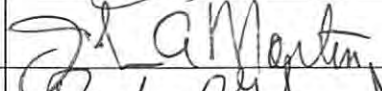
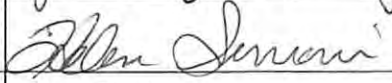
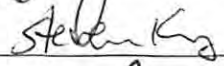
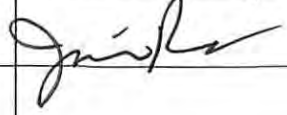
The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Shirley Nathan	66 Roosevelt Cir	shirley@pacbell.net	474-2608	Shirley Nathan	5/9/13
BARRY NATHAN	66 Roosevelt Cir	barry@barrych.com	843-1034	B. Nathan	5/9/13
Jini Jurkovich	4132 Willmar Dr.	jijur@comcast.net	852-1221	J. Jurkovich	5/9/13
Diane Lee	4132 Willmar Dr	dianedcl@comcast.net		Diane Lee	5/9/13
Barbara Luis	4192 Donald Dr.	barbluis@xtra.com	493-1665	Barbara Luis	5/9/13
Hugo Moortgat	4055 Orme St	moortgat@comcast.net	857-0926	H. Moortgat	5/9/13
Queen Lee	4065 Laguna Way	queen@charcoal.com	650-224-3670	Queen Lee	5/9/13
Elaine Heal	609 Arroyoadero	eheal74@yahoo.com	852-9096	Elaine Heal	5/9/13
AJ Lumsdaine	4760 Donald	recycler100@sonic.net	575-4904	AJ Lumsdaine	5/9/13
Rosemarie Dufresne	522 THAIN WAY	Reeduff@comcast.net	856-2024	Rosemarie Dufresne	5/9/13
Ruth Lowy	551 Thain Way	lowys@jps.net	650-857-9471	Ruth Lowy	5/9/13
Steven Rosenberg	4073 Amaranth Ave	strosenberg@sbcglobal.net	650-493-6311	Steven Rosenberg	5/9/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

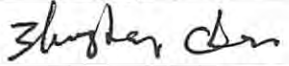
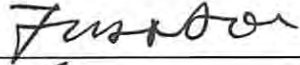


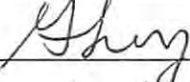
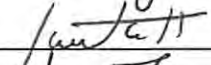
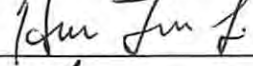


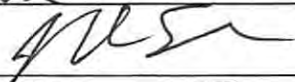
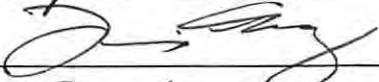


The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
LISA MA WU	4168 King Arthur Ct	lsama@gmail.com			4/23/13
ERIC WU	4168 King Arthur Ct				4/23/13
SANJAY WU BHANSALI	4167 King Arthur Ct	sanjayrbh@gmail.com			4/23/13
VINITA BHANSALI	4167 King Arthur Ct	vinitadb@gmail.com			4/23/13
JOHN MARTIN	4164 King Arthur Ct				4/23/13
Rich Simon	4188 King Arthur Ct	rich@assetman.com			4/23/13
HELEN SIMON	4188 KING ARTHUR	davis@stanfordalumni.org			4/23/13
Bin He	4178 King Arthur	binhewan@hotmail.com			4/23/13
GREGORY KOVACS	417A KING ARTHUR	KOVACS@CIS. STANFORD.EDU			4/23/13
STEVEN KUNG	4162 KING ARTHUR	stevenkung@yahoo.com			4/23/13
JC ROSS	4176 Donald	jerguitars@netscape.net			4/23/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
ZHONGWEN CHANG	251 Whittem Ct	ZCHENG@comcast.net	213 8386		5/17/13
FUYO AOKI	4276 Wilkie Way	fuyou.aoki@gmail.com	858 1458		5/17/13
Paolo Werbrunc	1133 Park Blvd	paolo.werbrunc@gmail.com	650 826056		5/17/13
Jenny Zhang	4206 #H Rickey's Way	Jenny.zhang66@yahoo.com	650 8561698		5/17/13
Ginger Levy	430 Adobe Pl.	gingerlevy@gmail.com	650 722-2103		5/17/13
Jewel Hutt	4281 LOS PALOS AVE	jwhutt@gmail.com	650 493 8219		5/17/13
Debby Li	4231 Wilkie Way	dhl12@yahoo.com	650 493 6688		5/17/13
Genni Lawrence	4075 Orme St	gennilawrence@gmail.com	650 493 3339		5/17/13
MAYANK BHATIA	4218 RICKEY'S WAY UNITE	mayankbhatia@hotmail.com	650 739 0992		5/17/13
Rick Shotts	4175 Wilmar Dr.	Jrshotts@gmail.com	913-515-3742		5/17/13
Jianchun Dong	331 Creekside Dr.	jcdong@gmail.com	650 384-1459		5/17/13
Li Hei	559 Matadero Ave.	heilili@sina.com	650 4850549		5/17/13
ANDRIA ZEN	607 Georgia Ave	andriazcu@gmail.com	650 320-8267		5/17/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Ken Poulton	884 Las Rubles	bpae@poulton.net			19 May 2013
Kate Hill	884 Las Rubles	kpae@katchell. ⁰¹⁵			19 May 2013
Nicholas Angeli	4088 Laguna	VLWJOHN@aol.com	650 464 0663		19/May/13
Susan E. Luttner	4035 Orme St.	suelu@i	424-0824		May 19, 2013
Stephanie Jungly	619 Maybell Ave	stephanie@lauslegillustration.com			5/19/2013
Amy Solveson	151 Coleridge	asolveson@gmail.com	650-387-5997		5/19/13
Jance Stae	751 Lafayette ^{#15}	janstae@PAWSP.org	650-575-0402		5/20/13
RASA MASSOUDI	182 Walterklay	rasa_firooz@yahoo.com	650-331-7236		5/20/13
Evan Lurie	747 Marion Ave	evlurie@stanfordalumni.org	650-561-3779		5/20/13
Louise C Smith	1256 Forest Ave	nickiesmith@yahoo.com	650-325-4548		5/20/13
Maureen Roddy	978 Van Auken	maureen.Roddy@sbcglobal.net	650-813-0700		5.20.13
Bill Overtan	4115 Amaranta Ave.	wjovertan@sbcglobal.net	650 424-8389		5.20.13
HELKE ENDERS	3935 Grove Ave	helke_enders@quad7.com	650-320-0023		5/20/13
Lisa Wright	671 Josina Ave.	lisabethmaa@gmail.com	650-493-1767		5/20/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Mamdani, Suzel	757 Holly Oak	smamdani@comcast.net	650 847-1755		
Carol Uyeno	840 Fielding Dr.	caroluyeno@gmail.com	650 351-0825		5/17/13
Junco Minami	2875 Emerson St.	junco.minami@gmail.com	650 506-1488		5/17/13
Celina Tracy	671 Boyson	celtracy@yahoo.com			5/17/13
Stephanie Werner	928 Amarillo	stephanie-werner@yahoo.com	224-8088		5/17/13
Adrienne Brimer	4077 Amaranta	adriennebrimer@gmail.com	650 494-1424		5/17/2013
Barbara Portman	220 Bryant	bportman@pausd.org	650 861-1268		5/17/13
Mary Lowe	3707 Stewart Way	mlowe@pausd.org	650 424-5343		5/17/13
Ming Kiang	906 Sica Jan Way				5/17/13
Fran Noble	620 Georgia Ave	Fran-noble@comcast.net	650 796-7011		5/17/13
PAULA COLLINS	110 ELY PL	MEXICOPALZAADCOMCAST.NET	650-856-6278		5/17/13
Ellen Shay	910 Macaino Blvd	ellen.shay@comcast.net	650-383-5079		5/17/13
DAVID COLLINS	110 ELY PL	MEXICOPALZAADCOMCAST.NET	650-856-6278		5/17/13
Adam Alloy	627 Georgia Ave	aralloy@gmail.com	650-823-2017		5/17/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

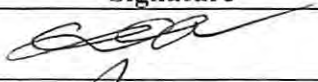
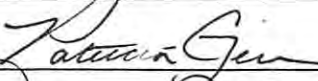


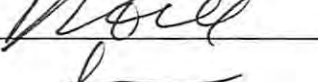

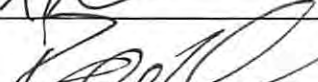
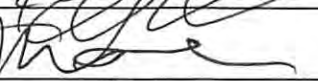
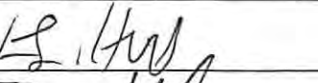
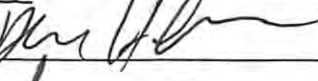


The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Julie Bognietzki	3182 Greer	j.bognietzki		Julie Bognietzki	5/17/13
Sonya Hanna	859 Forest			Sonja Hanna	5/17/13
Monica Lynch	1046 Metro Cir			Monica Lynch	5/17/13
Rhiannon Wallace	3859 Timbott Ct		650 862 0918	R Wallace	5/17/13
Hedwin Whitman	149 S. Calif.		650/787 8389	Hedwin Whitman	5/17/13
Pu-Shan Chang	3189 Loma Verde			[Signature]	5/17/13
Melanie Chang	811 Colorado Ave		650 852 0510	Melanie Chang	5/17/13
April Healy	330 Victoria Pl.		650 353 6127	April Healy	5/17/13
Terrill Rosenberg	4073 Amaranth Ave		650 799 5711	Terrill Rosenberg	5/17/13
Pierre Besson	396 Stasta Dr		650 209 9894	Pierre Besson	5/17/13
Ellen Hartner	330 Victoria Pl.		650 589 9483	Ellen Hartner	5/17/13
Nathan Alloy	627 Georgia		650 856 8565	N Alloy	5/17/13
Michael Noble	620 Georgia Ave		650-575-1107	Michael Noble	5/18/13
Lucas Cooney	4035 Orme St		650 921-2576	Lucas Cooney	5/17/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

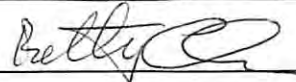
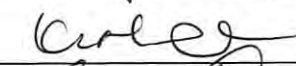


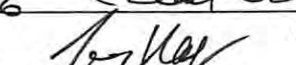
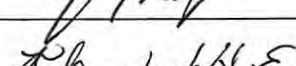
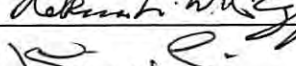
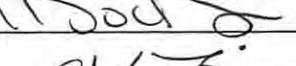
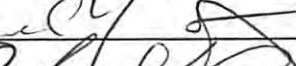
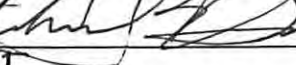
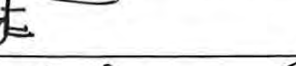
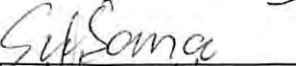
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Print Name	Address	Email	Phone	Signature	Date
Lil NGUY-EN	951 Maddux	lilnguyen@gmail			5-18-13
Patty Germanan	733 Ensign Way	patty-germanan@yahoo.com			5-18-13
Christina Detchemerdy	3837 Louis Rd	cdetch@gmail.com			5/18/13
K.C. MacQueen	3649 Ramona Cir	kc_macqueen@hotmail			5/18/13
Donna Hill	3602 Bryant St.	DONNAHILL@GMAIL.COM			5/18/13
Ava Hahn	3789 St Michael	ava.hahn@yahoo.com			5/18/13
Farah Brelvi	393 Stanford	FarahBrelvi@gmail.com			5/18/13
FERRY CLARK	3389 St. Matthew	ferry@permyclark.com			5/18/13
Matt MacQueen	3649 Ramona Cir	matt_macqueen@hotmail.com			5-18-13
E.L. Hill	3602 Bryant St	eric.l.hill@gmail.com			5-18-13
Abner Germanan	733 Ensign WY	abnerG@gmail.com			5-18-13
Suzanne Tran	157 Lois Lane	Suztrane@hotmail.com			5/18/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

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Print Name	Address	Email	Phone	Signature	Date
Betty Cho	665 Maybell Ave	betty_cho@yahoo.com	813-1707		4/24/13
Kin Cho	665 Maybell Ave.	send.kin.mail@gmail.com	8131707		4/24/13
Greg Kunkel	4139 Frandon ^{ct}		650 493-4347		4-24-13
Carol Scholz	4150 Willmar	cascholz@gmail.com	650-493-1452		4-24-13
Jeremy Egolf	4155 Abel	jaseremy@juno.com	650-843-0122 Port Call		4-24-13
Rebecca Wilson-Egolf	4155 Abel	ophelia@6mail.com	650-843-0122		4-24-13
M Lois Lin	4049 Orme	mloislin@pttd.net	650 858 2938		4/24/13
Paul Y Lin	4049 Orme St	pylbo7@yahoo.com	650-858 2938		4/24/13
Richard Dmitz	4178 Wallis Ct	shulzmax1-pldt@yahoo.com	650-858-8252		4/24/13
E.J. Ross		ROSSpandadagon@gmail.com			4/24/13
Susana	663 Glenbrook	susana.shi9s@gmail.com	650-475-6883		5/19/13
ROBERT CHACK	498 GERRY WAY	ROBERT CHACK@gmail.com	650 493 4902		5/19/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

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Print Name	Address	Email	Phone	Signature	Date
Iona Sockol	860 Arroyo Ct.	ionaepabell.net	650-559-5276	<i>Iona Sockol</i>	5/17/13
Marshall Mirald	4248 Rickery's Way	mirald@ayrha.com	508-804-2007	<i>Marshall Mirald</i>	5/17/13
Tilman Lu	4151 El Camino Way		650-9918	<i>Tilman Lu</i>	5/17/13
Yoel Cane	4235 Ruthalma Ave.	Crane.yunk@gmail.com	650 275 2193	<i>Yoel Cane</i>	5/17/13
Amish	553 Maybell	maybell@maybell.com	650 389 6257	<i>Amish</i>	5/17
MARTIN FIKES	4074 Solana Dr	SEFIKES@gmail.com		<i>M. O. Fikes</i>	5/17/13
Liz Yehuda	580 Arastikdoro Rd	Rehion@yehudafamily.com		<i>Liz Yehuda</i>	5/17/13
ID Brigida	849 Timpl Ln	don.brigitte@stanfordalumni.org	494-1751	<i>ID Brigida</i>	5/17/13
Luna Kryshkova	731 Paul Ave	luna.kryshkova@gmail.com	650-208-5450	<i>Luna Kryshkova</i>	5/17/13
Jane Marshburn	820 LaJeniffer way	jane.marshburn@comcast.net	650-493-1062	<i>Jane Marshburn</i>	5-19-13
Harlan Paul	3737 El Camero	harlan@steelcase.com	650-600-1600	<i>Harlan Paul</i>	5/19/13
AGNES REGGAGNINI	830 Chandler Rd			<i>Agnes Reggagnini</i>	5-19-13
Jeanette Kuntz Dy	736 Kendall	jeanette@paullee.com	650-493-1062	<i>Jeanette Kuntz Dy</i>	5/19/13
Maria Corona	3996 El Camino real		650-614-8274	<i>Maria Corona</i>	5/19/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
Anna Kalcic	736 Kendall	akrc@comcast.com	734-609825	<i>Anna Kalcic</i>	5/19/13
Binerva Gonzalez	1055 McGrayn	binamc@yah...n	407-4652 650	<i>Binerva</i>	5/19/13
Dellen Vanderpool	572 Anestrate	Palo Alto	669-3957	<i>Dellen Vanderpool</i>	5/19/13
Nathalie Auerbach	825 Mata deo Ave	Palo Alto	650-387-2119	<i>Nathalie Auerbach</i>	5/19/13
Ken Auerbach	825 Mata deo Ave	Palo Alto	650-743-9887	<i>Ken Auerbach</i>	5/19/13
MARY BOYLE	3685 Laguna Ave	Palo Alto	510-552-3267	<i>Mary Boyle</i>	5-13-13
CHERYL LILIENSTEIN	4050 Manzanana Lane	Palo Alto	650 380-6080	<i>Cheryl Lilienstein</i>	5/19/2013
DANIEL LILIENSTEIN	"	"	"	<i>Daniel Lilienstein</i>	
Susan Brown	4039 Manzanana Ln	Palo Alto	650 813-1410	<i>Susan Brown</i>	5/19/2013

2

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
EITAN A. MEDINA	4090 EL CERRITO RD PALO-ALTO, CA 94306	eitan.medina1@gmail.com	408-368-0726		5/14/13
PHILIP BUSCEMI		PHILIP.BUSCEMI.FAMILY@gmail.com			5-14-13
Eryn Trumbull	1011 Lincoln Avenue Palo Alto, CA 94301	Satan@aol.com			5/14/13
KRISTINN GUDJONSSON	4248 RICKERS WAY #G, PALO ALTO, CA 94306	krsj@kiddalend.net			5/14/13
Profn Kaernested	4248 Rickers Way # G Palo Alto	webdobbba@gmail.com			5/14/13
Nicky Jackson	557 ORCOW PLACE PALO ALTO 94306	nicky.jackson@kernal.com			5/14/13
Dalit Medina	4090 El Cerrito Road	DalitMedina@gmail.com			5/14/13
Suzanne Sullivan	518 Georgia Ave.	SuzanneSullivan@live.com			5/14/13
Barbara Luis	4112 Donald Drive, PA 94306	barbaraluis@yahoo.com			5/14/13
Maria Sanchez	577 VISTA AVE #12 PALO ALTO, CA	solcadasanchez@gmail.com			5/14/13
Melanie Oh	4051 El Cerrito Rd P.A., CA 94306	melanieoh@yahoo.com			5/14/13
Lidia Tang	580 Arastradero				5/15/13
John Rowe	4245 Noble St P.A. CA				5/15/13

PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

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Print Name	Address	Email	Phone	Signature	Date
ANNA BAUMGARTEN	443 VENTURA AVE	anna-baumgarten@yahoo.com	650 288 8097	<i>[Signature]</i>	06/14/13
Li Hei	559 Montadero Ave. Apt #11	hei.li@cs.stanford.edu	650 481-0549	<i>[Signature]</i>	06/14/13
LISA MARICCI	4109 Park Blvd.	maricci@atol.com	650 213-8142	<i>[Signature]</i>	06/15/13
ROSALINDA REULIS	2135 Columbia	r-reulung@att.net	482 5110	<i>[Signature]</i>	05/16/13
CHRISTINA MARRAS	476 CHARLES ST. PALO	HEATHERMARRAS@GMAIL.COM	727 773-7876	<i>[Signature]</i>	05/16/13
Lixuan Nuang	750 University Ave	lixuan@stanford.edu	650 81-7887	<i>[Signature]</i>	05/16/13
Mieko Suzuki	652 Grenbrook Drive	mickmick66@gmail.com	650 798 4308	<i>[Signature]</i>	05/16/13
Christian Sanders	618 Escondido	csanders@stanford.edu		<i>[Signature]</i>	5/16/13
ERIC HOLMSTADT	615 Escondido	holmstedt@stanford.edu		<i>[Signature]</i>	

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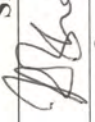
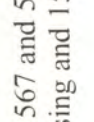
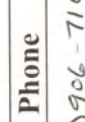
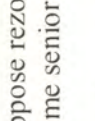
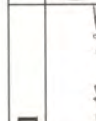
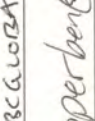
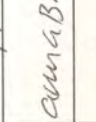
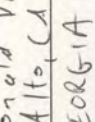
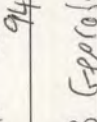
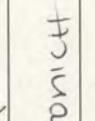
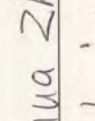
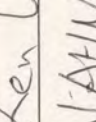
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PETITION TO OPPOSE REZONING OF 567-595 MAYBELL AVENUE IN PALO ALTO

Attention: Palo Alto City Council, Mayor, and Planning and Transportation Commissioners

The following individuals sign this petition voluntarily and hereby strongly oppose rezoning 567 and 595 Maybell to a "Planned Community" zone distinct for purposes of building a high density 60-unit, 4-story, low income senior housing and 15-home development.

Print Name	Address	Email	Phone	Signature	Date
KUSKOR RAM	4208 RICKETS WY UNITS PALO ALTO CA 94306	KUSKOR@ SRCA.LOZAR.NET	(650) 906-7164		5/14/13
Lanette RTopper	306 Orchard Ave Palo Alto, CA	ltopperben@yahoo.com	650 465 3349		5/14/13
Anna BREIBURS	4016 Villa Verde Palo Alto, CA	anna.breiburs@ yosemitecc.org	650-213-8853		5/14/13
Matthias Zeller	4137 Donald Dr. Palo Alto, CA	zeller@unitemc.com	650-271-8760		5/14/13
THEODORE SANA	646 GEORGIA AV. 94306	thesanas@stacyglobal.net	650-391-9065		5/14/13
Joe Sullivan	518 Geopola Ave	joesullivan@bobmail.com	650 319 5938		5/14/13
SHIRLEY STONICK	4142 THURBURN 94306	shirley_stonick@ hotmail.com	650-823-2050		5.14.13
Weihua Zhou	385 Curter Ave.	lamyzhou@gmail.com	650 704 3016	Weihua Zhou	5.14.13
Ken Luis	4152 Donald	kluis@fodex.com	650 453-1165		5.14.13
NATHANSYK OH	412 Hettogger Ln Palo Alto	Oh5nick@gmail.com	650-424-5222		5/14/13
SANJAY MALIA	4151 EL CAMINO WAY #A, PALO ALTO, CA	Sanjay.malia@gmail.com	650 424 8987	Sanjay Malia	5/14/13
Jung Lee	4054 Villa Vista Palo Alto CA	Junglee@yahoo.com	650-858-1812		5/14/13
Sarah Damstedt	244 Sollee Ave Palo Alto, CA	sarahdamstedt@hotmail.com	650-443-0314		5/14/13
Jason Fydl	4261 Ruffel Ave Palo Alto, CA	Jason.Fydl@gmail.com	415 713 7334		5/14/13

5-16-2013

PLANNING COMMISSION PALO ALTO CITY CONSOLE
13 MAY 17 PM 2:49

SUBJECT: Support of the Maybell Orchard Affordable
housing development

My name is Leslie Williams, I am a senior on a
limited income. I am retired long time resident
of Santa Clara County. I have resided in Palo Alto
for over 13 years. This is the area where I worked.

Living in this area with affordable housing has allowed
me a safe place to live. Being a disabled/senior it
has allowed me to have a small place to call home.
I am in favor of affordable housing for all my
people that have contributed to our seniors that
live on limited incomes.

I thank you

Leslie Williams

Alma Place

#330

5/16/13

Dear Palo Alto Planning Commission
and City Council,

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

I would like to support the ^{13 MAY 17 PM 2:49} Maybell Orchard
affordable housing project.

I am a 56 year old manic depressive
living on SSI and affordable housing has
been a real blessing for me.

I was born in Palo Alto and spent a
few years here as a child. I always wanted to
move back to Palo Alto, and affordable housing
has allowed me to do just that!

I encourage you to consider the Maybell
Orchard project, as I know quite a few
people who could benefit from it, including
some folks who have no home at present.

I realize Palo Alto is geared toward the
affluent, but I for one love living
here!

Thank You

Sincerely,
Adam Wieder

05/17/2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:49

Dear Palo Alto Planning Commission and City Council,

My name is Mikhail Lipatov and I am writing to express my support for the new Maybell Orchard affordable housing development.

I work and make a living in the field of early childhood education. My specialties and expertise include teaching kids about nature, science and mathematics.

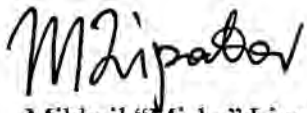
I have lived in Palo Alto for more than six years. I originally came to the San Francisco Bay Area to study in graduate school and decided to stay because of the incredible diversity of human beings that populate this area. In fact, the ethnic, linguistic and socio-cultural diversity of people I meet in Palo Alto is only comparable to that I encountered in Jackson Heights, Queens, New York – the place where my family settled eighteen years ago when we came to the United States. The above-mentioned diversity is the reason I have chosen to live in the San Francisco Bay Area in general and in Palo Alto specifically.

As a school teacher, I earn a modest salary. As a first-generation immigrant in this country, I don't have expensive tastes in housing or living. The former means that I need to live in housing that is affordably priced. The latter means that I can benefit from the social and life opportunities that arise from living at such housing. I am very grateful for the opportunity to live in the San Francisco Bay in general and in Palo Alto in particular – the opportunity afforded to me by the affordable housing program in this City. The structure of the affordable housing program in this City has afforded me many opportunities to

interact with a diverse group of intelligent, interesting human beings. Same goes for the location of the building where I live – Alma Place, which is conveniently located next to Stanford University and downtown Palo Alto, within easy reach of the rest of the Santa Clara Valley by bus, San Francisco by Caltrain and BART, the East and North San Francisco Bay by car and long-range public transport.

I greatly appreciate any and all the efforts made by the City of Palo Alto to build and maintain affordable housing for people such as me. For me, it translates into a living and working environment that I am more comfortable with and a community of people who are interesting for me to interact with.

Sincerely,

A handwritten signature in black ink that reads "M Lipatov". The signature is written in a cursive, slightly slanted style.

Mikhail "Misha" Lipatov, PhD

13 MAY 17 PM 2:49


May 16, 2013

To Palo Alto Planning Commission and City Council,

I am so happy to live in affordable housing on Arastradero Rd. This was a great opportunity for my husband and I to live here. We have lived here for 22 years. We are seniors now, but when we were younger, I worked as a housekeeper and caregiver and my husband was a pool cleaner in Palo Alto. Without affordable housing we could not afford to continue living here in our retirement. I support the new affordable housing project on Maybell Rd. for seniors. Please support this opportunity for low-income seniors like me.

Thank you

Sincerely,


Olga L. Arevalo

13 MAY 17 PH 2:49

May 16, 2013

Dear Palo Alto Planning Commission and City Council Members,

I'm a divorced disabled senior and working artist (www.etsy.com/shop/Serenabythesea). Most of my life was spent as a corporate management gal and in professional sales. I have two master's degrees, am a published novelist and hold several professional licenses.

I have lived in Palo Alto and environs (Menlo Park, to be specific) for nearly all of my adult life. I feel that Palo Alto is a city like none else on Earth and I cherish my time here.

I like it so much that I would hate to live anywhere else in the world. The sheer physical beauty of the town is matched, remarkably so, by its wonderful cultural richness and diversity.

I am strongly in favor of any project that would afford other low-income seniors, like myself, the chance to live here. Remember, the targeted population is gentlemen and - women " of a certain age" who are customarily neat, quiet, respectful, educated, considerate people who themselves would enrich any neighborhood in which they'd reside.

To give these people a chance, in their elder years, to experience all that the city of Palo Alto has to offer, and in turn to offer them the opportunity, which they would take, to give back to the community their collective wisdom, kindness, experience, strength, and diverse cultural gifts, would be a lovely and wonderful thing.

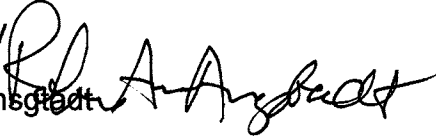
I live in lower-income housing in a delightful location in downtown Palo Alto, and it has been a profound blessing. I live where I can hear and feel the heartbeat of the city, and not a day goes by that I do not offer up a prayer of thanks to my Higher Power.

I live within walking distance of a library, the Post Office, many fine shops and restaurants, my medical facility, the Apple Store, my pharmacy, superior grocery stores, my art supply shop, my art club, the police station, entertainment, and just about anything I could possibly want or need.

To sum, I wholeheartedly believe that the proposed construction of a facility for lower-income seniors is an excellent idea, on many levels. Remember again, the targeted development of living space for seniors would not only have NO negative impact on its neighbors, but would indeed be beneficial to the community and to the City of Palo Alto.

Sincerely,

Robin Ansgard

A handwritten signature in black ink, appearing to read "Robin Ansgard". The signature is written in a cursive style with a large initial "R" and "A".

May 16, 2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Dear Palo Alto Planning Commission and City Council,

13 MAY 17 PM 2:49

I am writing to express my support for the new Maybell Orchard affordable housing development. I am a single mother of a ten year old and a first grade teacher. We are neighbors of the development site. We have been living at Arastradero Park Apartments, a Palo Alto Housing Corporation (PAHC) property, in an affordable housing unit ourselves for the past 9 years. I would never be able to raise my son here if it wasn't for PAHC and the affordable housing it provides. The affordable housing I was fortunate enough to be eligible for, enabled me to go to college and establish my career in education.

Affordable housing is an important aspect of nurturing a diverse community. In an area like Palo Alto, where wealth is abundant, there is a danger of exclusivity and the rising cost of housing and gentrification have made it difficult for many different types of people to live here. I grew up in Palo Alto, and appreciate its many benefits. The community involvement that PAHC nurtures at their properties goes above and beyond what most apartment complexes provide their tenants. At my property there are wonderful services and programs for the children, parents and seniors to explore available opportunities and improve their lives.

I believe the Maybell Orchard property would be just as successful as other PAHC properties have been at creating and maintaining communities that encourage health, happiness and empowerment. As I understand it, this is to be a senior housing complex that will provide many services within the property for the seniors to benefit from. I believe this will also benefit the seniors living at my property and the larger community in general.

I am a Zero Waste Block Leader for the city of Palo Alto and we are hoping to begin composting service at our property in coordination with the new property. This new development has potential to be a model on how to work towards Palo Alto's zero waste goals. I do not believe seniors will create a lot of waste, traffic or impact the surrounding community negatively in any way. I see this project as a win for everyone, and I hope you will also support PAHC in their continued growth and contributions to making Palo Alto a more diverse, healthy city. Best Regards,

Nina Haletky, Palo Alto Resident

574 Arastradero Rd. #60
Palo Alto, CA 94306

Dear Planning Commission and City Council,

13 MAY 17 PM 2:49

I understand that people are against the new Maybell Orchard construction and want to let people know my experience of living in affordable housing and what an enormous benefit it is to the community. I am a mom of 4 kids and getting affordable housing like this was a blessing from God for my family. I would not be able to live in Palo Alto without affordable housing. I worked for Palo Alto Community Childcare for 8 years and am now a caregiver. In my experience, this housing was an excellent opportunity for us and these type of programs support low-income workers and it is a huge help for us. There are so many low-income older people with very small social security income, they would not be able to rent a regular apartment in this area, it is impossible. Just think about those seniors, it will be wonderful to have a decent place to live with a lot of support, where they feel safe and have other people the same age who can support each other. I don't think these seniors will bring more traffic to the community. I live with many seniors in my complex and many of them don't drive and use public transportation.

Sincerely,

Maria Covarrubias

574 Arastradero Rd. #28



5/16/13

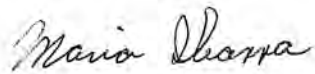
CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:49

To Palo Alto Planning Commission and City Council,

I support the construction of the senior homes in Maybell Street. I am a neighbor and am a mother and I walk my son to school everyday. I am not worried about safety of children getting to school because of more housing. I believe that this project will be helpful to other members of the community.

Sincerely,



Maria Ibarra

5/16/13

May 17, 2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE
13 MAY 17 PM 2:49

Dear Palo Alto Planning Commission and City Council,

I am giving my support for the New Maybell Orchard affordable housing development.

I am a disabled veteran, a few more years and I will be a senior.

I have ~~gone~~ lived in Palo Alto 10 years and live very close to town. I like the location of my affordable housing. ~~My~~ income isn't much and here I can afford to live.

We need more affordable housing for seniors and veterans and everyone that lives on a limited income.

Palo Alto is a beautiful place to live and it shouldn't be just for the rich.

Sincerely,
Cat Beason

13 MAY 17 PM 2:49

May 16, 2013

Dear Palo Alto Planning Commission and City Council,

I am writing to express my support for the new Maybell Orchard affordable housing development.

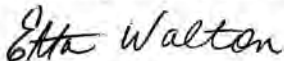
My name is Etta Walton and I am a single retired senior at this time. I have lived and worked in Palo Alto for the past 13 years. I was working at the Casa Olga Intermediate Care Center in Palo Alto, and I was struggling to pay rent and raise 2 teenage sons. In the year 2000 I was able to get an apartment with affordable rent. That made the big difference in our lives, and I was able to raise my sons to get a good education here in Palo Alto, and they have since found good jobs and are raising their own families. Without affordable housing, the outcome would have been very negative.

Palo Alto is such a convenient place for seniors such as my self and others who now have to live on a fixed income. Without affordable housing it will be impossible to live in Palo Alto. We cannot even afford a small studio, because it exceeds our limited income. The transportation system is good for us to get to our Doctors appointments and to the stores, and to the libraries here in downtown Palo Alto, as well as South Palo Alto. Many of us are unable to drive due to sight problem and other disabilities. Our children work every day to care for their families. We have to take care of ourselves, so we do appreciate the convenience.

We really need our City as well as our caring residents to look out for our behalf. In speaking with other seniors, we all agree, that we feel very safe here in Palo Alto, and would like to continue to live here for the rest of our lives.

So please consider our unique and special needs and allow the Maybell Orchard housing development to move forward. Our seniors will be most grateful.

Thank you for your kind consideration,



Etta Walton

05/14/2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:49

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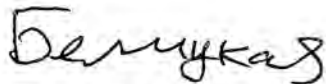
I have been living in Palo Alto for 12 years. I am a senior, disabled. I live in affordable housing and it's the only possibility for me to rent an apartment. Palo Alto is the one of the most beautiful places in the Bay Area and I love to walk around. I don't drive, but in Palo Alto I can get to many places I need without a car. I can get to many other places by public transportation.

In our apartments we can attend some free classes, get information about free or affordable programs for people with low income and get help from staff with this and many other problems.

Many seniors, who used to live and (or) to work in Palo Alto, now can't afford to rent here, Palo Alto is too expensive. But it's especially important for this age to stay close to relatives and friends, to keep old connections and customs. Affordable Housing for seniors could give a chance for these people, they deserve it.

Seniors are good neighbours, they are calm and not noisy. Compared with other people, seniors don't drive too much, some of them don't drive at all, so they wouldn't increase traffic too much. But, living just one block off El Camino, they could easily get public transportation. So, it could be a great opportunity for seniors and not a big problem for other Palo Alto residents.

Sincerely,



Faina Belitskaya,

Oak Court Apartments

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:50

To Palo Alto Planning Commission and City Council,

I think the new Maybell senior housing is a good idea. I live in the neighborhood. There are many old people who need a place to live and do not have big families. The new complex will be a nice place for older people, it will be a very quiet place and next to the park, which will be nice for them to take a walk. I am a senior and live in the Arastradero Park Apts for more than 8 years. I am so thankful for affordable housing—my apartment is wonderful and I love this area.

Sincerely,

5/16/13

Tatyana Braverman
Tajus - 05.16.2013

May 15, 2013

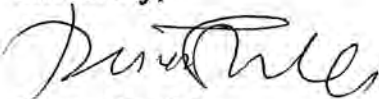
13 MAY 17 PM 2:50

Dear Palo Alto Planning Commission and City Council,

I am writing in support of the Maybell Orchard affordable housing development for seniors. I am an affordable housing resident myself, 68 years old and it has benefitted me tremendously. I first came to Palo Alto to get my PhD from Stanford, I then worked as a professor and teacher for many years at various schools around the country. When I retired from teaching, I was a single father and returned to Palo Alto for my son to complete his education. My son has now graduated from Harvard with his master's degree. As a retired school teacher, I could not have financially been able to live in Palo Alto. This has allowed my son to get an excellent education and us access to the first-rate resources of this community, including libraries and healthcare. I am now a full-time volunteer worker and I give my services to tutoring, helping elderly as well as continuing my engineering work on research into affordable solar hot water systems. I enjoy the great diversity of people, not only ethnic origin, but also the diversity of the different professions that my neighbors in affordable housing are doing. My neighbors are healthcare workers, maintenance workers, janitorial workers, bakers, waitresses and many are working in support positions at the University.

It will be a great loss to the City if a class of people is excluded from living here due to the unaffordability of housing.

Sincerely,



Nisar Shaikh

845 Ramona
Palo Alto CA

Our opinion about supporting
affordable housing for seniors.

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE
13 MAY 17 PM 2:50

We are family living in subsidizing
apartment in Palo Alto. Both of us
are more than 70 years old. We came
to the USA as refugees and were not
able to get a job because of age
and disability. We are residents of
Oak Court Apts. We appreciate the
efforts of City Council to make afford-
able housing development for seniors.

The rent in regular apartments is
extremely expensive and non-affordable
for some senior people, but we want
to live independently of our very
busy children who do not have time
for daily usual help us. In our
apartments we have everything that
may give us independence. Thank

garage with visitor's parking, eleva-
tor to garage are very comfortable.
Resident Services staff is always
ready to help us; sometimes we need
a piece of advice, but very often
we need a real help to fill out
some applications (including some
affordable programs) and so on. The
staff sends regular information
as Newsletter (or set some informa-
tion on the board), and we know
about our community life, learn
about affordable programs, medical
appointments events, free classes,
free screenings etc. Some months ago
we had yoga classes and enjoyed
We do not need to worry about
leakage, fixing community equipment

replacements⁻²⁻ lamps on ceiling - our requests are fulfilled as soon as possible. Annual inspection help us to have apartments in good condition and clean inside and outside.

So, in our opinion, affordable housing is an asset in our community.

Residents

Anatoliy Talapa
Izabella Aleksandrovskaya
Alex

05/13/2013.

May 8, 2013


13 MAY 17 PM 2:50

Dear Palo Alto City Council,

I am writing to express my support for the new Maybell Orchard affordable housing property. We need more affordable housing in Palo Alto! I have been a recipient of affordable housing and it has had a tremendous impact on my life. I am 60 years old and physically disabled. When I was younger I worked as a teacher's aide in the Palo Alto School district. I also spent many years as a caregiver for the elderly. Now that I am older and my health has been bad, I could not survive in Palo Alto without affordable housing. I do not drive, I use public transportation and walk when my health allows me to. I know there are many other such seniors in the community like me, who cannot continue to live in this community, the community in which they have worked and lived, without low-income housing. Please support this project so that more people can have a safe, affordable place to live.

Thank you.

Sincerely,


Joan Moses

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

May 16, 2013

13 MAY 17 PM 2:50

To Palo Alto Planning Commission and City Council,

I am in support of the Maybell Orchard housing development. I feel it is in the best interest of our seniors that we provide more affordable housing. I am a parent who lives in the Maybell/Arastradero Rd. neighborhood. My children attend Terman and Gunn. I do not think this new building is a bad idea or will create traffic congestion. I am not concerned about my children's safety going to school because of this new housing development. Currently I do not see much traffic coming out of the Arastradero Park Apts complex so I don't see a problem with increased traffic with an additional housing complex in the neighborhood.

Sincerely,



Kim Hurt

Dear City Council and Planning Commission,

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:50

I want to let you know that I support the new housing complex for seniors on Maybell St. I have lived at 574 Arastradero Rd for 33 years. I am a senior and I worked as a housekeeper for several families in Palo Alto and Menlo Park for 30 years. I could not afford to live in Palo Alto without affordable housing. I would like other seniors like me to have the opportunity to live where they have worked for many years as well. It is a clean, quiet, friendly neighborhood and I very happy to live here. More senior housing is good because senior people need somebody to help them. It is a good idea to build more apartments for seniors.

Thank you,



Argentina Pennant

5/14/2013

May 16, 2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:50

To Palo Alto City Council and Planning Commission,

I am a resident of the Arastradero Park Apartments and I am totally in support of the Palo Alto Housing Corporation building more senior housing on Maybell St. I am a Community Health Educator and my husband is a landscaper. We have 3 children that attend local schools. More affordable housing is a good idea for the community and for the many seniors who need it. So many Palo Alto seniors have to move out of the area far away from family and friends when they retire because of the high cost of living here.

Sincerely,



Carla Paniagua

Honorable City Council and Palo Alto
Planning Commission

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

We live at 574 Arastradero Road, ^{13 MAY 17 PM 2:50}
apartments adjacent to the proposed Maybell
Homes and Senior Housing Project site at Maybell
and Clemo avenues. Having lived here in the
Arastradero Park apartments, a Palo Alto
Housing Corporation (PAHC) low income property,
since 1974, we wholeheartedly support the
development of this property at Maybell and
Clemo as intended by the PAHC to provide
affordable housing for seniors and 15 single
family homes. Having been able to live in an
affordable housing complex in the city has
been a tremendous blessing for our family
and is daily appreciated greatly. The PAHC
obtained ownership of the Arastradero Park
apartments in 1995. In order to maintain the
low income status of the property for our
many families and seniors who live here. The
PAHC is to be commended, supported and honored
for the fine, dedicated and hard work that
they do daily to provide high quality affordable
housing to many people, families, children and
seniors, which involves difficult and tedious
yearly recertifications in order to secure
necessary federal government funding for
their properties. The PAHC has also over
many years secured funding to completely

renovate, update, and remodel the entire Arastradero Park apartments and every apartment unit. But the mission of providing quality affordable housing to low income persons, families, seniors and the disabled of Palo Alto is not the only goal of the PAHC. They are completely dedicated to providing a caring community of support and social services for each and every resident of its many and varied properties. They built and dedicated a Community Center at Arastradero Park apartments in 2010. With the following dignitaries in attendance and speaking on behalf of the PAHC vision for low income housing and a community of support services: Marlene Prendergast, former longtime director of the PAHC, Liz Kniss, former Santa Clara County Supervisor, and a representative of Joe Simitian, State Assemblyman. This community of support services is provided by six dedicated Resident Services Staff members who provide programs, courses, classes, tutoring, scholarships, educational and college support, and many fun programs for the children of PAHC. The Resident Services Staff also provide many programs, classes and support for parents, adults and seniors of PAHC. The PAHC Resident Services provide each of us residents with a regular newsletter informing of the wonderful and numerous ongoing programs, computer and technology access and training, classes, help,

opportunities, services, lectures and much more. This staff of people really reach out to us, help us, are there for us, and really care about us.

In an area where the need far exceeds the supply for affordable housing, if I may repeat myself, what the PAHC has done, and continues to do, for its residents, is to be commended, supported and honored.

In regards to the issue of increased traffic, Arastradero Park has 66 apartments, housing families with children of all ages and seniors. We have lived here for 39 years, and the traffic generated here is insignificant. We all come and go at different times, and the traffic flow in and out of our complex is very quiet, modest, not noticed, and well tolerated by the entire surrounding neighborhood, as it has been since this apartment complex came into existence in 1974. The proposed senior housing project to be built in this neighborhood too will show only an insignificant, moderate, normal routine traffic flow, pointing out that senior citizens do not own many motor vehicles. Many seniors no longer drive, and most are not very active and mobile, hence they will not be in and out of a car too frequently. At Arastradero Park, we have many seniors residing here, as they have always been. And what is common

with this group is the transportation assistance they receive from Outreach and Avenidas Senior vehicles, taxis and public buses. I see these seniors walking mainly, not driving.

In my opinion, this senior housing project will blend in well with this neighborhood, which includes tall apartments - the Tan Plaza at the corner of Arastradero and Clemo, Arastradero Road apartments of which there are several on this street, and a park, Juana Briones across the street, and the fire station on Clemo.

Honorable members of the City Council and the Planning Commission, I believe PATC does a lot of good to help people. Please allow them to continue in what they do best, serving the needy here in Palo Alto.

Thank You and sincerely

Carla (daughter) and Edna (mother) Alaimo

Carla Alaimo

Edna Alaimo

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 MAY 17 PM 2:50

Dear City Council and Planning Commission,

I live at 574 Arastradero Road and I support the new proposed senior housing development on Maybell St. I am a mom and my kids go to Juana Briones. Elderly people need their own space and more affordable housing. I work at Walgreens and couldn't afford to live in Palo Alto without affordable housing. Many people who worked in Palo Alto for years in jobs like me, can't live here. There are many seniors who need this housing and we cannot forget them. Someday we will all be old and we don't know if we will be poor or rich at that time. We need to give a chance to the older people who don't have a lot of money. I don't think this development will cause more traffic or any problems in the community. Seniors are quiet and good neighbors. I would be very happy to have this complex as neighbors to me. We need it so much.

Maria Alvarez



13 MAY 17 PM 2:50

Dear City Council and Planning Commission,

I am a senior and I live at 574 Arastradero Road and I support the Maybell senior housing development which will be next to my apartment building. I know how difficult it is to live without secure housing. When I moved to affordable housing it gave me a great sense of security. I felt so good, happy, and had no depression. My life changed and I think other people deserve the same treatment. Old people who work all their life need it. In their last years of life they need a happy space for living. I hope the City of Palo Alto makes the right decision. My dear neighbors, please don't be selfish, maybe someday you will need this apartment.

Sincerely,

M. Leytes 05-16-13

Michael Leytes

Dear Palo Alto City Council and Planning Commission,

13 MAY 17 PM 2:50

I am so lucky to live in affordable housing in Palo Alto. It was a great opportunity for me and my family to live here. My husband is a delivery driver for Coca-cola and delivers to the Palo Alto area. We live on Arastradero Rd. with my two children. When I moved in and opened the door I thought "this is incredible". That was 8 years ago and I have been blessed ever since to live in this great community.

I support the new Maybell Orchard affordable housing development, which is right next door to my apartment building. I think more people need the same opportunity that I have. Not all people have good jobs or good education. Older people need this help even more than younger people.

Please support this wonderful opportunity for low-income seniors.

Sincerely,


Luz Padilla

574 Arastradero Rd.

Ellner, Robin

From: Maryanne Welton <mare@robquigley.com>
Sent: Friday, May 17, 2013 2:55 PM
To: Planning Commission
Subject: 567-595 Maybell Avenue (12PLN-00453)

The Palo Alto Housing Corporation's mission is to provide affordable housing in our community. It is not an easy task to acquire land and develop it at a density that makes affordable housing feasible in Palo Alto. The inevitable opposition from neighbors (who always say they aren't opposed to affordable housing, just *this* project in *their* neighborhood) and the difficulty stitching together a patchwork quilt of funding sources combine to make the task of developing new low-income housing nearly impossible.

I understand that neighbors are upset about potential increases to traffic and school impacts. I can sympathize with their wish to turn the former orchard into an extension of Briones Park, a dream for which there is no funding. They don't take into account that many of their homes were most likely orchards at one time and that the development of their neighborhood changed traffic and school populations.

Palo Alto is a continually evolving city and has been over many decades. The PC process, General Plan, Zoning Ordinance and Housing Element are tools that make a project like this possible. If PAHC doesn't develop this property, a for-profit developer will. Personally, I prefer that economic and social diversity are allowed to fit in appropriate locations in my neighborhood. The proposed project is adjacent to existing multi-family housing, which makes the site ideal for this type of development.

I support this project and encourage you to sift through the noise of opposition to approve it.

Maryanne Welton

660 Kendall Avenue

Palo Alto, CA

Ellner, Robin

From: Patrick Muffler <patrickmuffler@pacbell.net>
Sent: Sunday, May 19, 2013 5:36 PM
To: Council, City; Planning Commission; Williams, Curtis; Wong, Tim
Subject: Maybell/Clemo rezoning as part of the Housing Element

Council Members, Planning Commission Members, and City Staff:

I wish to add my objections to the proposal to rezone 567–595 Maybell (at the corner of Maybell and Clemo) to allow high-density residential development. I choose not waste your time and mine by reiterating the many reasons the City of Palo should avoid this action; many others have stated these reasons more eloquently and effectively than I can. Bottom line is that you should listen to the affected citizens of Palo Alto. We are the ones who live here and pay taxes that support the City.

I particularly object to the strategy that the City Staff, Planning Commission, and City Council have used to ram this development through without due process or involvement of the affected community. It would be an ethical travesty were the City Council to approve the Housing Element that includes the Maybell/Clemo rezoning. If approved, I suspect that the City of Palo Alto is setting itself up for appropriate and protracted litigation from a very embittered community.

Please include my objections in the formal records for the Maybell/Clemo property and the Housing Element.

Patrick Muffler
961 Ilima Way
Palo Alto, CA 94306
650-493-6439
patrickmuffler@pacbell.net

Ellner, Robin

From: Mark Solloway <mail@changemail.org>
Sent: Sunday, May 19, 2013 10:50 AM
To: Planning Commission
Subject: 5 new petition signatures: Inna Kaplan, Linda Fresco...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 140 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3fee1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school each day, increased traffic and serious safety issues concern us all. This rezoning would significantly and negatively impact several neighborhoods - Green Acres, Barron Park, Charleston Meadows, and Palo Alto Orchards, in terms of traffic, safety, school access, quality of life, and aesthetics of the neighborhood. The most serious concern is bike and pedestrian safety as Maybell is a small road that is the main thoroughfare for hundreds of students attending Juana Briones Elementary School, Juana Briones Occupationally Handicapped Center, Juana Briones Kids Club, Terman Middle School, Gunn High School, and Barron Park Elementary School, in addition to those who regularly use Juana Briones Park for field-trip and after-school activities. Given the central and primary access to five schools in this area, Maybell has been designated a "Safe to School Route" - and the Palo Alto School District and the City of Palo consistently urge parents and families to have our children bike or walk to school. And yet, even though this is a designated "Safe to School Route" - it is already way over safe traffic capacity limits. Every day, parents and residents witness dangerous driving and school kids in near-miss situations. There are no sidewalks, no curbs, and no bike paths on Maybell Avenue, and bikes, pedestrians, strollers, and motorists all share the same road. Maybell is already a choke-hold, there are no other ingress points directly into this neighborhood. Arastradero has been re-striped and narrowed, driving traffic onto Maybell. The traffic overflows to Amarantha and Georgia, which also have no sidewalks, curbs, or bike paths. Young children on bikes and walking are often forced to weave between parked cars - just to get to school. I have personally seen cars backing up or pulling out, almost hitting young children on their bikes that they can't see. How staggeringly unreasonable and irresponsible it would be for the City to ignore the warnings, information, and pleas from parents and residents. If anything were to happen to a child due to a known traffic safety issue, the fault would squarely be theirs. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Putting up 75 new housing units would increase known traffic dangers, and also essentially "trap" residents and emergency/disaster vehicles by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino and plenty of reasonable development potential throughout the city. There are dozens of empty, unleased-for-years buildings in commercial and high-density zoned areas already that are wasteland, and yet the City would consider seriously putting children's lives at risk by building high-density in a residential neighborhood that feeds into five schools. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

136. Inna Kaplan Palo Alto, California
137. Linda Fresco Palo Alto, California
138. Craig Comitet Palo Alto, California
139. Renee Alloy Palo Alto, California
140. Mark Solloway Palo Alto, California



Ellner, Robin

From: Marlene Prendergast <mhp560@gmail.com>
Sent: Thursday, May 16, 2013 4:12 PM
To: Planning Commission
Subject: Palo Alto Housing Project at Maybell and Clemo
Attachments: MaybellClemotoPlanningCommission.docx; ATT00001.htm

Please find attached letter of support for the above-mentioned application at the next Planning Commission meeting. Thank you.

Marlene Prendergast
mhp560@gmail.com
650-327-8744

Planning Commission
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

RE: Palo Alto Housing Corporation Housing Application

Honorable Commissioners:

I am writing to urge you to approve the application of the Palo Alto Housing Corporation (PAHC) to construct affordable housing at Maybell and Clemo Avenues. The planned project is appropriate for the site, will provide affordable housing for seniors with low, very low and extremely low-income levels, and is needed in that part of town. PAHC has hoped to acquire this property for many years, as it is adjacent to an exiting PAHC property, Arastradero Park Apartments. The addition of market-rate housing is essential to provide development costs for the senior component.

I was the Executive Director of the Palo Alto Housing Corporation between the years of 1992 to 2008. During that time we proposed and built a number of housing projects for low-income members of the community. We also purchased and renovated other properties for the same population.

In every case, the neighborhood objected. In every case, the neighborhood made many attempts to stop the projects based on traffic, density, access, crime, parking, and a desire to leave a neighborhood "the way it was," always proclaiming that it wasn't the potential population that was at issue.

In every case, the PAHC projects, when completed, were attractive, improved a neighborhood, did not create traffic problems, provided parking beyond their needs, and were less dense than what a market rate developer would have created. In every case, the public officials who approved these projects were pleased with the results and the neighborhoods experienced no negative results. And life went on just fine.

Since 1970, PAHC has developed affordable housing in our community. Many properties are scattered in all parts of town. Please refer to www.paloaltohousingcorp.org for history, photographs, and descriptions of the many beautiful, well built, and well-managed affordable communities. The Maybell development is needed in this part of town and will, as with all others, be a positive contribution to Palo Alto.

Please get on with it so that the urgent financial application deadlines can be completed. .

Sincerely,

Signed and in mail

Marlene H. Prendergast
Former Executive Director-Palo Alto Housing Corporation
560 Chaucer Street
Palo Alto, CA 94301

Ellner, Robin

From: Marianne McKissock <mck333@gmail.com>
Sent: Saturday, May 18, 2013 11:06 AM
To: Planning Commission; Council, City
Subject: Survey Results for Maybell/Clemo Rezoning
Attachments: Rezoning Survey Resulta.pdf

DO NOT PASS THE REZONING OF 567-595 MAYBELL AVE [12PLN-00453]

The survey on the Maybell/Clemo rezoning issue was sent to residents of Greenacres and Barron Park. There were 150 responses. 96% favored NOT rezoning the area to permit high density housing. About 2/3 of the responses were from the Greenacres neighborhood.

About ½ of the responses favor open space/park/playing fields but there is significant support of housing meeting the current zoning level – either at or below market rate.

The comments written in this survey are consistent with the opinions expressed in the hundreds of responses to local newspaper articles. The concern is based on traffic/safety of bicyclers/pedestrians. Narrow Maybell is the major route for school traffic to 4 schools and very busy Briones Park which is adjacent to the proposed plan. The only way to leave the neighborhood from Maybell (other than El Caminio) is through the residential streets of Greenacres.

Attached is the complete survey showing the actual wording and all unedited comments. This can also be viewed at:

https://docs.google.com/file/d/0B0AzCBsU9_VfcmlyZUVNOS1hdzA/edit?usp=sharing

Submitted by:

Marianne McKissock

Donald Drive

Palo Alto

The survey on the Maybell/Clemona rezoning issue was sent to residents of Greenacres and Barron Park. There were 150 responses. 96% favored NOT rezoning the area to permit high density housing. About 2/3 of the responses were from the Greenacres neighborhood.

About 1/2 of the responses favor open space/park/playing fields but there is significant support of housing meeting the current zoning level – either at or below market rate.

The comments written in this survey are consistent with the opinions expressed in the hundreds of responses to local newspaper articles. The concern is based on traffic/safety of bicyclers/pedestrians. Narrow Maybell is the major route for school traffic to 4 schools and very busy Briones Park which is adjacent to the proposed plan. The only way to leave the neighborhood from Maybell (other than El Caminio) is through the residential streets of Greenacres.

The following is the complete survey showing the actual wording and all unedited comments.

Submitted by:
Marianne McKissock
Donald Drive
Palo Alto

1. Should the zoning be changed from low Density to high density at the Maybel/IIClemo site?

No change from the current zoning. 96%

Change current zoning to permit high density/low income housing. 4%

Comments:

no. rezoning for high-density in this area will impact traffic, safety, parking, and neighborhood quality. I see the impact on Maybell now and the near misses with bicycles. I also see impact to parking for those who want to enjoy Juana Briones Park.

5/8/2013 7:42 AM

Traffic, bicycle/pedestrian safety already very bad on Maybell, 4 neighborhood schools and adjacent children's play park

5/8/2013 7:33 AM

Absolutely too dangerous and crowded for high density housing in this residential school neighborhood. This corridor affects hundreds at 4 schools (Bowman, Terman, Briones, and Gunn) and all the commuters and bus routes along Arastradero. This spot re-zoning was poorly planned and researched. Due diligence was not done. The stake holders were not consulted. Traffic studies ignored school traffic. This precedent of our city stewards over-reaching their authority is dangerous and irresponsible. This is how frankenstein-like cities develop-- with short term logic and little long term, cross-generational foresight.

5/8/2013 4:59 AM

This is an extremely highly used travel corridor for children traveling to grammar, middle and high school. They specially reroute off of 'Arastradero Highway'. SECONDLY, this is a very popular park full of small children that may run out into the road from the 'tots' play area. The close street is perfect for creating a safe parking/transition to park area. This is a crazy idea to change to high density at this site.

5/8/2013 1:45 AM

Even in the day time, not in the morning, the traffic is always bad. Rezoning will add more traffic to the current horrible traffic. It is not safe for the bikers, especially the kids in the morning.

5/7/2013 5:15 PM

Changing the zoning to accommodate the proposed plan is a disservice to the current residents of the area, and also to the potential new residents. The community is thriving in the existing zoning, and the proposed zoning would disrupt the balance that allows it to thrive. Let's find another way--a way that allows us to achieve the goals of 1) the existing residents, 2) those with needs for low-income housing in Palo Alto, and 3) the

current owners of the property in question.

4/28/2013 5:45 PM

Too much traffic (cars, bikes, people) already on their way to school in morning and in the afternoon on Maybell. No high density housing!!!

4/26/2013 8:04 AM

It's too crowded on the South side as it is - no more squeezing in!!!!!!

4/25/2013 11:24 PM

I fail to understand why we keep allowing zoning variances that damage Baron Park / Green Acres. It is truly terrible. Traffic has become increasingly worse and the schools have suffered. The effect has been dramatic over the last five years or so. This really has to stop. Not fair to damage our neighborhood on an ongoing basis.

4/24/2013 6:35 PM

Already too much high density housing in our area. Hyatt Richeys and across the street, former bowling alley, alma plaza, etc. Must STOP!!!!

4/24/2013 5:29 PM

Changing the zoning will have a major negative impact on the neighborhood.

4/23/2013 10:41 PM

That area is already crowded and dangerous for small children. Maybel is too narrow to support anymore traffic especially near the park and school area.

4/23/2013 9:09 PM

Too many housing units in area and too , too much traffic at school times especially-no services nearby with easy access to non drivers

4/23/2013 8:00 PM

I am not opposed to the low income housing component. It's the high density part that is problematic.

4/23/2013 3:16 PM

We already have traffic issues in this area, especially during the time when kids are walking and biking to school. More people, more cars, will make it significantly less safe for our kids.

4/23/2013 2:43 PM

When the population grows people need live somewhere, it's immoral to assume that "we can keep our own" while other people will be pushed to Texas or Florida. I know many elder people that lived in Palo Alto for many years and once retired had to leave their community to "exile" in FL, is that more just them 50 more cars on Maybell?

4/23/2013 2:32 PM

Adding more traffic in an area that is already impacted by four major schools and a main artery (divided between Maybell and Arastradero) for 280 and LAH to drive in to Palo Alto is completely unfair to the neighborhood community. Arastradero has been turned into mess both traffic wise and appearance. Maybell as been impacted tremendously with delays on Arastradero. For one comparison, please try and find another street in Palo Alto that needed stop signs put in the middle of the street (Maybell) and then had them continually plowed over by cars cutting off the delays on

Arastradero by turning on Columbe and zipping right or left (without stopping) onto Maybell only to hit the stop signs. Please remember that this is a 25mph zone in front of an elementary school. I have lived on Maybell for 25 years and anyone who says that there has been no impact on Maybell is completely wrong.

4/23/2013 1:56 PM

Maybell Ave. and Arastradero are both narrow streets, please do not make the rush hour traffic jams even worse and ruin our neighborhood!!!

4/22/2013 11:37 PM

Rezoning is not necessary and would be detrimental to the neighborhood. The original zoning is correct. It is my understanding that any rezoning would be illegal, and would result in costly attorney fees to fight a neighborhood lawsuit.. Traffic is already very heavy in this area, and additional housing will only make a bad situation worse, putting local children at risk. This project is out character for the neighborhood, ill advised, unnecessary, unwanted by the locals.

4/22/2013 1:58 PM

already too much traffic in the area.

4/22/2013 1:57 PM

Maybell is not a large street and cannot accommodate the additional traffic that high density housing would add to the street.

4/22/2013 1:49 PM

Proposed change will generate too much traffic on an already-crowded Maybell.

4/22/2013 12:28 AM

We have a lovely safe neighborhood in Barron Park. With no sidewalks & few streetlights, increasing the density will make it unsafe as well as unpleasant.

4/22/2013 11:10 AM

It is very difficult for affordable housing to be built in Palo Alto without rezoning. I support this project and the rezoning. While it would be nice to have the land converted into a park, there is no money from the city to purchase or maintain it. PAHC does a great job developing and managing affordable housing in Palo Alto.

4/22/2013 11:01 AM

The density is high enough in this city; give us a break! I've lived here for decades and am tired of seeing nothing but expansion; we are becoming too crowded and unsafe.

4/22/2013 9:30 AM

There is a shortage of housing in the Peninsula. i am in favor of using this vacant lot to increase the supply, especially for lower income elderly, which will not add to the school burden.

4/22/2013 9:25 AM

There's already too much traffic in this residential corridor, which is also a bike route for nearby schools. We should be trying to reduce the traffic, not increase it!

4/22/2013 8:48 AM

Palo Alto desperately needs more low-income housing, and this is a good location. Traffic issues are much easier to solve than housing issues.

4/22/2013 8:00 AM

The section of Palo Alto south of Page Mill/Oregon and west of El Camino should not be the dumping ground for the huge number of low income high density residences that Palo Alto is required to provide. Developers of the area to the north of Page Mill/Oregon should provide ALL the required low income high density housing and parking for their business plans.

4/22/2013 7:46 AM

Rezone to build mostly below market rate housing for seniors.

4/22/2013 7:20 AM

ABSOLUTELY OVER CONGESTED IN GREEN ACRES ALREADY!!! Kids are nearly KILLED daily by the traffic on Maybell and Arastradero. Now drivers are speeding on Georgia. High density housing should NOT be placed in this single family home neighborhood. (El Camino corridor such as Buena Vista Mobile Home Park lot is much more in accordance with city plan layout.) Palo Alto is sliding down a slippery slope to sacrifice children's safety, long term city design, and neighborhood character for a short term gain. Use the Maybell/Clema lot for logically coherent purposes such as athletic fields (of short supply according to the AYSO lottery debate), public pool, educational open space (herb/spice/fragrance garden, japanese tea garden, arboretum), etc.

4/22/2013 6:21 AM

We have significant traffic concerns in this area. High density would make this worse.

4/21/2013 8:49 PM

The apartments next to the Maybell Clema site were built before the area was part of Palo Alto. The Maybell/Clema zoning was clearly intended to be a transition zone to the R-1 areas which surround the apartment/Maybell/Clema patch. Rezoning to make this high density would be spot zoning, is completely inappropriate for the neighborhood, and would negatively affect existing residents' quality of life and property values, especially along Maybell.

4/21/2013 3:33 PM

There are no walkable facilities near this location. The increased traffic would be unbearable.

4/21/2013 2:25 PM

Our neighborhood homeowners are so strongly opposed to high density zoning.

4/21/2013 2:10 PM

This is a poor location for high density housing. The traffic congestion is already high and the location is not within walking distance of basic services.

4/21/2013 1:51 PM

We need more low-income housing in Palo Alto.

4/21/2013 1:11 PM

The zoning change would drastically and negatively change the neighborhood, adding traffic, congestion, cutting down sunlight, making the park area busier, louder, more polluted, less safe because of increased traffic.

4/21/2013 11:24 AM

This area has already been overcrowded with traffic (both cars and bikes) in addition to many young students walking to schools in the very narrow street of Maybell. We have been living in this region for more than 30 years and our children have been riding

bikes to schools and to shopping. With the increasing price of gasoline, we predict many more residents will be using bikes instead of driving for many activities. We strongly oppose the proposal for Rezoning for High-Density Housing in the area.

4/21/2013 9:46 AM

Maybell Avenue and Arastradero are already highly congested roads due to the thousands of students, and the cars and bicycles that transport these students back and forth to school twice a day to Gunn, Terman, and Juana Briones. I vote a strong NO on adding high density housing in this neighborhood, for safety concerns for the children, and for quality of life.

4/21/2013 1:03 AM

Traffic is already a nightmare with the narrowing of Arastradero, Terman, and Juana Briones.

4/21/2013 12:00 AM

There has been quite enough high density development in the Arastradero/El Camino area. Zoning should not be changed on the Maybell/Clemo property. PAHC will have the opportunity to do a high density project at the Trailer Property on El Camino in the near future. Juana Briones Elementary, Terman Middle, and Gunn High School will be adversely affected by the additional students from a project such as this. The city has used our tax monies for a loan to PAHC to do this project. This seems a conflict of interest. Many neighbors are opposed to this project.

4/20/2013 10:30 PM

There has been quite enough high density development in the Arastradero/El Camino area. Zoning should not be changed on the Maybell/Clemo property. PAHC will have the opportunity to do a high density project at the Trailer Property on El Camino in the near future. Juana Briones Elementary, Terman Middle, and Gunn High School will be adversely affected by the additional students from a project such as this. The city has used our tax monies for a loan to PAHC to do this project. This seems a conflict of interest. Many neighbors are opposed to this project.

4/20/2013 10:30 PM

have senior housing that fits the current zoning

4/20/2013 9:51 PM

Commuting from Maybell is just short of intolerable. High density will make it more than intolerable. What will be done about the schools? They are already over-crowded.

4/20/2013 9:12 PM

Increased traffic in an already busy area. It takes forever to get out to Arastradero in the mornings. You've underestimated the impact of auto traffic, in my opinion--there appears to be absolutely NO factual data to support your claims. People will be sneaking kids into Gunn and Terman--get real, it's happening like crazy already, and it's already against the law. People do it anyway. Elderly drivers + lots of kids running into street = Disaster in the Making. No walkable senior service in the area save Walgreen's (which I'm sure would be overjoyed to have a senior development just down the street.

4/20/2013 9:09 PM

I strongly oppose the proposed rezoning for the high density development planned for

the site next to Maybell and on Arastradero. Maybell already has enough traffic problems and threats to our children. Arastradero is a mess created by your two-lane traffic plan - try driving it in the morning or evening rush hours. And the mess on Arastradero diverts traffic (including high speed reckless student drivers) onto Georgia and Maybell, which you have not corrected. Also, Arastradero has Gunn High School which creates its own problems - this rezoning is another example of asking South Palo Alto to do more than its share, and dumping the North's problems on the South. Try placing this high density housing in Crescent Park instead - it is similar but just higher rent. Or, correct your own misguided zoning of El Camino and place the development there and rezone the whole length - right now it has too few people to sustain the stores and commercial development you want. Lastly, it appears this is an illegal spot zoning. There are sufficient concerned residents and attorney-residents to sue you on this basis and win. Back off and don't pick a fight you cannot win and which makes you look misguided, stupid and venal as well.

4/20/2013 9:09 PM

Absolutely NOT

4/20/2013 7:32 PM

High density residences already exist in this residential neighborhood (e.g, Tan Apts.). Many schools nearby. Much school children traffic exists on Maybell street, a narrow road. Infrastructure such as sidewalks virtually non-existent.

4/20/2013 7:12 PM

Traffic congestion & bike & pedestrian safety are already issues in this area.

4/20/2013 7:03 PM

Green acres 2 should remain a residential community and not include high density housing.

4/20/2013 6:37 PM

I'm strongly opposed to projects that further increase the housing density of South Palo Alto and the Maybell-Clemo area in particular. We lost athletic fields to the Terman Apartments and suffered unacceptable increases in density with the developments at Ricky's and Alma Plaza with associated traffic loads and unsightly tall walls right to the sidewalk. It's time to stop dropping high density projects into this end of town and start focusing on improving or at least preserving the nature of our existing neighborhoods.
Kenneth Scholz 4150 Willmar Dr Palo Alto

4/20/2013 6:03 PM

Absolutely not!!!! Our roads are packed already with too many cars and people!!!

4/20/2013 5:54 PM

our neighborhood can't handle any more traffic from more residence - please don't do this to our community

4/20/2013 5:39 PM

The traffic is barely tolerable on Arastradero and on Maybell as it is. New construction continues on El Camino with those streets being the major access to 280 as well. There is limited movement on these streets at peak hours and our neighborhood has no access out or in if there should be an emergency.

4/20/2013 5:36 PM

Maybell Avenue is already a precarious street due to car traffic, lack of adequate sidewalks, an abundance of bike traffic (and inadequate bike lanes for this number of bikes), and a combination of these aforementioned factors. It is definitely an unsafe street and, at certain times of day, a scary road on which to bike or drive. The proposed development will quite likely overload an already overloaded area. With the proposed developments on El Camino in Barron Park we will have even more congestion. I also am concerned (worried) that architecturally this development might be another huge eyesore to our part of the city. Let's face it: Residents in other neighborhoods of PA probably don't really care what happens here.

4/20/2013 1:06 PM

No confidence in City of Palo Alto disagree with California Avenue and Arastradero messes - and ugly construction everywhere - no more please!

4/20/2013 12:15 AM

2. What is your preferred use for the land at Maybell/Clemona?

Open Space - perhaps part of Juana Briones. 57%

Market rate housing under current zoning. 17%

Rezoned for higher density housing. 4%

Other: 22%

Comments:

Open Space is preferred, or even community center buildings. Market Rate housing is more realistic and would not create impacts if the housing "fit" into the current neighborhood with similar setbacks.

5/8/2013 7:42 AM

We have few athletic fields in this southern corner of Palo Alto. A pool would be nice too. Consider an educational garden. The Palo Alto Open Space organization could purchase this land and preserve it.

5/8/2013 4:59 AM

Either expand the park or create playing fields. What an incredible opportunity to do something for the community instead of changing the community. High-density housing should be expanded in the areas where it already is. Could you imagine if San Francisco high rises were scattered throughout every city? No. The point is that high density together is clever and single family homes in character 'make' the feeling of a city.

5/8/2013 1:45 AM

Athletic facilities

5/7/2013 6:20 PM

So many young family have been moved in this area. It will be so nice to have extra space for the kids and families.

5/7/2013 5:15 PM

Below market rate housing, but not high density. Yes, they can be separated. People with less income still need space to live and breathe, as do those of us who live next door to them.

4/26/2013 10:32 PM

Open space preferred . . . but there are cost considerations to extend I am sure. If not that, should be current zoning.

4/24/2013 6:35 PM

We should just extend it as part of the park. This park is a highly used park by both Juana-Briones and Terman children not to mention other children too.

4/23/2013 9:09 PM

We need more open space in Palo Alto, not more buildings which creates more traffic which we already have PLENTY OF (thank you). The Arastradero corridor is a nightmare. While we do not live in the Barron Park or Greenacres neighborhood, we live in Greater Miranda and have to travel through both of these to get almost anywhere. Please do not add to the incredibly problematic traffic we deal with on a daily basis!

4/23/2013 3:16 PM

The last thing we need more of in South Palo Alto is high density housing. With the new development at Arbor Real (formerly Hyatt Rickey's) we are already experiencing increased traffic and overflowing schools.

4/23/2013 2:46 PM

Obviously open space would be the best option, but I am realistic. I would welcome low density, fair market housing which would not have the same impact as high density housing.

4/23/2013 2:43 PM

Open space would be great, a tribute to the apricot orchards of the old days would be fabulous. Second choice would be housing under current zoning that would add to our neighborhood without overburdening the neighborhood.

4/23/2013 1:56 PM

Open space is our first choice, or market rate housing under current zoning. DO NOT REZONE!!!!

4/22/2013 1:58 PM

Heritage orchard. Community demonstration garden. Community center.

4/22/2013 12:21 AM

Do not dump any more low income high density housing south of Page Mill/Oregon on either side of El Camino. Our schools are overcrowded and are losing their neighborhood character. Any more high density housing in this area will destroy the intent and livability of the surrounding single family neighborhood.

4/22/2013 7:46 AM

For mostly badly needed, below market rate housing, rezoned as necessary. It will be adjacent to other existing multi-family housing projects along Arastradero. There may be some specific improvements to the project to be considered?

4/22/2013 7:20 AM

Use the Maybell/Clemon lot for logically coherent purposes such as athletic fields (of short supply according to the AYSO lottery debate), public pool, educational open space (herb/spice/fragrance garden, japanese tea garden, arboretum), etc. Consider moving the Juana Briones Orthopedically Handicapped center there and using the existing space to expand the capacity of Juana Briones.

4/22/2013 6:21 AM

A playing field(s). Having a playing field on this side of town would allow the many school children on this side of town to take themselves to after school games, rather

than being driven out to the Baylands. Allowing children to have recreational resources where they live is a tremendous benefit to the community. The 2.5 acres of that property could fit two full-size playing fields. If the PAHC wants to built there, they should consider building within the existing zoning. There are no services that seniors need within close distance from the Maybell site, but the MayFIELD site they are building near Stanford is close to medical, Avenidas, Palo Alto Adult School classes, restaurants, grocery (Trader Joe's, Sigona's, etc), everything they need. I think PAHC should consider renovating the houses on Mayfield instead of tearing them down. If they add on to each so they are over 2,000 sq feet, and add two similar houses on Clemo, they could sell the 6 houses each for more than \$2million in this neighborhood and recoupe as much as for the tall skinny houses they were going to put there (because the costs would be much less and they would see in total for nearly as much). Then put some nice duplexes behind there, within the existing zoning, for families who qualify, so their kids can attend the local schools. That keeps economic diversity in the neighborhood without creating a segregated "Densityville" (high density spot zoning) that the residential neighbors will resent -- in fact, adding high density there will probably create resentment against the existing residents at the Arastradero apartments, too.

4/21/2013 3:33 PM

This property should be used for the good of Palo Altans. Open space (parklands or ball park) is a possibility. If housing is the only alternative, market rate housing should be built.

4/20/2013 10:30 PM

This property should be used for the good of Palo Altans. Open space (parklands or ball park) is a possibility. If housing is the only alternative, market rate housing should be built.

4/20/2013 10:30 PM

market rate or senior housing within the current zoning guidelines

4/20/2013 9:51 PM

Make a park with a heritage orchard, partner with the master gardeners and canopy. Open space. I know that we need low income senior housing in PA-- but why here? Maybell doesn't even have a sidewalk!

4/20/2013 9:48 PM

A combination of open space where the orchard is currently and market rate single family housing along Maybell.

4/20/2013 9:37 PM

Open space preferred, but market rate housing if necessary. How many open pieces of land like that are left in Palo Alto? How about keeping it as a Heritage Park, with some of the orchard present? How many of you in the planning department grew up here? It would be great to see some of our history be preserved, instead of tax-generating infill jammed into every open space. The quality of life here is definitely going down hill.

4/20/2013 9:09 PM

Leave it alone

4/20/2013 7:32 PM

If not open space, then leave zoning unchanged (i.e., Market rate housing under current zoning).

4/20/2013 7:12 PM

We have little open space and that is important to our lives and to the environment.

4/20/2013 5:54 PM

a playing field would be welcome - open park space - to improve, beautify our neighborhood not over populate it and cause more traffic

4/20/2013 5:39 PM

playing fields with some free space

4/20/2013 5:36 PM

Market rate density housing would be our second choice

4/20/2013 5:23 PM

Open Space would be heavenly but maybe unrealistic. Second choice: A combination of open space and market rate housing. Third choice is market-rate housing on "reasonable" sized lots.

4/20/2013 1:06 PM

either open space or market rate housing under current zoning

4/20/2013 12:43 AM

Barron Park has 2 r's

4/20/2013 12:15 AM

3. Where do you live?

Barron Park	36.0%
Greenacres	60.0%
Other neighborhood within Palo Alto	1.0%
Other (please specify) Show Responses	3.0%

Miranda Green

4/26/2013 11:05 AM

The Orchards

Palo Alto Orchards (sometimes referred to as a part of Green Acres).

4/23/2013 2:43 PM

We live 2 blocks from the proposed project on Orme Street.

4/22/2013 1:58 PM

Tan Plaza 580 Arastradero Road, #605

4/22/2013 9:25 AM

Charleston meadows

4/21/2013 10:51 PM

Ellner, Robin

From: Heather MeiLing Marson <sml.marson@gmail.com>
Sent: Sunday, May 19, 2013 8:04 PM
To: Planning Commission; Council, City
Cc: Wong, Tim; Williams, Curtis
Subject: Rezoning Area Near Juana Briones Park to High Density - 567 and 595 Maybell Avenue

Dear Sir or Madam,

I am writing to oppose the above rezoning. My husband and I live in the Barron Square complex on Maybell Avenue and raised two children here. They are now in college, but we know the traffic situation on Arastradero and Maybell very well. We don't oppose senior housing (in fact I recently started work for an assisted living development near Page Mill and El Camino), but the traffic on Maybell and Arastradero is very crowded already and 65 units is far too many to add to that area.

None of the concerns that I am submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

The traffic on Maybell near Juana Briones School is already congested in the hours when school starts and is dismissed. Arastradero has a steady stream of cars and bicycles going to Terman and Gunn. I have to watch very carefully already when I drive through that area and more traffic will make it even more dangerous.

Although older people drive less, there are no stores nearby. The residents of the 65 new units must either drive or someone must drive them to get groceries, see the doctor and take care of other needs. In my job, I drive to work and return home every day from the assisted living center as do most of the other caregivers. It doesn't seem like a development like the one proposed would have substantially less traffic than if younger people lived there.

Thank you for considering this letter.

Heather MeiLing Marson
4150 Thain Way
Palo Alto 94306

*Jean K. McCown
527 Seale Ave
Palo Alto, CA 94301*

May 20, 2013

Palo Alto Planning & Transportation Commission
250 Hamilton Ave
Palo Alto, CA 94301

Re: Maybell Affordable Senior Housing Proposal

Dear Chairman Martinez and Members of the Planning & Transportation Commission:

I am a Board Member of the Palo Alto Housing Corporation (PAHC) and I write to request your support for the Planned Community zoning for the property at the corner of Maybell and Clemo Avenues. This zoning will allow the construction of 60 apartments for seniors with low, very low and extremely low income levels (as defined by City guidelines.) You previously considered and approved the initiation of this zoning request at your February 13, 2013 meeting. The project design has been reviewed by the Architectural Review Board and a number of suggestions from your prior meeting and the ARB meeting have been included in the plan before you now.

The senior apartments will be located in the interior of the property where the neighbors on two sides are existing multi-family buildings (one owned by PAHC.) The proposal also includes fifteen small lot single family homes that will front on Maybell and Clemo. The land is presently zoned for multi-family (RM 15) and duplexes (R-2)

The Staff Report for your May 22 hearing discusses a number of important considerations in arriving at its recommendation to approve the zone change, with conditions and mitigations that are specified. I will comment on two aspects: density and trip generation.

Density

Over the years I served as a Planning Commissioner and City Council member, it was consistently evident that affordable housing in Palo Alto (whether for seniors or others) needs higher densities to be financially feasible. Acknowledging this reality, beneficial affordable housing has been provided throughout our community over many decades. This housing demonstrates that higher densities can be accomplished in attractive, high-quality facilities that are successfully compatible with nearby single family neighborhoods. They become good neighbors and contributors to a diversity of housing types, for all income levels, in Palo Alto. Examples are abundant, and here are just a few: Lytton Gardens provides several hundred units of senior housing of differing types/services in multiple buildings spread in and around the Downtown North neighborhood; Stevenson House, on Charleston, has been a welcome neighbor since the 1960s.

Examples of typical densities in senior complexes include:

Palo Alto Commons (Senior): 120 units / 2.32 acres = 52 units / acre

Sheridan Apartments (Senior): 57 units / .8636 acres = 66 units / acre

The proposed Maybell project is very much in line with these at 54.5 units / acre if only the senior parcel is counted. If the single family parcel is included, as they are both part of the PC zoning, the density is 30.5 units / acre (the overall density of the entire site.)

Trip Generation

The Hexagon traffic study and the Staff Report set forth the analysis of how many automobile trips are expected to be generated. They show very low numbers of net new trips in the peak congested periods, resulting in no significant impact, because of the character of the low income senior apartments. This is being questioned by some so I did some research to see what other studies of senior housing projects have revealed. I too found the studies mentioned in the Staff Report, one from an Institute of Transportation Engineers (ITE) paper and one from San Diego. The ITE paper made the following observation based on data, including California:

“The peak-hour volumes of the facility occurred at lunch time and mid-afternoon (2:00 to 4:00 PM). Caltrans data indicated that the peak-hour occurred between 11:00 AM and 4:00 PM, depending on the facility. These peak-hour times do not coincide with the peak-hour of adjacent street traffic because the residents do not have or want to travel during the rush hour.”

Another recent study is by Transportation Solutions Inc. (February 1, 2013) for a 70 unit affordable senior project in Redmond, Washington. That study concluded the project would generate 241 daily and 16 pm peak trips, quite similar to the estimates for Maybell. It also stated:

“We note that the ITE data does not account for the fact that the proposed development will support affordable housing, or lower than median income tenants. There is a strong likelihood that future tenants will have less of an impact on the local roadways since most will not drive.”

Skepticism about traffic studies is not a substitute for actual data, analysis and experience. The ITE methodology, relied on by Hexagon and used by the City of Palo Alto on projects of all types throughout the city, is based on data, analysis and experience. As noted in the studies mentioned above, ITE may possibly overstate the amount of auto ownership and use by low income residents, but it is the method we rely on and we should do so in this case.

Sincerely Yours,

Jean McCown



Santa Clara County Housing Action Coalition



The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing

May 17, 2013

Palo Alto Planning and Transportation Commission
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Members of the Palo Alto Planning and Transportation Commission,

On behalf of the Housing Action Coalition, I am writing to express support for the Maybell Orchard development proposal by the Palo Alto Housing Corporation, (PAHC).

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

The Maybell Orchard proposal provides a great opportunity to add much needed affordable homes for seniors to Palo Alto. The proposal will be 100% affordable and will serve seniors with incomes ranging between 30-60% AMI for Santa Clara County. The whole property is a 2.46 acre site, but it will be rezoned and subdivided so that a portion of the site will accommodate single-family homes, which will be transferred to and built by a private developer. However, the Palo Alto Housing Corporation's overall goal for this site is to create fifty-nine (59) one-bedroom homes for extremely-low and low-income seniors on a 1.1 acre parcel.

Furthermore, this proposal will help create a close-knit community beyond the apartment's own walls through multi-generational events, as it is adjacent to a family property that is also owned by PAHC. In terms of access to transportation, the proposal is within 500 feet of the north-south peninsula artery, El Camino Real, which is served by multiple VTA bus routes such as the "22", "Rapid 522" and "88." The bus stop for each of these routes is less than a five- minute walk from the property. Moreover, railway access is readily available at the Palo Alto (3.5 mi), San Antonio (1.9 mi), and California Avenue (2.0 mi) Caltrain stations. This proximity to transit is very wise public policy as seniors are less likely to be able to drive. These transit opportunities allow our senior population to stay active and happily engaged in the community. Also very important is the fact that the accessible public transit opportunities encourage transit ridership versus auto-ownership, therefore minimizing greenhouse gas emissions and benefiting the environment.

Overall, we believe the Maybell Orchard proposal will be highly beneficial, not only by creating homes for low income seniors in Palo Alto, but also by serving to benefit the community as a whole.

We encourage your support of this proposal and thank you for your consideration of our comments.

Sincerely,



Margaret Bard
Housing Action Coalition
Chair

Ellner, Robin

From: mlhmatsu@aol.com
Sent: Saturday, May 18, 2013 2:03 PM
To: Planning Commission
Subject: Palo Alto Housing Corporation Application for Maybel & Clemo -- SUPPORT

Honorable Commissioners:

I am writing in support of the application of the Palo Alto Housing Corporation (PAHC) to construct affordable housing at Maybell and Clemo Avenues. I am Executive Director of a retirement community in Palo Alto but I am writing not as a representative of my community but as an individual who has served seniors for over 33 years.

I started my career managing a HUD Section 231/8 housing project in the Mission District in San Francisco serving about 150 very low-income seniors. I saw how critical decent, safe and affordable housing was for our residents. It was the foundation for service to seniors, and without that foundation, the other important elements of a quality life—health, nutrition, socialization, meaningful activity, and so on—were much more difficult to sustain. Too often I saw low-income seniors out in the community released from a hospital, for instance, only to return to the very environment that contributed to the poor health in the first place.

I also saw first-hand that the project was not just a resource to its residents but rather a resource to and an enhancer of the total health of the larger community. A personal anecdote: my neighbor opposed a senior housing development near our homes for much the same reasons PAHC's opponents have cited; now her father lives in that community and she is grateful that it is there.

The planned project seems to me appropriate for the site. It appears to me that the needed studies to address the legitimate concerns of its neighbors regarding traffic and parking have been done.

I urge you to support PAHC's housing application.

Sincerely,

Melvin Matsumoto

May 18, 2013

Ellner, Robin

From: Allan Marson <mail@changemail.org>
Sent: Sunday, May 19, 2013 5:23 PM
To: Planning Commission
Subject: Why I signed -- We live in Barron

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

We live in Barron Square right next to the development and already have to deal with traffic and congestion from other nearby developments.

Sincerely,
Allan Marson
Palo Alto, California

There are now 144 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Renee and Mark Alloy <alloyfam@yahoo.com>
Sent: Sunday, May 19, 2013 11:19 AM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission; info@paloaltoville.com

Mayor and Council Members

I attended last week's meeting for the Housing Element and heard many people from my neighborhood address safety, traffic, emergency routes, among other topics. But I understand that objections and testimonies that were made at that meeting will not be part of your 10 pm meeting on Monday. I want some of those objections to be on file for this upcoming meeting so I am writing again.

I just perused the article that <https://www.cityofpaloalto.org/civicax/filebank/documents/34464> Planning and Transportation Report. I have the following objections for you to consider before you pass this - which I assume you will considering you have already loaned the developers the money, which to me seems like a conflict of interest where the residence interest should take front seat.

1. I question the comment that this wouldn't push us to exceed capacity on this narrow road that does not have continuous sidewalk and has parking on both sides of the street - already I view many people opting to walk in the street at various junctures.
2. I disagree that it would have "no impact" in traffic patterns.
3. I disagree that it wouldn't impact emergency ingress/egress.
4. I disagree that it would deteriorate LOS - loss of service or that it won't increase delays - its ludicrous to even hint that would be the case.
5. This project will impact pedestrians and bikers along this road.
6. the project plans to move MORE traffic onto Maybell, an already impacted street, I don't believe the traffic surveys were done at enough junctures to really take in the true traffic patterns.
7. The TIRE index indicates that we could endure 825 additional trips along this road - what a joke - it also states that this project would add only 80 more. How can 150 units times 2 equal 80.
8. The report does not include bikers and pedestrians.
9. Finally it only has 42 parking spaces + 5 reserved for seniors with disabilities, for 150 people -- where do the rest of them park?

None of the concerns that I submitted before and am now re-submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element. Please consider, I also want to object to having so many high density housing units in the same neighborhood we already have the projects on Charleston/El Camino, low income housing by Terman and on Maybell/Arastradero, and there is currently senior housing on Charleston and El Camino Way. I don't think its fair to group all of this in South Palo Alto as it lowers our property values and takes away from the look of a neighborhood and changes it to high density housing.

Renee Alloy
627 Georgia Ave

Ellner, Robin

From: heymack@gmail.com on behalf of Gerald Mack <g_e_mack@pacbell.net>
Sent: Monday, May 20, 2013 3:32 PM
To: Planning Commission
Subject: Maybell Senior Housing

I am in favor of the senior housing project on Maybell. We need more senior housing and Stevenson House has been a very good neighbor to the Unitarian Church of which I'm a member. Please support this important and needed project!

Sincerely,

Gerry Mack
2331 Hanover St
Palo Alto


May 14, 2013

Planning Commission
City of Palo Alto, CA

Those of us who are Palo Alto citizens using Maybell Ave. to go in and out of our homes on Thain Way, can tell you the traffic has increased significantly with the popularity of Walgreen's Pharmacy and the building of new homes in Barron Park.

The changing of the existing zoning laws at Maybell and Clemo would result in miserable traffic backups of autos and bicycles on Maybell ending at El Camino. Along with the new residents come their cars!! If the members of the Planning Commission lived on or near the above area they would reject this proposal in a minute. Please use sense and block this proposal. Keep our surroundings beautiful NOT walls of ugly buildings.

Thank you,


Margaret Sedford
4130 Thain Way
Palo Alto, CA

Ellner, Robin

From: Barb Luis <barbluis@yahoo.com>
Sent: Sunday, May 19, 2013 9:17 PM
To: Council, City; Planning Commission
Cc: info@paloaltoville.com; aruggiero@padailypost.com
Subject: Unrepresentative Mitigated Negative Declaration

Good evening. I hope you're all well.

My name is Barb Luis, and I am a 10-year resident of Greenacres II, and a lifelong Palo Altan. Thank you, in advance, for considering my concerns regarding the Maybell/Clemo project and the unchanged Mitigated Negative Declaration. I trust in your good will, and in our shared desire to both protect the integrity of our Palo Altan neighborhoods and help our city move into the future. **Please include this email in the public record.**

I'm deeply concerned about the Maybell/Clemo project for a number of reasons:

1. **Traffic:** The morning and afternoon traffic situations have become untenable. While our elementary school, Juana Briones, does a great job at promoting walk/ride/roll to school, many of us who use Maybell to get to school find the sheer number of cars and traffic on Maybell to be a deterrent to walking to school. It's simply too dangerous, and that's without a new, large development.
2. **Emergency Access:** One goal of the Federal-Aid Highway Act of 1956 was to enable citizens to quickly leave the city in the event of an atomic disaster. Anyone who has even driven during rush hour knows that that would be impossible, given how populated many cities are. It is equally ridiculous to presume that, with the existing population density of the Greenacres and Bol Park neighborhoods, in the event of an emergency, first responders would find Maybell or Arastradero passable. Adding more homes, more people, and more cars to an already narrow road would make a difficult situation even worse.
3. **Bicycles:** The good news is that many Gunn and Terman students ride their bikes on Maybell to get to school. The bad news is that they, alone, cause a great deal of traffic congestion. Adding more cars to the mix is not a winning combination. Just ask the stop sign on the corner of Coulombe and Maybell.
4. **Lack of public benefit:** Much has been touted about ABAG, and funding for our city should Palo Alto meet the requirements of ABAG. What is the compelling reason that, as a city, we are bending over backwards to meet its demands? When will it end? When will we say 'enough is enough'? Where is the public benefit to this neighborhood? How can the city appease ABAG and defend the nature and characteristics of our neighborhood?
5. **Bad data:** It's time to hire an independent consultant to study the existing traffic situation in the neighborhood during a normal school day (not Spring Break), and counting pedestrians and bicyclists as well as cars. **Don't make policy decisions using inaccurate and unrepresentative data.**

Understandably, this orchard lot and parcel with 4 homes will be developed in some way. What I sincerely request is that all of you in positions of power in Palo Alto have the courage and vision to halt the existing project now, consider the concerns of the neighborhood and city, and reconsider the plans. I'm certain that there is some sort of compromise that will help meet the city's need for housing while respecting the wishes and protecting the integrity of our beloved neighborhood.

We, members of the neighborhood, are trusting in your good will and honest declaration that nothing has already been decided regarding this project. **PLEASE DON'T LET US DOWN.** Hear our concerns. Compromise with us. You're making decisions that could prove to be incredibly costly to us and to our neighborhood.

And if you have the time, please join me in the morning when we walk our kids to school, and the afternoon when we pick them up. I have a sinking suspicion that such first-hand experience will go a long way to illustrating for you why so many of us are passionately against the existing Maybell/Clemo project.

Regards,
Barb Luis
Donald Drive

Ellner, Robin

From: M <mloislin07@yahoo.com>
Sent: Wednesday, May 22, 2013 9:38 AM
To: Planning Commission; Council, City
Subject: Maybell/Clemo rezoning

Dear Planning Commission members,

We would like to add our voice to the community, strongly urging you to not allow the Maybell/Clemo corridor to be rezoned. Traffic is already too dense during peak commute times, children's lives are in danger on what is considered a "safe" street for them to use to and from school, and the density and setbacks are unrealistic for the neighborhood. We already avoid driving in and out of our neighborhood during peak commute hours, and fear for the safety of the children. Rezoning and the subsequent new housing will only make a bad situation worse.

We totally support more affordable housing for our seniors. The low income housing we already have in the neighborhood has been a good addition to our neighborhood, well maintained and well integrated into our area. However, a senior housing development of such density as currently planned, with dense housing set too close to street to pay for it, should be placed in an area that is appropriate. Seniors need and deserve good facilities nearby so they do not have to commute by car to reach grocery stores and other activities. The argument that seniors will not drive is ridiculous given that the only local place to grocery shop currently is Walgreens, which has a very limited "junk food" selection at best. Also, the Maybell location is a small street with only partial sidewalks and would be hazardous for seniors to use for walking.

Please include this email in the permanent records.

Please give our concerns your open-minded and unbiased consideration.

Lois and Paul Lin
Orme Street

Ellner, Robin

From: ForestLight <forest129@yahoo.com>
Sent: Monday, May 20, 2013 8:48 PM
To: Wong, Tim; Clerk, City; Planning Commission; Council, City; Williams, Curtis
Subject: 567-595 Maybell Ave. PC Rezoning Proposal

May 18, 2013

To: City of Palo Alto Planning Commission:
Topic: 567-595 Maybell Ave. PC Rezoning Proposal

This is to inform you that I strongly oppose the rezoning of 567-595 Maybell (at the corner of Maybell and Clemo) in order to build 60 high-density “senior housing units” and 15 homes.

Despite predictably cynical and purposely distractive claims that local residents ‘...oppose the development of affordable housing for seniors,’ the opposition to this rezoning/construction proposal that I have heard is due to the extremely high density that is completely out of reasonable consonance with the existing zoning and construction standards in this residential neighborhood. The rezoning itself sets an extremely poor precedent that invites yet more PC applications for high-density projects in whatever land parcels become available for construction throughout Palo Alto—including in established residential neighborhoods. This particular rezoning and project would significantly and adversely impact several neighborhoods - Green Acres I, Green Acres II, Barron Park, Charleston Meadows, and Palo Alto Orchards, in terms of traffic, safety, school access, quality of life, and aesthetics of the neighborhood.

In particular the proposed rezoning and construction would place an additional heavy burden on already badly strained traffic on both Arastradero Road and Maybell Ave, which are important school access corridors for the Juana Briones, Terman and Gunn.

The additional burden this development will place on Maybell Avenue is also of particular concern from a child/student safety standpoint. As foot traffic and bicycle traffic have increased along Maybell due to the recent Arastradero project and the growing popularity of bicycle ridership as Gunn and Terman, an increase in automotive traffic along Maybell poses additional risk to students traveling Maybell, especially at peak school transit times.

Of particular personal concern to me is the following finding in the Hexagon Transportation Consultants, Inc. study dated April 23, 2013:

Proposed – Clemo Avenue ingress/egress to Arastradero Road

The non-signalized intersection of Clemo Avenue and Arastradero Road is intermittently blocked by southbound traffic on Arastradero Road between 7:50 AM and 8:25 AM. There are also a significant number of bicycles and pedestrians that cross that intersection during that time, adding to the difficulty of turning left onto Arastradero Road.

By adding the proposed project trips to the intersection, the study found that it would incur a substantial increase in delay and deterioration in the level of service. The intersection currently operates at a level of service (LOS) "C". With the addition of traffic from the project, it would exacerbate the existing congestion at the intersection and downgrade the LOS to "D". This is not considered a significant impact under the City's traffic thresholds. **However, California Environmental Quality Act (CEQA) law requires that any project be reviewed for cumulative impacts. Cumulative is a represented forecast in the future (year 2020). The cumulative impact of that the intersection, without the project, will be a LOS of "D". With the project, the cumulative impact would deteriorate down to LOS "E". The deterioration of service to LOS "E" creates a potentially significant impact.**

As a resident of the Greenacres One neighborhood, I support the now carefully engineered, successful Arastradero restriping project. Yet our ability to enter and depart from our Greenacres I neighborhood depends entirely on our only two access points, the intersections Pomona and Los Palos with Arastradero Road and our access to Arastradero is now in a carefully engineered state of balance. Any changes in local housing density zoning and attendant changes in traffic load which will negatively affect our ability to access Arastradero are simply going to prove unworkable for us.

Of additional serious concern to me — the City's participation and role in this rezoning/PAHC scheme raises immediate conflict of interest concerns. The City's direct fiscal involvement in the Palo Alto Housing Corporation and its financial backing for this particular scheme render the City, in my opinion, completely unable to debate discuss or proceed in anything approximating a responsible, objective manner on this issue. And the extreme haste the City has shown in accommodating the PAHC's efforts to push this matter to completion on an extremely short timeline bespeaks obvious hopes of arriving at a decision before substantial opposition has had time to emerge.

That the City should become a direct party to this development scheme which requires changing the existing zoning regulations in this residential neighborhood, zoning restrictions that were essential to the purchase decisions of most of the residents (including ourselves) that bought homes in this neighborhood, is a betrayal of almost astonishing proportions. We have all become all too familiar with the City's growing propensity to accommodate the various unsatisfactory and even disastrous PC developments proposed and built by private developers... The 'public benefits and 'mitigations" that turn out to be miniscule, unenforceable, misguided, or simply never actually provided seem to be the very common result of the PC rezoning loophole, **a loophole that should be eliminated immediately.** But that the city should actually become fiscally involved in such a development effort strikes me as deeply dismaying evidence that the city itself is now directly engaged in using such loopholes to increase housing density and undermine its own residential property owner's interests and desired quality of life standards.

A frequently heard rationale for such high-density developments in Palo Alto is, of course, that the much-dreaded ABAG sets the 'targets' for the cities housing construction and requires cities to build such excessive high density housing. But this is a vague "...the devil makes us do it" argument. Not once in the years I have been monitoring development issues in Palo Alto have I heard anyone list precisely what sorts of rewards and punishments might be in store for the City if it fails to meet such 'targets' or openly defies ABAG's various imperial demands. My questions in this regard have typically been met with vague generalities to the effect: "...Oh, well, the City might lose a chance at some grants, or other funding... maybe from the State...or something.')

If we are to make any sort of carefully considered, rational response to the threats of an (unelected and therefore unaccountable) 'regional' agency such as the aptly-named ABAG, we should know precisely what funds we would be 'losing', and whatever other sorts of punishments might be in store for us should we choose not to participate in the rabbit-warren, heavily urban environment they are mandating for us.

(None of the concerns that I have submitted above have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.)

Sincerely,

Michael Maurier
646 Fairmede Ave.
Palo Alto, CA

Ellner, Robin

From: Art Liberman <art_liberman@yahoo.com>
Sent: Wednesday, May 22, 2013 8:36 AM
To: Planning Commission
Subject: Modifications necessary for PAHC Maybell homes and Clemo senior housing

We, the undersigned Barron Park Association Board members acting as individuals and not representing the Board, call upon on the Planning and Transportation Commission to reject the current plan from the Palo Alto Housing Corporation (PAHC). To be approved, PAHC must reduce the number of single family homes by a factor of two and to limit them to 2 stories with the same setback as other homes in the area.

Summary: We understand the need and support the effort by the Palo Alto Housing Corporation to build affordable housing for seniors. However, we feel that the project proposed for the property on Maybell-Clemo requires some significant modifications, as we have identified below.

Unless these changes are made, you should not approve the requested zoning change. These modifications include reducing the size and number of the single family market rate homes proposed to front Maybell and Clemo to a total of eight. This and other changes would reduce the potentially negative traffic consequences for the neighborhood. We recognize this may require PAHC to review the overall funding structure for this project and find additional funding sources or reduce the size of the senior housing structure. But without such modifications, the proposal will continue to engender opposition from the Board of the BPA and from a large segment of the neighborhood.

Background: The proposed development in its current form would create a significant negative impact in our neighborhood. The density and size of the proposed single family housing is completely out of scale with the surrounding community.

The neighborhood already suffers from a serious traffic issue. The average daily automobile traffic (ADT) on Maybell – one of Palo Alto’s bicycle boulevards and heavily used by both bicyclists and pedestrians going to and from one of the several schools in the area– increased by 25% since 2008. It is already at a level, 3350 vehicles per day on a weekday, that significantly exceeds the acceptable volume on a local residential street (2500 vehicles per day) defined by Palo Alto’s own Traffic Calming Program. We categorically reject statements in the Traffic Study commissioned by the PAHC and in the MND that the additional amount of traffic on Maybell ‘would not be significant.’ The consequences of the traffic to pedestrians and bicyclists were not even considered!

The proposal specifies that all automobiles enter and exit the project only via a driveway on Clemo. This would direct all traffic to and from a stop-controlled intersection on Arastradero. The ‘Mitigated Negative Declaration’ (MND) states for the environmental review states that this would create an adverse impact to traffic circulation. Instead of recommending changes on Arastradero (for example, extending 4 lanes on Arastradero to Coulombe Drive, or adding a traffic signal), the MND recommendation (by the Traffic Division staff) states this must be mitigated by allowing traffic to flow into and out of the project on Maybell. We believe this adds to an already serious problem of heavy traffic on Maybell that has been exacerbated by the recent changes to Arastradero.

Specific Recommendations: These are the changes we request of the Palo Alto Housing Corporation proposal:

- 1) Reduce the number and scale of single family homes along Maybell and Clemo to be commensurate with the other single family homes in the neighborhood.
 - • Reduce the number of single family homes along Maybell to five and along Clemo to three. Because half of the traffic from the project is generated by the proposed 15 single family homes in the initial project, this would reduce the overall traffic generated by the project by 25%.
 - • Limit the vertical scale of these single family homes to no more than two stories.
- 2) Increase the setback of these single family homes to the standard setback for R1 development—20 feet.
- 3) Require a traffic study conducted with the methodology that includes non-motoring cohorts. We are stunned that a study for this project did not include an analysis of the consequences of traffic to the large number of pedestrians and bicycles on Maybell (including young children walkers and riders), completely ignored the safety issues associated with this non-motoring cohort, and made no reference to the City's own 'Safe Routes to School' maps for Briones, Terman and Gunn schools.
- 4) Eliminate any mention or require any contingency in the environmental review that would involve moving the traffic barriers on Clemo. Moving these barriers would create a very significant safety hazard, especially to young children, by allowing entrance and egress to the project almost diagonally opposite Briones elementary school, and create a significant traffic route immediately in front of the Briones Park toddler play area.

Arthur Liberman - 751 Chimalus Drive, Palo Alto
BPA Board member and President

Lynn Melena – 3846 Magnolia Drive, Palo Alto
BPA Board member and former President

COALITION FOR SAFE AND SENSIBLE ZONING
P.O. BOX 60383
PALO ALTO, CA 94306
SAFEZONING@GMAIL.COM

May 22, 2013

VIA E-MAIL

Tim Wong
Housing Coordinator
City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94303

Re: Comments on The Revised Initial Study/Mitigated Negative Declaration for Project Title: 567 Maybell Avenue (APN 137-25-108/109) – Proposed Planned Community Zone District and Comprehensive Plan Amendment for Development of 15 Single Family Residences And a 60-Unit Multifamily Affordable Rental Project For Seniors

Dear Mr. Wong:

The Coalition for Safe and Sensible Zoning is concerned about zoning changes that are being proposed in Palo Alto, particularly zoning changes that will impact safety on neighborhood streets and school commute corridors. Members live near 567 Maybell Avenue, where the Project¹ is proposed to be located, and will be directly impacted by the environmental effects that would result from the proposed project.

We are submitting these comments on the Revised Initial Study and Mitigated Negative Declaration dated May 9, 2013 for the above-referenced project (“IS/MND”). Many of the concerns raised in these comments were submitted by residents prior to the recirculation of the Revised Initial Study and Mitigated Negative Declaration, but none of the concerns have been addressed by any of the revisions. We plan to consult a traffic expert in order to further substantiate the concerns with traffic and safety raised in these comments. The public record for 567 Maybell and this letter will be further supplemented.

1. Traffic and Circulation Impacts on Maybell Avenue Have Not Been Addressed

¹ “The Project” or “the proposed project”: 567 Maybell Avenue (APN 137-25-108/109) – Proposed Planned Community Zone District and Comprehensive Plan Amendment for Development of 15 Single Family Residences And a 60-Unit Multifamily Affordable Rental Project For Seniors

The “Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemo Avenue in Palo Alto, California,” prepared by Hexagon Transportation Consultants, Inc., February 26, 2013 (“TIA”) is cited in the IS/MND as the analytical source supporting the determination of *Less Than Significant Impact With Mitigation* regarding Transportation and Traffic, Section P of the IS/MND. However, the only mitigations that are proposed are designed to address the Project’s potential impact at the Clemo Avenue (“Clemo”) and Arastradero Road (“Arastradero”) intersection. Both mitigations will result in diverting project traffic to Maybell Avenue (“Maybell”).

The TIA does make the following observation:

Maybell Avenue is congested between 7:45 AM and 8:15 AM. Southbound vehicle queues on Maybell Avenue extend from the intersection of Coulombe Drive/Maybell Avenue past Amaranta Avenue and a short distance past Clemo Avenue. In addition, there are hundreds of pedestrians and bikes that use the Maybell corridor during this period to access the nearby schools. This reduces the capacity for motor vehicle traffic through the corridor. At the intersection of Coulombe Drive/Maybell Avenue, the vehicle queues westbound on Coulombe Drive extend approximately 150 feet during the peak morning period. The intersection of Coulombe Drive/Maybell Avenue is controlled by a crossing guard during school hours to assist with the heavy pedestrian and bike traffic.²

Yet, despite this observation, the proposed IS/MND mitigations for traffic circulation divert project traffic onto Maybell Avenue, either at Clemo Avenue or at the Arastradero Park Apartments (“APAC”) driveway at Maybell.

The IS/MND has misunderstood or ignored the problems on Maybell. The major problems on Maybell are caused by vehicle, bicycle and pedestrian traffic that converge on Maybell during a 20 to 45 minute period during school commute times. During this period, a single additional car turning onto Maybell at or near Clemo is a potential significant impact to the safety of “hundreds of pedestrians and bikes,” to other motorists, and to property on Maybell. When the queue of vehicles on Maybell is at a standstill, it impedes emergency access as well, and a single additional vehicle attempting to enter Maybell at or near Clemo not only can add to the queue, but can obstruct any open lanes when attempting to turn onto Maybell to join the queue, thus further obstructing emergency access.

Maybell Avenue is a designated school commute corridor in the Safe Routes to School network.³ Hundreds of students who bicycle to Gunn High school and to Terman Middle School use Maybell, which is a designated bicycle boulevard,⁴ as part of their route to school. Maybell is only two lanes wide, is substandard in width for a Palo Alto

²*Traffic Impact Analysis for the Proposed Residential Development at Maybell Avenue and Clemo Avenue in Palo Alto, California*, prepared by Hexagon Transportation Consultants, Inc., February 26, 2013 (“TIA”), p 9.

³ Adopted School Commute Corridors Network map, available at <http://www.saferoutes.paloaltopta.org/Sept2011/SR2S-2004.pdf>

⁴ City of Palo Alto Bicycle + Pedestrian Transportation Plan, Adopted July 2012, p 3-19.

street,⁵ and has many vehicles parked on it at all times of day near Clemo. The parked cars force bicyclists and pedestrians into the same part of the street as the moving vehicles because there are no bike lanes or sidewalks along the full length of Maybell. Yet, despite the heavy pedestrian and bicycle usage of Maybell, which is encouraged by the City of Palo Alto and the Schools by their policies, the IS/MND ignores all impacts on bicyclists and pedestrians in its analysis and conclusions.

Note that Clemo is presently blocked by a permanent barrier at Maybell, and the proposed mitigation of moving the barrier away from Maybell towards Arastradero, forcing all vehicles from the Project driveway to enter/exit Clemo via Maybell will create a new and dangerous entry/exit of turning vehicles onto/from Maybell, in a location that is right next to Juana Briones Park and Juana Briones elementary school.

Arastradero Park Apartments (APAC) does not provide enough onsite parking to meet its residents' needs and APAC residents park many vehicles along Maybell. This street parking adds to the hazardous conditions on Maybell during the school commute because, as noted above, bicyclists and pedestrians are forced to travel in the street to navigate around the parked cars, as there are no sidewalks or bike lanes along the length of Maybell to get to the schools. The parked cars also hinder the visibility of oncoming traffic. The APAC driveway is located just a few hundred feet north of Clemo, and additional cars entering or exiting Maybell from the APAC driveway will have similar impacts as would cars coming from Clemo, and the parked vehicles that always surround the APAC driveway not only funnel pedestrians and bicyclists into the street, but impact visibility to oncoming vehicles.

The TIA itself described queues that extend along Maybell from Coulombe Drive to *past* Clemo in the AM peak hour. With a queue of vehicles blocking a left turn from Clemo onto Maybell, it is illogical to conclude that the intersection at Clemo and Maybell would operate at LOS A during the AM peak hour,⁶ especially with the “hundreds of bikes and pedestrians” using this section of Maybell during this time.

Neighborhood residents have reported that the stop signs located on Maybell at the intersection of Coulombe Street, one block south of Clemo, are regularly (about once a month) knocked to the ground, presumably by vehicles.

It is essential that the IS/MND carefully evaluate and mitigate the impacts of the project on bicyclists and pedestrians on Maybell, yet this has not been done.

Furthermore, the observation of congestion on Maybell in the TIA does not fully describe the problem. First, “congestion” is a problem on both Arastradero and Maybell, and the congestion on Arastradero has contributed to, if not caused, the congestion on

⁵ A resident has measured Maybell to be 27-feet wide, plus 2 feet of gutter. In comparison, the private Palo street included in the proposed project to serve the single-family homes is required to be a minimum 32-foot wide.

⁶ *Revised Initial Study and Mitigated Negative Declaration*, dated May 9, 2013 for the Project (“IS/MND”), p 41; TIA, *op.cit.*, p 23.

Maybell. In 2010, the City of Palo Alto (“the City”) initiated a “traffic calming” trial where the City re-striped Arastradero between El Camino Real and Gunn High School (“Gunn”) to reduce the number of lanes from 4 to 2-plus-turning pockets. This resulted in congestion and frustration of drivers on Arastradero, and diverted vehicles coming from El Camino Real trying to reach Gunn, to use Maybell, a designated local street, instead of Arastradero, a designated Residential Arterial.⁷ The City made the re-striping trial on Arastradero permanent in 2012, over the protests of many residents living near Maybell. The City of Palo Alto’s own traffic count numbers show an increase from 408 vehicle trips during the AM peak hour on Maybell at Pena Ct. in Spring 2008, before the Arastradero re-striping, to 690 vehicle trips in Spring 2012.⁸ To be fair, City staff points to a count of 443 vehicles trips in Fall 2011, during the first year of the re-striping trial, as showing that the re-striping trial was not the cause of the 69% increase in traffic on Maybell. Nevertheless, many residents are convinced that the lane reductions on Arastradero Road diverted traffic to Maybell and resulted in severe traffic impacts. In any case, there was a 69% increase in vehicle trips on Maybell in the AM peak hour from Spring 2008 to Spring 2012, and a 56% increase since from Fall 2011 to Spring 2012, therefore using a baseline measured in May 2012 does not reflect the cumulative impacts of recent projects that have led to the severe congestion on Maybell.

2. Cumulative Impacts Have Not Been Adequately Studied

California Environmental Quality Act (“CEQA”) Guidelines⁹ require that analysis of cumulative impacts consider the incremental impacts of the Project when added to other closely related past, present and reasonably foreseeable future projects.¹⁰ The IS/MND fails to adequately consider the cumulative impacts of the project.

The TIA analyzed cumulative conditions at intersections by estimating cumulative conditions “by applying an annual growth factor of 1.1 percent over a period between the date of the existing traffic counts and year 2020” and then adding the project trips to estimate plus project conditions.¹¹ This cumulative analysis is grossly inadequate. A 1.1 percent increase in annual growth over a period of 17 years greatly under-estimates traffic growth. The City of Palo Alto has measured a 69% increase in traffic on Maybell Avenue at Pena Ct. from Spring 2008 to Spring 2012, an annual growth rate of 17%.¹² From Spring 2008 to Fall 2011, there was an increase in traffic on Maybell at Pena Ct. of 8.57%, an increase that the City has characterized to residents as insignificant, yet represents a 2.4% annual growth, more than twice the annual growth figure of 1.1% used in the TIA’s cumulative analysis.

⁷ City of Palo Alto Street Network web page

<http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=1077&TargetID=106>

⁸ Arastradero Road Trial Restriping Project, City of Palo Alto, Presentation at Community Outreach Meeting, June 12, 2012, slide #11, available at

<http://www.paloaltoonline.com/media/reports/1339786888.pdf>

⁹ California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 -15387.

¹⁰ *Id.*, section 15355.

¹¹ TIA, *op. cit.*, p.14.

¹² Arastradero Road Trial Restriping Project, *op. cit.*

Specific projects have been approved for development nearby and are presently under construction. A 174-guest room hotel is under construction at 4214 El Camino Real, approximately 100 feet south of Arastradero Road. The hotel will also include 200-seats of meeting rooms and a 3700 square-foot restaurant. 178 parking spaces are being provided on-site. At 4301 and 4329 El Camino Real, a 138-guest room hotel is under construction, along with 26 townhomes. That hotel provides 143 on-site parking spaces. Although the hotels may not increase traffic on Maybell Avenue directly, they will increase traffic on Arastradero Road. Increase in traffic on Arastradero Road will further divert traffic onto Maybell Road. No cumulative analysis that includes these projects was done in the IS/MND.

Another project that is still under construction, and is yet to be fully occupied, is a 300,000 square foot expansion of office space just west of Arastradero Road near Foothill Expressway in the Stanford Research Park that will be the home of VMware. The hundreds of new vehicle trips resulting from this office expansion have not been considered in the cumulative impact analysis, even though vehicles traveling between the future VMware offices and Highway 101 will likely drive on Arastradero Road during commute hours. No cumulative analysis that includes the VMware project was done in the IS/MND.

3. Inadequate Project Parking Would Have Significant Impacts

The proposed project provides 42 parking spaces and five reserve spaces for a 60-unit senior development. The IS/MND does admit that, typically, a development of this size would require 91 parking spaces. However, the IS/MND tries to justify the reduced onsite parking by implying that many seniors will not need to park a car.

We strongly disagree with the portrayal of senior citizens as not requiring a car, especially in a development such as this one that is not situated near necessary amenities such grocery stores, banks or post offices, and residents of the project will need a motor vehicle to access such amenities. Furthermore, where will visitors park? With less than one parking space provided per unit, most if not all visitors will be forced to park on the street.

If, indeed, the residents of the senior housing will not drive their own vehicles as claimed in the IS/MND, then presumably these residents will rely more heavily on services that are delivered to the site, which means that a higher number of service vehicles will be visiting the site on a regular basis.

Mitigation measure number 2 for Transportation and Traffic in the IS/MND says that the curb east of the Clemo driveway shall be painted red for a distance of 65 feet east of the driveway.¹³ This will result in loss of existing street parking on Clemo. No analysis was made of the parking impacts that will result from the red-striping and loss of street parking. Loss of existing street parking will have a severe impact on nearby parking, and thus on traffic and circulation on Clemo and Maybell, especially considering

¹³ IS/MND, *op. cit.*, p 44.

the inadequate on-site parking provided by the project, and the existing demand for street parking by APAC in the adjoining property.

Clemo Avenue street parking is heavily used by visitors to Juana Briones Park. In recent years, since the renovation of the Park, use of the Park by neighborhood residents of all ages has increased. In addition, youth team sports such as AYSO (soccer), and Little League (baseball and t-ball) regularly hold scheduled practices and games at Juana Briones Park. Loss of street parking on Clemo Avenue to red-painted curbs and additional parking demand from the under-parked senior housing in the Project will severely affect available parking for users of Juana Briones Park, one of only three neighborhood parks south of El Camino Real and east of Page Mill Road in Palo Alto.

Furthermore, the cumulative impacts of the Project on parking have not been considered. As pointed out above, the nearby project at 4214 El Camino Real that is currently under construction does not provide enough onsite parking to accommodate full occupancy and full use of facilities. Employees at hotels at 4329 and 4214 El Camino Real will be forced to park their vehicles on the nearby streets, adding to the demand for street parking. As additional vehicles roam the nearby streets to find parking, this adds to congestion and to the safety hazards described.

The loss of available street parking and increase in demand for street parking will also impact air quality as parking becomes harder to find and vehicle emissions rise and accumulate as vehicles search for a place to park. Many service vans and vehicles and visitors to the project will also contribute to emissions. The degradation of air quality that occurs from this project will be concentrated on an area adjacent to Juana Briones Park with its children's playground and to Juana Briones elementary school. Additional delays in traffic caused by the project and longer queues on Maybell will further degrade air quality. The lowered air quality also impacts the bicyclists and pedestrians that heavily use Maybell.

4. A. Aesthetics

The Project Will Have a Substantial Adverse Effect On a Public View or View Corridor

We question the knowledge of the reference sources cited in the IS/MND when it comes to familiarity with the project and the project area because of the false statement in the IS/MND that “the project area . . . does not offer views of the foothills from the project street.” In fact, there is an unobstructed view of the foothills/mountains from both sides of Maybell Avenue at 567 Maybell Avenue looking southward down the street, and this view of the foothills/mountains continues as one looks across and through the interspersed trees in Juana Briones Park from Maybell Avenue next to the project site. The view of the foothills/mountains looking across Juana Briones Park from Maybell will be blocked by the project homes along Maybell, which are proposed to be 35 feet tall and situated much closer to the street than the existing single-story homes. Therefore the project would violate Policy L-3 of the Palo Alto Comprehensive Plan: Guide development to respect views of the foothills and East Bay hills from public streets in the developed portions of the City.

The Project Will Violate Existing Comprehensive Plan Policies Regarding Visual Resources

We also strongly disagree with the IS/MND's statement that "The proposed project is generally compatible with the scale and character of the neighborhood."¹⁴ The IS/MND tries to justify this inaccurate statement by improperly comparing the 35-ft. high 3-story single family units in the proposed project to the maximum allowable heights of 30-33 feet, depending on roof pitch, in the R-1 zone district. However, the IS/MND's responsibility is to compare the project to existing conditions, not hypothetical conditions. The fact is that there are no 3-story homes in the neighborhood, and none of the existing nearby homes approach the 35-ft. height of the proposed project's single-family homes. The current zoning of the project property along Maybell is R-2, not R-1, and R-2 limits residence height to 30 feet. Furthermore, the proposed project's single family homes are set back only 12 feet from Maybell Avenue. This reduced setback greatly amplifies the impact of the height of the proposed 3-story single family homes in the project in the context of the surrounding area. (R-1 and R-2 zoning require a minimum 20-ft front setback). The 8-foot side-separations (4-ft. setbacks compared to minimum 6-ft. side setbacks for the R-1 and R-2 zones) between the proposed project's 3-story single family homes effectively create a wall of multiple 35-ft. buildings very close to the street. This project would dramatically deviate from the existing scale and character of the single-family homes nearby. This project clearly violates Policy L-5 of the Palo Alto Comprehensive Plan: Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale.

Moreover, the comparison of the Project's proposed single-family homes to permitted R-1 heights in the IS/MND ignores that construction of new 2-story homes, or an addition of a second story in the R-1 zone district is subject to the Individual Review process to assure that the unique character of the neighborhood is preserved, that the new construction is compatible with the existing residential neighborhood, that the surrounding context is respected, that the neighbors' concerns are considered with respect to privacy, scale and massing, and streetscape, and that there is awareness of each property's effect upon neighboring properties.¹⁵ The single-family homes proposed by the project have not undergone Individual Review.

In addition, the size and scale of the proposed senior building in the project is unacceptable. The senior building portion of the project proposes to build 60 units of housing on 1 acre of re-zoned land. That land is currently zoned RM-15, which permits up to 15 units per acre. As the IS/MND points out, the closest zone designation in Palo Alto to the proposed senior development is RM-40, which permits up to 40 units per acre.

Note that the Palo Alto Municipal Code ("PAMC") describes the purpose of the RM-40 zone district as follows:

¹⁴ *Id.*, p11.

¹⁵ Palo Alto Municipal Code ("PAMC"), section 18.12.110.

The RM-40 high density multiple-family residence district is intended to create, preserve and enhance locations for apartment living at *the highest density deemed appropriate for Palo Alto*. The most suitable locations for this district are in the downtown area, in select sites in the California Avenue area and along major transportation corridors which are close to mass transportation facilities and major employment and service centers. Permitted densities in the RM-40 residence district range from thirty-one to forty dwelling units per acre.¹⁶

So, according to the language of Palo Alto’s zoning code, the proposed senior building exceeds, by 50%, the “highest density deemed appropriate for Palo Alto.” In order to build this inappropriately high density senior building, the building is proposed to have an “overall height of 50 feet.”¹⁷ The PAMC limits the maximum building height in the RM-40 zone district to 40 feet, (or 35 feet of those portions of a site within 50 feet of a more restrictive residential district or a site containing a residential use in a nonresidential district).¹⁸ The proposed senior building exceeds the maximum height permitted in RM-40, the highest density zoning deemed appropriate for Palo Alto, as well as the 30-foot maximum height permitted in RM-15, the current zoning designation for the senior building site.

We also note that the project location is not a “most suitable” location for RM-40 zoning (the highest density deemed appropriate for Palo Alto) as described in the Palo Alto Municipal Code. It is not located in the downtown area, in the California Avenue area or along a major transportation corridor which is close to mass transportation facilities and major employment and service centers. Therefore, the proposed project clearly conflicts with the Palo Alto Municipal Code.

The Land Use and Planning impacts of the Project are discussed further below. However, we point out the inconsistency of the Project with the Palo Alto Comprehensive Plan policies L-3 and L-5 here to refute the discussion of these policies on page 11 of the IS/MND which appears under the A. Aesthetics section.

5. B. Agricultural and Forest Resources

The IS/MND tries to characterize the orchard that currently exists on the project property as non-agricultural. However, an orchard of 90 fruit trees,¹⁹ mostly apricot, is rare on the Peninsula, and even rarer in the urbanized part of Palo Alto. The fruit trees can continue to bear fruit and can serve an agricultural purpose, and the IS/MND’s attempt to minimize this unique resource is troubling. The orchard is a unique agricultural, biological and aesthetic resource, much valued by the neighborhood residents.

6. J. Land Use and Planning

¹⁶ PAMC *op. cit.*, section 18.13.010 (c), *emphasis added*.

¹⁷ IS/MND, *op. cit.*, p 7. (Note that on p10 an “overall height of 46 feet” contradicts the ht. listed on p 7)

¹⁸ PAMC, *op. cit.*, section 18.13.040, Table 2.

¹⁹ IS/MND, *op. cit.*, p 11.

The Palo Alto's General Plan is titled the Palo Alto Comprehensive Plan ("The Comprehensive Plan"). Discussion of the Project's conflicts with Policy L-3 and Policy L-5 of the Comprehensive Plan is discussed above in the 4. A. Aesthetics section.

In addition, that above discussion pointed out that the project conflicts with the PAMC zoning code. To that discussion, we add that the current zoning for the senior building is RM-15 and the PAMC describes the purpose of the RM-15 zone as follows:

The RM-15 low-density multiple-family residence district is intended to create, preserve and enhance areas for a mixture of single-family and multiple-family housing which is compatible with lower density and residential districts nearby, including single-family residence districts. The RM-15 residence district also serves as a transition to moderate density multiple-family districts or districts with nonresidential uses. Permitted densities in the RM-15 residence district range from eight to fifteen dwelling units per acre.²⁰

The RM-15 zoning that currently exists for part of the project site is appropriate and consistent with Policy L-6 of the Comprehensive Plan, which appears below:

Policy L-6

Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning district boundaries at mid-block locations rather than along streets wherever possible.

Yet the Project proposes to replace RM-15 zoning with a Planned Community zoning whose density exceeds the highest density zoning deemed appropriate in Palo Alto by 50%, abruptly changing the density from the adjacent single-family residential zone. The proposed zoning would be four times the maximum density permitted by current RM-15 zoning. RM-30, medium density multiple-family residential zoning would offer less of an abrupt change in density than the proposed senior housing project, which is essentially RM-40 plus 50%, and would at least offer some consistency with Policy L-6 and the purposes of multiple-family residence zones stated in the PAMC, but a project conforming to RM-30 development standards was not proposed.

The project also proposes an abrupt change in scale from single-family homes to a 60-unit senior housing building that (at 50 feet) even exceeds the 40-foot height limit of a building in the RM-40 zone district, not to mention the 30-foot height limit of RM-15 zoning. (See the discussion of size and scale in 4. A. Aesthetics, above). To promote some degree of transition, the project must at least limit the size, scale and density of the proposed senior building to RM-30, medium density housing, not exceed the limits of RM-40, the highest density housing deemed appropriate for Palo Alto.

The project also proposes an abrupt change in scale and density between the R-1 zoned homes on Maybell and the proposed single-family Project homes. In addition to the setbacks and height restrictions described in the discussion above, R-1 and R-2 zone

²⁰ PAMC, *op. cit.*, 18.13.010 (a)

districts require a minimum lot size of 6,000 square feet. The proposed project's single-family homes would be on lots the size of 2,300 to 3,400 square feet, approximately half the required minimum size of R-1 or R-2 lots. The proposed increase in scale and density is abrupt, doubling the density, and is not at mid-block location as suggested by Policy L-6.

7. O. Recreation

The project would increase the use of an existing neighborhood park such that the substantial physical deterioration of the facility would be accelerated. The proposed project provides limited on-site open space and is located just across Clemo Avenue from Juana Briones Park. The increased use of Juana Briones Park resulting from the 60-unit senior building and the 15 single family homes will accelerate substantial deterioration of the park facilities, and the senior building will not contribute any development impact fees to help maintain park facilities.

8. R. Mandatory Findings of Significance

The inadequacy of the IS/MND with respect to cumulative impacts has been discussed above.

In addition, the project will have environmental effects, discussed above, that will cause substantial adverse effects on human beings. When the safety of bicyclists and pedestrians is impacted, substantial physical harm can result. Furthermore, impeding and delaying emergency access also can result in substantial adverse effects on human beings, including death.

Conclusion

For the foregoing reasons, the IS/MND fails to comply with the California Environmental Quality Act. The City should proceed to prepare an EIR in order to adequately assess the Project and its impacts.

Sincerely,

Coalition for Safe and Sensible Zoning

Cc: Palo Alto Planning Commission

Ellner, Robin

From: Diane Lee <dianedcl@comcast.net>
Sent: Wednesday, May 22, 2013 8:26 AM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Our Objections to Maybell and Clemo Development Project

Members of the Planning Commission and Members of the City Council:

We are writing to you to voice our objections to the planned re-zoning of the property on Maybell Avenue in order to construct a high density 'Planned Community' project at Maybell Avenue and Clemo Avenue. Our objections are based on unsafe increased traffic flow and more importantly the encroachment of high density housing into our neighborhoods.

We live on Willmar drive and commute on Maybell Avenue every day. This street is already congested with traffic and does not need more traffic. Ever since the narrowing of traffic lanes on Arastradero Road, more traffic has been funneled onto Maybell Avenue. This includes a large percentage of bicycle and car traffic during school hours. Portions of Maybell Avenue do not have sidewalks, so it is already risky for pedestrians to walk this street. Adding more traffic onto this street will only exacerbate the congestion problem and make the street unsafe for both bicycle and pedestrian traffic.

This neighborhood and the surrounding neighborhoods are designed as single family residential neighborhoods and should remain so. Our neighborhood should not migrate into a set of high density housing. This project would set a bad precedent for which there would be no turning around. The idea of having high density housing only seems to be motivated by the city and the developers to reap larger profits. The currently zoning of R-15 allows for only 32 residences maximum. There is no justification for a project that is attempting to build more than twice the number of allowed residences. This is direct conflict with the City's Land Development use policies that state: **"Avoid land uses that are overwhelming and unacceptable due to their size and scale"** and **"Preserve the character of residential neighborhoods by encouraging new or remodeled structures to be compatible with the neighborhood and adjacent structures"**. The city and planning commission would need to spot zone this area to permit a project of this size. Zoning in this neighborhood provides no substantive value to the community that would justify this type zoning.

We would expect any development along Maybell Avenue to follow common sense guidelines that would include; housing project density constraints consistent with the surrounding neighborhood, adequate setbacks, building heights consistent with current zoning, and sidewalks for safety of pedestrians. I urge the Planning Commission and City Council to not re-zone this property and consider a project that is in line with the context of the existing neighborhood.

Thank you,

Diane Lee and Jim Jurkovich

Ellner, Robin

From: Tomas Kong <kongs@pacbell.net>
Sent: Monday, May 20, 2013 12:36 AM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Opposition to Maybell/Clemo project - include objections in records

Dear Tim, Curtis, and City Council and Planning Commission members,

I'm writing again to express my concern and opposition to the proposed rezoning for the Maybell/Clemo project. None of the concerns that I submitted before and am now re-submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

Specifically, the traffic study presented by PAHC did not take into account pedestrian and bicycle traffic, especially during peak school commute hours. I regularly use Maybell during these hours, and simply cannot understand why the city would add high-density housing that would exacerbate what's already a challenging situation given the amount of kids from the three nearby schools who use this as a bicycle route (Briones, Terman, Gunn).

Despite the stories from PAHC about senior citizens not driving much, I think this is a faulty assumption given that this location is not conveniently located near public transportation and/or senior services. Whether it's the senior citizens themselves or their caretakers/relatives driving, the truth is that this increased traffic flowing through Maybell and adjacent streets constitute a significant risk to a residential neighborhood and the kids on their way to/from school.

I certainly hope we don't have to come back to this kind of warning later on to determine liability, if and when we have a traffic accident caused by poor planning decisions by the city. By then PAHC will have moved on, and any liability issues will have to be addressed and paid by the city, impacting all of us.

Please note that over 95% of neighbors surveyed oppose this project, and I expect you as city officials to represent the interest and the needs of our neighborhood.

Sincerely yours,

Tomas Kong

Willmar Drive

Ellner, Robin

From: Lynn Kidder <lykidder@gmail.com>
Sent: Sunday, May 19, 2013 6:05 PM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Opposed to Maybell/Clema Rezoning

Dear Planning Commission,

We are strongly opposed to the rezoning of Maybell to a high density zone. The proposed high density project is between two major commute corridors for school students (Maybell and Arastradero), and there are 11 schools along the Arastradero/Charleston corridor. This area is a designated "Safe Route to School/Traffic Calming" area that affects over 3,000 students. There are over 1,000 bicyclists that travel on Maybell.

EVEN THOUGH this is a designated school commute route, and EVEN THOUGH traffic calming measures have been put in place on Arastradero, there is still far too much car commute traffic on Maybell and Arastradero, and many, many cars exceed the 25mph speed limit on Arastradero. According to the City of Palo Alto's traffic study report from 2009, "The Arastradero Road–Charleston Road corridor carries higher levels of traffic at higher speeds than any of the other study corridors."

We do not believe the city has done enough to study the bicycle traffic and safety issues along this very important school commute corridor. I have observed many, many mornings when the waves of kids biking to Terman and Gunn cross over El Camino onto Maybell. They are KIDS, as young as 11 or 12. They weave, they laugh, they bike in groups, they talk to one another, and they do unexpected things. Cars that travel along these same roads can create a hazardous condition, especially when the cars try to pull out and speed around groups of kids.

We should be doing all we can to encourage MORE students to bike to school. The City's goal of rezoning Maybell to high density in the General Plan is unacceptable, because the impact it will have on a supposedly "safe" route to school is certainly going to be a negative one.

The concerns that we have submitted before and are now re-submitting have not been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

Thank you,

Lynn and Peter Kidder
Willmar Drive, Palo Alto

Ellner, Robin

From: Richard Keller <rakinc@yahoo.com>
Sent: Wednesday, May 22, 2013 10:45 AM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: rezone Maybell/Clema

None of the concerns that I submitted before and am now re-submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

I personally do not want more high density housing in the Barron Park Neighborhood.

Higher density always means more access traffic.

There are four schools in close proximity to the Maybell / Clema intersection, as well as the public park all of which have children of all ages and their parents.

The street traffic by students on bike, foot and car now focus on this section of Barron Park, the traffic study offered by the proponents of the zoning change apparently did not take this into account and is flawed.

Keep the zoning of the Maybell / Clema subject property as it is now.

No not rezone for High Density housing.

Richard Keller
642 Georgia Ave.
Palo Alto, CA. 94306-3810

Ellner, Robin

From: Kathy Eisenhardt <kme@stanford.edu>
Sent: Monday, May 20, 2013 10:20 AM
To: Planning Commission
Subject: Maybell-Clemo

Planning Commission members:

I wanted to let you know that I believe that this editorial is a highly effective statement of some of the problems with the proposed PAHC proposal. You simply are doing something illegal, unfair, and unwise. I provide it below for your information.

The botches of the Arastradero corridor and Miki's Market should be a lesson of how poor the planning has become at this end of the city.

Finally, the serious safety, congestion, and pollution issues of the PAHC project remain unaddressed.

Sincerely,

Kathleen Eisenhardt
4184 Donald Drive

Editorial: A backwards process on Maybell project "Not a done deal" defense rings hollow for proposed senior-housing development

Imagine making a substantial family investment in something before determining its value, how other family members felt about it and deciding if it was the best way to meet your family goals?

That's exactly what has happened with the city of Palo Alto's botched handling of a development proposed by the Palo Alto Housing Corporation (PAHC), and neighbors of the Maybell Avenue project site in Barron Park have every reason to feel the fix is in.

The problem began last November when the council agreed to loan PAHC \$3.2 million to acquire the land for the project at 567 Maybell Ave., a street with no sidewalks one block north of Arastradero Road that has been severely impacted by drivers and bicyclists trying to avoid the congestion on Arastradero due to the lane reductions.

The council added another \$2.6 million loan in March, even though the project itself had not received approvals from the Planning and Transportation Commission or the City Council and environmental review and public hearings hadn't been completed.

PAHC's laudable mission is to increase the amount of affordable housing in Palo Alto with the goal of maintaining a diverse community. It had the opportunity to buy two large parcels totaling 2.5 acres but needed loans from the city to close the deal, and ultimately will need the city to approve a special planned community (PC) zone in order to build a four-story 60-unit apartment building and 15 single-family homes. The homes would be sold at market rate and the profits from those sales would enable the city to eventually be repaid.

Neighborhood residents, who were caught unaware during the early consideration of the loan request, now have a wide range of legitimate complaints, especially the impact of traffic which they say the city's consultant downplayed, and what they feel is the tone-deaf way the city bureaucracy went about slipping the project into the city's required Housing Element, set to be approved by the City Council Monday night.

If approved, it will be another action supporting the project taken prior to the council holding public hearings and considering the PAHC application for a PC zone. It is not credible, as some council members have stated, that their minds are completely open on whether to approve the project and that prior actions won't have any influence as they consider the development in future weeks.

Maybell-area residents have to feel like the deck is stacked against them, when before the project is even approved, it has received more than \$5 million in loans from the City Council and is included in the city's much ballyhooed Housing Element.

At last week's meeting of the council's Regional Housing Mandate Committee the vote was 3-0 (Scharff, Schmid, Berman, with Holman absent) to approve the Housing Element with the yet-to-be approved Maybell housing development included.

When the Association of Bay Area Governments told Palo Alto it must plan and zone for 2,860 new housing units in the current planning period it sent officials scrambling to meet the quota. Planning Director Curtis Williams said last week that including Maybell is an important part of helping the city comply with ABAG. Without it he said, "We'd have to go back to the drawing board ..."

Despite their 3-0 vote to approve including Maybell, members of the Housing Mandate committee tried to reassure residents that their minds were not made up. There is plenty of leeway for the council to reject the Maybell housing and then revise the Housing Element if necessary, they say.

"I have not made up my mind on Maybell and this is not a done deal,"

Mayor Greg Scharff told the largely hostile audience at the meeting last Thursday, saying he voted to approve it because he said it is required by law but could be revised later.

New development and particularly the development of low-income housing that exceeds the allowable zoning is always going to create controversy in Palo Alto. That means city officials need to bend over backwards to ensure early and transparent engagement with neighbors and a process that progresses in an ethically and legally acceptable fashion.

This hasn't happened with this development proposal, and the City Council now needs to do the right thing and remove the proposed Maybell project from the official housing plan. That gesture won't repair the damage that has been done, but it will at least signal that the council now understands the neighborhood's outrage and accepts responsibility for the poor process.

Kathleen M. Eisenhardt
Stanford Warren Ascherman M.D. Professor Co-director, Stanford Technology Ventures Program
345 Huang Engineering Center.
Stanford, CA 94305-4121
Stanford University

Tel: 650-723-1887

Fax: 650-723-1614

<http://soe.stanford.edu/research/layoutMSnE.php?sunsetid=kme>

<http://stvp.stanford.edu/>

Ellner, Robin

From: Wong, Tim
Sent: Monday, May 20, 2013 12:51 PM
To: Ellner, Robin
Subject: FW: Maybell-Clemo and editorial

-----Original Message-----

From: Kathy Eisenhardt [mailto:kme@stanford.edu]
Sent: Monday, May 20, 2013 10:26 AM
To: Wong, Tim; Williams, Curtis
Subject: Maybell-Clemo and editorial

Mr. Wong, Mr. Williams:

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Sincerely,

Kathleen Eisenhardt
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That's exactly what has happened with the city of Palo Alto's botched handling of a development proposed by the Palo Alto Housing Corporation (PAHC), and neighbors of the Maybell Avenue project site in Barron Park have every reason to feel the fix is in.

The problem began last November when the council agreed to loan PAHC \$3.2 million to acquire the land for the project at 567 Maybell Ave., a street with no sidewalks one block north of Arastradero Road that has been severely impacted by drivers and bicyclists trying to avoid the congestion on Arastradero due to the lane reductions.

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PAHC's laudable mission is to increase the amount of affordable housing in Palo Alto with the goal of maintaining a diverse community. It had the opportunity to buy two large parcels totaling

2.5 acres but needed loans from the city to close the deal, and ultimately will need the city to approve a special planned community (PC) zone in order to build a four-story 60-unit apartment building and 15 single-family homes. The homes would be sold at market rate and the profits from those sales would enable the city to eventually be repaid.

Neighborhood residents, who were caught unaware during the early consideration of the loan request, now have a wide range of legitimate complaints, especially the impact of traffic which they say the city's consultant downplayed, and what they feel is the tone-deaf way the city bureaucracy went about slipping the project into the city's required Housing Element, set to be approved by the City Council Monday night.

If approved, it will be another action supporting the project taken prior to the council holding public hearings and considering the PAHC application for a PC zone. It is not credible, as some council members have stated, that their minds are completely open on whether to approve the project and that prior actions won't have any influence as they consider the development in future weeks.

Maybell-area residents have to feel like the deck is stacked against them, when before the project is even approved, it has received more than \$5 million in loans from the City Council and is included in the city's much ballyhooed Housing Element.

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Despite their 3-0 vote to approve including Maybell, members of the Housing Mandate committee tried to reassure residents that their minds were not made up. There is plenty of leeway for the council to reject the Maybell housing and then revise the Housing Element if necessary, they say.

"I have not made up my mind on Maybell and this is not a done deal," Mayor Greg Scharff told the largely hostile audience at the meeting last Thursday, saying he voted to approve it because he said it is required by law but could be revised later.

New development and particularly the development of low-income housing that exceeds the allowable zoning is always going to create controversy in Palo Alto. That means city officials need to bend over backwards to ensure early and transparent engagement with neighbors and a process that progresses in an ethically and legally acceptable fashion.

This hasn't happened with this development proposal, and the City Council now needs to do the right thing and remove the proposed Maybell project from the official housing plan. That gesture won't repair the damage that has been done, but it will at least signal that the council now understands the neighborhood's outrage and accepts responsibility for the poor process.

Ellner, Robin

From: Edie Keating <edie.keating100@gmail.com>
Sent: Tuesday, May 21, 2013 1:13 AM
To: Planning Commission
Subject: The Proposed Maybell Senior Housing Should be Recommend

To the Palo Alto Planning Commission -

I believe that the proposed Maybell Senior Housing Project is a truly superior project, and I hope you will recommend its approval. I also believe the concerns some have expressed are not well founded.

I attend church next door to Stephenson House, which provides over 100 units of affordable senior housing. It has been my pleasure to know many of its residents, including retired librarians, retired nursery school teachers, and grandparents of local families. Many of the people there have long connections to our community, and affordable senior housing gives them the opportunity and security that they can stay. Stephenson House always has a wait list, typically over 100 people long, and waits for units can be up to two years. With the baby boomer population bulge heading for retirement, I have no doubt that there will be many applicants for the 60 units at Maybell.

There is one assumption of the project that I think I can confirm. The residents at Stephenson House don't drive much. When I turn into church, which is at a varied range of times, not just Sunday morning, it is hard to remember seeing a car coming in or out of the driveway next door. However, I often need to slow down because a Stephenson House resident is walking across our driveway, on there way to Piazza's Market. Some of them have stopped driving entirely. Stephenson House is next door to Hoover School, and Thatcher Preschool is on site at our church. Too my knowledge, all these vehicles, pedestrians and bikes manage to get where they are going without incident. Unlike most of us, senior drivers are not in a rush, and they can schedule their trips to avoid rush hour traffic.

The added sidewalk on Maybell will add to pedestrian safety. Having garages and driveways for all 15 single family homes on the interior alley, rather than on Maybell, also will limit the points where cars enter onto Maybell, again increasing pedestrian safety, and the suggested no parking from 7am to 7pm on Maybell will increase bicycle safety.

Just as the Tan Plaza tower does not impact the street level ambience on Maybell, neither will the remote corner senior housing site impact the Maybell ambience. While there have been compaints about setbacks, the existing houses have narrow setbacks already, and the proposal to increase setbacks on Clemo to preserve the large oak trees there preserves a wonderful feature of this location.

What will happen if this project is not approved? It is likely that Palo Alto Housing corporation will sell the land to a for profit housing developer. As the staff report states, and as is intuitively sensible, building market rate family housing with the current zoning results in more peak hour (i.e. school commute time) trips than the proposed project. It is unrealistic that a for profit developer will build less than the zoning allows. So given the current zoning, I cannot think of a better way than this proposal to minimize projected car trips, given that this multimillion dollar site will be developed. I hope that the neighbors who state their support for safe school commutes, and their support for affordable senior housing, will begin to see that the proposed project is far superior on both counts than any project within current zoning would be.

Home owners with a predictable mortgage and prop 13 tax protection have stability in their housing costs. Renters are vulnerable to suddenly increasing rental rates, as the current rental market reminds us. Non profits like Palo Alto Housing Corporation will not increase rents just because they can. Non profit housing is an oasis of rent level stability, and the whole city of Palo Alto benefits from as our stock of non profit rental housing grows. The Palo Alto City Council made a good choice to support acquisition of this property financially. If the project is not approved, the land can easily be resold. But the difficult thing that the city helped achieve was the acquisition of this significant site by non profit Palo Alto Housing Corporation.

I hope you will think of the reduced traffic, the value of affordable senior housing, and appreciate the community sensitive project features, and recommend approval of this project. When presented with an opportunity like these 60 units, I look to city leadership to balance the value of these units to the whole community with any potential impact on the neighbors. But happily, this project is also the lowest impact housing project that I can imagine for this site. The single family homes transition with the neighborhood, and the far corner senior housing reduces school hour traffic, compared to the likely alternative of market rate housing. Hurray! This project will be a win for both the wider Palo Alto community, and the Maybell neighbors, even if they can't see that at this time.

Please recommend approval of this project.

Sincerely,

Eddie Keating
3553 Alma St. #5
Palo Alto CA 94306

Ellner, Robin

From: Patti Kahn <patti@kornfeld.com>
Sent: Wednesday, May 22, 2013 9:57 AM
To: Wong, Tim; Williams, Curtis; Planning Commission; Council, City;
info@paloaltoville.com
Subject: Rezoning of Maybell and Clemo

I am writing to express my deep concern regarding the city's proposed rezoning of the area at Maybell and Clemo to allow the building of high-density housing. Traffic on Maybell in the mornings and afternoons is already a nightmare of gridlock. Because Maybell is a designated safe bike route to four schools, there are dozens and dozens of bicyclists and pedestrians sharing this narrow road with dozens and dozens of cars each morning and afternoon. Evidently, the traffic study that was done did not take into account this high-volume bicycle and pedestrian traffic.

Adding 60 high-density housing units and 15 homes will ensure that the already-gridlocked traffic becomes simply unbearable--both for current users of the street and residents of the new housing units. But more importantly, unless one of you can personally guarantee that no emergency-response vehicle will ever need to travel on Maybell between 7:30 and 9:00 a.m.--that is, that no ambulance will ever need to go there or no fire will ever break out during that time--I believe you will be personally responsible for any tragedy that may occur during those hours in that neighborhood. During those busy hours, there would be absolutely no way--I repeat, NO way--for an emergency-response vehicle to get through. I cannot urge you strongly enough to oppose the rezoning and proposed building of high-density housing in a neighborhood that simply cannot handle it safely.

Thank you for your time.

Sincerely Yours,

Patti Kahn
Barron Park resident

Ellner, Robin

From: Jonathan Marson <800gallons@gmail.com>
Sent: Sunday, May 19, 2013 9:01 PM
To: Planning Commission; Council, City
Cc: Williams, Curtis; Wong, Tim
Subject: 567 and 595 Maybell Avenue Rezoning

Dear Sir or Madam,

I am writing to oppose the above rezoning. I grew up in the Barron Square condos. Although I am away at university now, my parents still live there. I know the traffic situation on Arastradero and Maybell and it is very congested, especially when the schools start and get out.

None of the concerns that I am submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

I rode my bicycle to Barron Park primary school and to Gunn High School. The traffic on both those streets is very heavy. There are a lot of kids walking and bicycling, and cars everywhere during those times can be dangerous. I had a friend who was once hit by a car while leaving the bike path from Gunn. Fortunately, her injuries were minor, but this could become a far more dangerous situation in the future with greater congestion.

I understand that there will be 65 new units in total, which is a lot for that area. Even though older people drive less, there will still be more traffic because they need to go to the grocery store and doctor, and they need help when they have an emergency.

I also oppose this development because it is overwhelming for the area due to its size and scale. Most of the surrounding places or single-family homes – this new development will be very different and not fit in with the rest of the neighborhood.

Also, this is only the most recent of many new developments that have changed south Palo Alto. When we first moved there, it seemed like a safe place to walk and bicycle, even when we had to cross El Camino. With all the new houses and apartments that are being built, the traffic on the main streets is becoming much worse, and the designated bicycle lanes (which were helpful to me) actually make the car traffic more crowded. Since bus service is not as available in Palo Alto as in a city, and we don't have a subway, I request that you deny this request to change the zoning for now.

Thank you for considering this request,

Jonathan Marson

4150 Thain Way

800gallons@gmail.com

Ellner, Robin

From: Jonathan Marson <mail@changemail.org>
Sent: Sunday, May 19, 2013 5:38 PM
To: Planning Commission
Subject: 5 new petition signatures: wenlin chen, Eva Gal...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 145 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school each day, increased traffic and serious safety issues concern us all. This rezoning would significantly and negatively impact several neighborhoods - Green Acres, Barron Park, Charleston Meadows, and Palo Alto Orchards, in terms of traffic, safety, school access, quality of life, and aesthetics of the neighborhood. The most serious concern is bike and pedestrian safety as Maybell is a small road that is the main thoroughfare for hundreds of students attending Juana Briones Elementary School, Juana Briones Occupationally Handicapped Center, Juana Briones Kids Club, Terman Middle School, Gunn High School, and Barron Park Elementary School, in addition to those who regularly use Juana Briones Park for field-trip and after-school activities. Given the central and primary access to five schools in this area, Maybell has been designated a "Safe to School Route" - and the Palo Alto School District and the City of Palo consistently urge parents and families to have our children bike or walk to school. And yet, even though this is a designated "Safe to School Route" - it is already way over safe traffic capacity limits. Every day, parents and residents witness dangerous driving and school kids in near-miss situations. There are no sidewalks, no curbs, and no bike paths on Maybell Avenue, and bikes, pedestrians, strollers, and motorists all share the same road. Maybell is already a choke-hold, there are no other ingress points directly into this neighborhood. Arastradero has been re-striped and narrowed, driving traffic onto Maybell. The traffic overflows to Amarantha and Georgia, which also have no sidewalks, curbs, or bike paths. Young children on bikes and walking are often forced to weave between parked cars - just to get to school. I have personally seen cars backing up or pulling out, almost hitting young children on their bikes that they can't see. How staggeringly unreasonable and irresponsible it would be for the City to ignore the warnings, information, and pleas from parents and residents. If anything were to happen to a child due to a known traffic safety issue, the fault would squarely be theirs. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Putting up 75 new housing units would increase known traffic dangers, and also essentially "trap" residents and emergency/disaster vehicles by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino and plenty of reasonable development potential throughout the city. There are dozens of empty, unleased-for-years buildings in commercial and high-density zoned areas already that are wasteland, and yet the City would consider seriously putting children's lives at risk by building high-density in a residential neighborhood that feeds into five schools. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

141. wenlin chen Palo Alto, California
142. Eva Gal Palo Alto, California
143. Lucy Yuan Palo Alto, California
144. Allan Marson Palo Alto, California
145. Jonathan Marson Palo Alto, California



Ellner, Robin

From: Jonathan Marson <mail@changemail.org>
Sent: Sunday, May 19, 2013 5:38 PM
To: Planning Commission
Subject: Why I signed -- My parents live near

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

My parents live near the relevant zone and this will affect them, as well as the community, negatively in terms of congestion and the safety of children who attend the nearby schools.

Sincerely,
Jonathan Marson
Palo Alto, California

There are now 145 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: Jacob Hartinger (jharting) <jharting@cisco.com>
Sent: Tuesday, May 21, 2013 12:05 PM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Maybell rezoning

Dear local government leaders,

I am writing to express my objection to the rezoning of the Maybell/Clemo parcel. I do not object to senior housing and welcome the City to identify appropriate locations.

I have been a resident of Barron Park near Maybell for more than 20 years. I have seen Terman open as a middle school. I have seen increases in Gunn and Juana Briones student enrollment. Most notably I have witnessed the traffic behavior on the community following the Arastadero lane re-stripe project and see the huge increase in Maybell traffic from cars seeking to avoid the backup on Arastadero.

The increase in traffic has been exponential and the impact to safety significant. On school days I often wait for 3-5 minutes to make a left turn from Abel on to Maybell, watching over a hundred cyclists go by, with the road completely clogged with cars. This is an unsafe situation as people are in a hurry, car doors can open and accidents wait to happen. I also pass Arastadero on El Camino and often notice red-light violations and intersection blockage due to the traffic headed to Terman and/or Gunn. I have seen the Maybell stop signs at Coloumbe and Maybell "taken out" multiple times. People are hurrying and the situation is currently unsafe. Please do not rezone and make that situation worse!

I also have a significant concern regarding Maybell street width between Baker and Amaranta. If you walk those two blocks you will notice that Maybell gets 5ft narrower on the West side of Baker and then narrower again on the west side of Abel. This road configuration is unexpected for motorists, pedestrians, and cyclists and raises a safety risk. I have not seen this addressed in any development plan and it should be.

I also have concern about Emergency vehicle access to Maybell from Clemo. Traffic is blocked with 4 inch park barrier however Emergency vehicles sometimes use this as access to the Barron Park community. The area on Maybell around Clemo should be designated as "no stopping" to allow emergency vehicle access. Again, Access to Barron Park for Emergency Vehicles can only get worse with the rezoning. Please do not rezone!

Regards,

Jake Hartinger
4143 Abel Ave.
Palo Alto



Santa Clara County Housing Action Coalition



The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing

May 17, 2013

Palo Alto Planning and Transportation Commission
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Members of the Palo Alto Planning and Transportation Commission,

On behalf of the Housing Action Coalition, I am writing to express support for the Maybell Orchard development proposal by the Palo Alto Housing Corporation, (PAHC).

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

The Maybell Orchard proposal provides a great opportunity to add much needed affordable homes for seniors to Palo Alto. The proposal will be 100% affordable and will serve seniors with incomes ranging between 30-60% AMI for Santa Clara County. The whole property is a 2.46 acre site, but it will be rezoned and subdivided so that a portion of the site will accommodate single-family homes, which will be transferred to and built by a private developer. However, the Palo Alto Housing Corporation's overall goal for this site is to create fifty-nine (59) one-bedroom homes for extremely-low and low-income seniors on a 1.1 acre parcel.

Furthermore, this proposal will help create a close-knit community beyond the apartment's own walls through multi-generational events, as it is adjacent to a family property that is also owned by PAHC. In terms of access to transportation, the proposal is within 500 feet of the north-south peninsula artery, El Camino Real, which is served by multiple VTA bus routes such as the "22", "Rapid 522" and "88." The bus stop for each of these routes is less than a five- minute walk from the property. Moreover, railway access is readily available at the Palo Alto (3.5 mi), San Antonio (1.9 mi), and California Avenue (2.0 mi) Caltrain stations. This proximity to transit is very wise public policy as seniors are less likely to be able to drive. These transit opportunities allow our senior population to stay active and happily engaged in the community. Also very important is the fact that the accessible public transit opportunities encourage transit ridership versus auto-ownership, therefore minimizing greenhouse gas emissions and benefiting the environment.

Overall, we believe the Maybell Orchard proposal will be highly beneficial, not only by creating homes for low income seniors in Palo Alto, but also by serving to benefit the community as a whole.

We encourage your support of this proposal and thank you for your consideration of our comments.

Sincerely,



Margaret Bard
Housing Action Coalition
Chair

Ellner, Robin

From: Eva Gal <mail@changemail.org>
Sent: Sunday, May 19, 2013 4:40 PM
To: Planning Commission
Subject: Why I signed -- Thge proposed rezoning is

Dear Planning Commission, City of Palo Alto,

I just signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

Here's why I signed:

Thge proposed rezoning is illegal,; the process has violated every element of an open and transparent city council process; the rezoning will create severe traffic, emergency and school safety issues

Sincerely,
Eva Gal
Palo Alto, California

There are now 142 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>



Ellner, Robin

From: eugene zukowsky <eandzz@stanford.edu>
Sent: Monday, May 20, 2013 9:37 AM
To: Planning Commission
Subject: Clemo/Maybell project

As a long time resident of Maybell Way, we have already weathered one strongly contested plan, i.e., the Charlston/Arastradero corridor. Having sat through the open meetings listening to the arguments and feeling the futility of anything we predict making an impact, leaves us with the sense of "I have been there before". Every prediction we made to you then has been correct!! Given the way the traffic is on Arastradero and the spillover on Maybell Ave. you could not call that a success. It's now time to suggest to you that the predictions of your Clemo/Maybell plan that you have made are wrong, again. Based on inadequate data regarding traffic, the obvious overcrowding on Maybell Ave. and the dangers of the mixture of bikes, cars and people cannot be minimized. Ironically, your major criteria for the Arastradero project was bike safety. Additionally, we are VERY concerned about access to emergency vehicles. We are seniors, living on a cul-de-sac full of seniors and are all too familiar with having the need to have emergency vehicles come to our homes. Now you're planning on compounding these problems and it looks like you, again, don't see it. In all humility, we who live here know better than you!!!

Gene and Zita Zukowsky
4153 Maybell Way

Ellner, Robin

From: Wong, Tim
Sent: Monday, May 20, 2013 9:44 AM
To: Ellner, Robin
Subject: FW: Clemo/Maybell project

An additional comment on Maybell . . .

-----Original Message-----

From: eugene zukowsky [<mailto:eandzz@stanford.edu>]
Sent: Monday, May 20, 2013 9:42 AM
To: Wong, Tim
Subject: Clemo/Maybell project

As a long time resident of Maybell Way, we have already weathered one strongly contested plan, i.e., the Charlston/Arastradero corridor. Having sat through the open meetings listening to the arguments and feeling the futility of anything we predict making an impact, leaves us with the sense of "I have been there before". Every prediction we made to you then has been correct!! Given the way the traffic is on Arastradero and the spillover on Maybell Ave. you could not call that a success. It's now time to suggest to you that the predictions of your Clemo/Maybell plan that you have made are wrong, again. Based on inadequate data regarding traffic, the obvious overcrowding on Maybell Ave. and the dangers of the mixture of bikes, cars and people cannot be minimized. Ironically, your major criteria for the Arastradero project was bike safety. Additionally, we are VERY concerned about access to emergency vehicles. We are seniors, living on a cul-de-sac full of seniors and are all too familiar with having the need to have emergency vehicles come to our homes. Now you're planning on compounding these problems and it looks like you, again, don't see it. In all humility, we who live here know better than you!!!

Gene and Zita Zukowsky
4153 Maybell Way

Ellner, Robin

From: Ree Dufresne <ree_duff@comcast.net>
Sent: Wednesday, May 22, 2013 12:19 AM
To: Wong, Tim; Council, City; Planning Commission
Cc: Williams, Curtis
Subject: Maybell/ Palo Alto Housing Project
Attachments: Mom 74 now.JPG

Hello All,

Once again I appeal to you to "stop pushing through **increased zoning projects** here in Palo Alto." **Specifically, the Project on Maybell at Clemo** which is actually going to create a **more dangerous situation** for everyone using Maybell, than we already have.

"The safety of our children and the impact on our schools and all of the services that will be required if you add anything to Maybell -- which is already **substandard in its width** -- is going to be outrageous. I can't believe there isn't another place where you can put this project that would be more safe for all of us."

At times there are transport trucks on Maybell, dropping off cars to Volvo causing pedestrians and bicyclists to "blindly" face head on traffic in both directions on Maybell.

My husband and I are pushing 80 and have lived on Thain Way for over 30 years. We are both very active with going to the Gym every day, trips to the golf course, Volunteering at the VA, Mentoring "at risk children at different schools, and going to Mt. View to shop, etc. At times we cannot get out onto Maybell to run our errands due to the excess traffic created by the **Debacle of the Arastradero/Charleston Corridor forcing more cars and bicycles onto Maybell.**

Moms and Nannys are walking children in Strollers in the street on their way to the park, we & other dog owners are walking our dogs on Maybell daily, along with many children on Bicycles riding 4 abreast at times in the middle of the street, competing with 3000 pound automobiles for the space.

I am 77 years old and I am a good driver (as opposed to the ones some folks are complaining about) and there are times when I have to drive 3 miles an hour behind children on bicycles, for fear that they don't realize that cars are behind them.

Adding this project (Maybell at Clemo) **with increased zoning** to our already negatively impacted street, is irresponsible in so many ways that it is inconceivable to

me that this Commission would allow it to be approved.

I am not opposed to Senior Housing or Low income housing, as I own a property in another city that is a Section 8 home because I feel it is the right thing to do. **I just feel that this project is a danger to our community.**

I also think that you have "put out the word to Developers that they can submit plans with increased Zoning, and it will get approved", since all of the Projects I've seen submitted recently are assuming they will get an increase from Rm-15 to Rm-30 or better, here in Palo Alto.

I plan to speak at the meeting on May 22nd as I did at the "Housing Element Meeting" so I am attaching a photo, so you don't think all 77 year olds are too old to be driving.

Sincerely,

Rosemarie Dufresne

Rosemarie (Ree) Campaña Dufresne
522 Thain Way
Palo Alto, CA 94306-3918
650-856-2024
Cell: 650-224-8845

Ellner, Robin

From: Debra Sutherland <mail@changemail.org>
Sent: Friday, May 17, 2013 3:53 PM
To: Planning Commission
Subject: 5 new petition signatures: Yao Zou, marta apple...

5 new people recently signed Elaine D's petition "[Stop High-Density Rezoning in Barron Park](#)" on Change.org.

There are now 135 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=3ef3feea1f96>

Dear Planning Commission, City of Palo Alto,

Please vote against rezoning at 567-595 Maybell Avenue. We understand that a developer is proposing that this small area would be rezoned from four single-family homes to allow 75 housing units. This high-density development will have a significant, negative impact on traffic, safety, school access, and property values in this neighborhood. With no sidewalks in this neighborhood, and so many children and teenagers walking and biking up Maybell and Georgia to and from school each day, increased traffic and serious safety issues concern us all. This rezoning would significantly and negatively impact several neighborhoods - Green Acres, Barron Park, Charleston Meadows, and Palo Alto Orchards, in terms of traffic, safety, school access, quality of life, and aesthetics of the neighborhood. The most serious concern is bike and pedestrian safety as Maybell is a small road that is the main thoroughfare for hundreds of students attending Juana Briones Elementary School, Juana Briones Occupationally Handicapped Center, Juana Briones Kids Club, Terman Middle School, Gunn High School, and Barron Park Elementary School, in addition to those who regularly use Juana Briones Park for field-trip and after-school activities. Given the central and primary access to five schools in this area, Maybell has been designated a "Safe to School Route" - and the Palo Alto School District and the City of Palo consistently urge parents and families to have our children bike or walk to school. And yet, even though this is a designated "Safe to School Route" - it is already way over safe traffic capacity limits. Every day, parents and residents witness dangerous driving and school kids in near-miss situations. There are no sidewalks, no curbs, and no bike paths on Maybell Avenue, and bikes, pedestrians, strollers, and motorists all share the same road. Maybell is already a choke-hold, there are no other ingress points directly into this neighborhood. Arastradero has been re-striped and narrowed, driving traffic onto Maybell. The traffic overflows to Amarantha and Georgia, which also have no sidewalks, curbs, or bike paths. Young children on bikes and walking are often forced to weave between parked cars - just to get to school. I have personally seen cars backing up or pulling out, almost hitting young children on their bikes that they can't see. How staggeringly unreasonable and irresponsible it would be for the City to ignore the warnings, information, and pleas from parents and residents. If anything were to happen to a child due to a known traffic safety issue, the fault would squarely be theirs. The existing zoning already provides for R-2 single family homes and duplexes in addition to RM-15 for lower-density housing. Putting up 75 new housing units would increase known traffic dangers, and also essentially "trap" residents and emergency/disaster vehicles by blocking up access on Maybell. There is already a lot of new housing development occurring all along El Camino and plenty of reasonable development potential throughout the city. There are dozens of empty, unleased-for-years buildings in commercial and high-density zoned areas already that are wasteland, and yet the City would consider seriously putting children's lives at risk by building high-density in a residential neighborhood that feeds into five schools. Be Reasonable. Be Responsible. Don't Rezone.

Sincerely,

131. Yao Zou Palo Alto, California

132. marta apple palo alto, California

133. Jacob Hartinger Palo Alto, California

134. Kate Hill Palo Alto, California

135. Debra Sutherland Palo Alto, California



Planning and Transportation Commission
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

May 14, 2013

Re: Maybell senior housing

Dear members of the Planning and Transportation Commission,

Maybell senior housing will provide 60 units of affordable housing to our aging senior population in Palo Alto. We all benefit from a diverse community that includes residents of all ages and differing income levels. Due to insufficient affordable housing, it would be a shame to lose residents that have contributed their time and energy to help make Palo Alto the extraordinary place it is today. The Palo Alto Housing Corporation has developed a plan that allows 60 senior households to continue to live, work and enjoy their community.

Affordable housing opportunities start with land acquisition. PAHC was fortunate to acquire the 2.5 acre Maybell property when so many developers were interested in the site for housing. The current zoning will support 34 homes, resulting in more square footage on the property than the senior building and 15 the proposed houses. The large site, unusual for Palo Alto, allows the senior building to be set back from the surrounding streets and neighborhood. The fifteen houses maintain the residential character of the existing streetscape while providing a smooth transition in height and massing for the neighborhood.

The Maybell site is an excellent location for senior housing in Palo Alto. The site is adjacent to Arastradero Park Apartments, a 65 unit affordable family housing development owned and managed by PAHC. The proximity of the family housing and new senior housing allows PAHC to provide management and services in a more efficient manner. As has been demonstrated in our other affordable housing projects, residents take advantage of regional transportation, carpooling, and shuttle services. We have found that our senior residents do not own cars in the same proportion as family homeowners. Based on parking requirements at other senior projects in Palo Alto, the 47 parking spaces for 60 units (parking ratio of .78) will be generous. Sheridan Senior Apartments and Stevenson House have ratios of .35 and .45 respectively. Our experience with other properties suggests that the project will be over-parked. Therefore, five of the parking spaces will be held in landscape reserve to reduce the impact of unused parking spaces on the site plan.

Seniors are not tied to commute hours as many other residents are. Living in the same building, seniors are more likely to carpool or utilize shuttle vans to get around town, go shopping, and enjoy the amenities in and around Palo Alto. By directing the relatively small amount of additional vehicular traffic directly to

Arastradero Road, the circulation into and out of the new development has been designed to minimize the impact on the neighborhood. Access to all the parking for the senior building and new houses is from Clemo Avenue only. Additionally, Briones Park is a beautiful amenity in the neighborhood. Pedestrian access has been designed within the property to allow seniors and families from Arastradero Park Apartments to walk to the park.

PAHC has held two public outreach meetings, listened carefully to the concerns of the neighbors, and has incorporated solutions to those concerns into the design. The ideas and comments of the City Council, the Planning and Transportation Commission, and the Architectural Review Board have been integral in the development of the housing plans for Maybell. The plan has been developed into a unique opportunity to provide much needed low income senior housing in Palo Alto.

PAHC has developed affordable housing throughout Palo Alto since 1970. We manage our own properties and provide extensive social services to the communities we serve. Our mission is to develop and manage affordable housing for Palo Alto and the surrounding communities. We are very excited to have this opportunity to support our low income seniors with housing built in our community. Maybell senior housing can be another important component in maintaining age and income diversity in our city.

Thank you,

David Easton, Architect
Board member of the Palo Alto Housing Corporation

Planning and Transportation Commission
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Received

May 14, 2013

MAY 16 2013

Department of Planning
& Community Environment

Re: Maybell senior housing

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Thank you,

A handwritten signature in black ink, appearing to read "David Easton". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Easton, Architect

Board member of the Palo Alto Housing Corporation

Ellner, Robin

From: Nancy Cohen <ncohen@family.stanford.edu>
Sent: Monday, May 20, 2013 2:12 PM
To: Council, City; Planning Commission
Subject: Maybell/Clemo project

I am writing to object to the ill-advised proposal for the combination of market value houses with a low income housing component on the Maybell/Clemo project.

Low income housing should be a priority for the City of Palo Alto and I would be in favor of such a project on this site if such housing could accommodate disabled residents, it did not add a traffic burden to the already heavily traveled surrounding roads and did not require such a drastic change in zoning. However, to finance that project by putting nine ugly houses along Maybell where four small homes currently exist in addition to the six on Clemo, all of which are outside the required setbacks, etc. that the City requires other homeowners to obey is not tenable. When remodeling our home on Maybell we were required to narrow the living room because the house is on a corner and the narrow side is viewed as the front of the house. This made little sense as the front door has been on Maybell for over 50 years, but we did it. Now houses are proposed with little setback and no space between them.

Trying to leave our house in the morning when school is in session is already a taxing feat. Adding to that congestion by rezoning this property for higher density right across from one of the four schools in this corridor will add to this burden. The argument that seniors do not travel at this time of day is false; we are in our 70's and need to go out several mornings a week at the same time as the school traffic.

I reiterate what a neighbor has already told you, "[T]he first thing in the Comprehensive Plan under land use is a policy to "maintain a citywide structure of residential neighborhoods," with a goal of "safe, attractive residential neighborhoods, each with its own distinct character." This project will destroy the residential, leafy aspect of this neighborhood. Children and dogs will be in danger in an area now catering to those aspects of the neighborhood.

Please do not grant this change in zoning. The City must find another way to meet Housing Element objectives.

Nancy Mahoney Cohen

Ellner, Robin

From: Carolyn Johnson <rhunterg@ix.netcom.com>
Sent: Monday, May 20, 2013 12:58 PM
To: Planning Commission
Subject: Maybell/Clemo rezoning and architectural impact

As a long-time taxpayer and multi-generational resident of Palo Alto, I respectfully ask that the City's position in this matter be re- considered.

1. As I'm sure you will all agree, the ****safety of our children must be paramount****. In my view, Maybell is already an unsafe area for all of us during before-and after-school hours due to the congestion of young people on bicycles, walking, on skateboards, riding, and driving to and from the many schools within close proximity. It already scares the heck out of me to drive in that area during those hours and since I'm retired - I simply avoid them. But others won't have that luxury. Have thorough studies of this aspect been undertaken independently by the City?
2. Where will all the cars related to these proposed bldgs park? On a beautiful day like yesterday, parking is already non-existent around our Briones Park - better known to my daughter and granddaughters as "The Choo-choo Train Park" from the years when ****my**** mother lived nearby. Congested and/or non-existent parking will only add to the difficulties of ingress/egress in the area, particularly for emergency situations. Has this been studied?
3. With all due respect, no doubt we can all probably agree that "ugly" is subjective. But let's face it - monolithic, fortress-like, overcrowded bldgs with little or no surrounding open spaces and inadequate infrastructure will ultimately tend to lead to blighted conditions. The buildings as proposed bear no relationship to the long-time and well-established architectural criteria for building in our city.
4. Hoping you'll bear with me, but as a "Senior" member of Palo Alto's community, this starts to get personal. It seems to me the proposed design and location of the "senior housing" is entirely inappropriate, to put it lightly. Everything I've seen and heard about them would make them unlivable for most of us. They don't incorporate "Universal Design". There are no services for everyday living within walking distance - even assuming one can walk and carry substantial packages. Perhaps the architects are using a "model" of "Yesterday's" Seniors? We have two cars and a truck (in addition to our bicycles) - where will we park? (so much for the myth that "seniors don't drive") Are the units to be multi-story? If so, will they incorporate elevators? Will there be space for small personal gardens? Will a community center be incorporated for Senior meetings, classes, etc. Will there be exercise/rehab facilities? Have any or all of these aspects been reviewed by the City?
My husband broke his leg and hand riding a "Century" (100 miles) on his bicycle and was in a wheelchair for two months (as noted, we aren't "Yesterday's" Seniors !) Are these apartments completely accessible to wheelchairs should either one of us need one? Are the bathrooms and kitchens designed to be "accessible? Could any of you advise me why I would want to live in one of them?

If possible, I'd like to request copies specifically of the studies ****already**** done by the City of Palo Alto (****not**** by the developer!) that address Items 1, 2, and 4 as noted above. I find it difficult to imagine that any City employee or Board/Council member would move ahead on this project - much less the incorporation of the Re-zoning in the Master Plan - without a multitude of these and other ****independent**** studies.

Thank you for your kind attention to the above and to our concerns.
Respectfully

Carolyn M. Johnson

"None of the concerns that I submitted before and am now re-submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element."

Ellner, Robin

From: Wong, Tim
Sent: Monday, May 20, 2013 12:51 PM
To: Ellner, Robin
Subject: FW: Maybell Property Re-zoning

From: Carolyn Johnson [<mailto:rhunterg@ix.netcom.com>]

Sent: Monday, May 20, 2013 12:47 PM

To: Wong, Tim

Subject: Maybell Property Re-zoning

As a multi-generational long-time taxpayer in Palo Alto, I respectfully ask that you re-consider the City's position in this matter.

1. As I'm sure you'll agree, the ****safety of our children must be paramount****. In my view, Maybell is already an unsafe area for all of us during before-and after-school hours due to the congestion of young people on bicycles, walking, on skateboards, riding, and driving to and from the many schools within close proximity. It already scares the heck out of me to drive in that area during those hours and since I'm retired - I simply avoid them. But others won't have that luxury. Have thorough studies of this aspect been undertaken independently by the City?
2. Where will all the cars related to these proposed bldgs park? On a beautiful day like yesterday, parking is already non-existent around our Briones Park - better known to my daughter and granddaughters as "The Choo-choo Train Park" from the years when ****my**** mother lived nearby. Congested and/or non-existent parking will only add to the difficulties of ingress/egress in the area, particularly for emergency situations. Has this been studied?
3. With all due respect, you and I would agree, no doubt, that "ugly" is subjective. But let's face it - monolithic, fortress-like, overcrowded bldgs with little or no surrounding open spaces and inadequate infrastructure will ultimately tend to lead to blighted conditions.
4. Hoping you'll bear with me, but as a "Senior" member of Palo Alto's community, this starts to get personal. It seems to me the proposed design and location of the "senior housing" is entirely inappropriate, to put it lightly. Everything I've seen and heard about them would make them unlivable for most of us. They don't incorporate "Universal Design". There are no services for everyday living within walking distance - even assuming one can walk and carry substantial packages. Perhaps the architects are using a "model" of "Yesterday's" Seniors? We have two cars and a truck (in addition to our bicycles) - where will we park? (so much for the myth that "seniors don't drive") Are the units to be multi-story? If so, will they incorporate elevators? Will there be space for small personal gardens? Will a community center be incorporated for Senior meetings, classes, etc. Will there be exercise/rehab facilities? Have any or all of these aspects been reviewed by the City?

My husband broke his leg and hand riding a "Century" (100 miles) on his bicycle and was in a wheelchair for two months (as noted, we aren't "Yesterday's" Seniors !) Are these apartments completely accessible to wheelchairs should either one of us need one? Are the bathrooms and kitchens designed to be "accessible? Could you advise me why I would want to live in one of them?

If possible, I'd like to request copies specifically of the studies ****already**** done by the City of Palo Alto (****not**** by the developer!) that address Items 1, 2, and 4 as noted above. I'd find it difficult to imagine that any City employee or Board/Council member would move ahead on this project - much less the incorporation of the Re-zoning in the Master Plan - without a multitude of these and other ****independent**** studies.

Thank you for your kind attention to the above and to our concerns.

Respectfully

Carolyn M. Johnson

"None of the concerns that I submitted before and am now re-submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element."

Ellner, Robin

From: Kin Cho <send.kin.mail@gmail.com>
Sent: Sunday, May 19, 2013 5:09 PM
To: Council, City; Planning Commission
Cc: info@paloaltoville.com
Subject: Stop High-density High-rise across from Briones

Dear Palo Alto city leaders and city planners,

I'm a Palo Alto resident and my home is on Maybell Ave.

Maybell Ave. and Arastradero are both narrow streets, please do not make the rush hour traffic jams even worse and ruin our neighborhood!!!

Please, NO "High-density high-rise across from Briones".

Sincerely,

Kin Cho

Ellner, Robin

From: Karen Chin <karenlo@gmail.com>
Sent: Wednesday, May 22, 2013 12:27 PM
To: Planning Commission; Council, City
Cc: info@paloaltoville.com
Subject: Do not rezone Maybell/Clemo

To City Council and Planning Commission members,

I am writing to express my opposition to the proposed rezoning of the Maybell-Clemo site. I have a few concerns:

1. Zoning exists for a reason. In the corporate environments in which I have worked, we create design rules and criteria ahead of the time we need to do a design or perform an engineering evaluation so that we can effectively judge whether the design fits the goals. We iterate on the design when it doesn't. We don't allow the designer to change the criteria when it becomes tough to meet the goals or because doing so meets some short-term desired objective; that would be poor design methodology and produce a shoddy product. Rezoning is like changing the criteria/rules to allow a design to fit when it otherwise wouldn't. Don't bend the rules - build affordable housing within the existing zoning regulations.

2. One of the most important responsibilities of government officials is to resolve the issues brought to light by residents, not add to them. There are already a number of challenges that the Green Acres II neighborhood faces in terms of school and commuter traffic. Commuters are cutting through on Maybell to avoid the traffic on Arastradero. It shouldn't take me almost 25 minutes to reach Cubberley Community Center from my home in Green Acres II at rush hour, but it does. There are Gunn High School students driving on Georgia Ave at twice the speed limit, endangering pedestrians and bikers. Rezoning would add more vehicles and pedestrians to the congestion. And the traffic study of the project didn't even take bikers into account, which is a huge portion of the traffic during school hours.

The city of Palo Alto seems more interested in adding density without having the infrastructure to support even what already exists or to address problems created by the cars already on our streets. Please spend your time resolving the problems we already have.

Regards,
Karen Chin
Georgia Ave.

Ellner, Robin

From: Simanta Chakraborty <simantachak@gmail.com>
Sent: Tuesday, May 21, 2013 10:28 PM
To: Wong, Tim; Williams, Curtis; Council, City; Planning Commission
Subject: Maybell/Clema Housing project

Dear City Leadership,

The Mercury News reported on a pedestrian death at a high school in East Palo Alto:

"The accident follows another fatal crash that claimed the life of a 15-year-old sophomore as he rode his bicycle to Silver Creek High School on Monday morning. Last week, a 5-year-old girl was killed when an SUV rammed into her family as they crossed the street in front of Parkview Elementary School in South San Jose."

I bring these recent deaths to your attention because of the planned Maybell/Clema housing project, bringing dense housing without sufficient parking to the Barron Park Neighborhood directly into the child commuting routes to Juana Briones Elementary, Briones Park, Terman Middle School and Gunn High School. The majority of commuting students pass by the proposed property as they walk and bike to and from these schools twice a day. As a father with three daughters who will attend these schools, adding both traffic and parked cars is unacceptable. I encourage you all to walk on Maybell or Arastradero during commute hours to see the hundreds of children making their way to school. It looks like critical mass in San Francisco. As a matter of fact, Arastradero was recently reconfigured to discourage a large number of cars on it.

Dense housing needs safe roads for the extra traffic. El Camino, San Antonio, Page Mill and Alma should be the types of locations where we locate these housing initiatives. These roads are not supposed to be safe school routes.

I urge you to look to the safety of our children as the paramount consideration and halt the planned proposal for dense housing at this property. Please do not risk the death of children to satisfy development requirements.

Regards,

Simanta Chakraborty

Ellner, Robin

From: Cedric de La Beaujardiere <cedricdlb@gmail.com>
Sent: Wednesday, May 22, 2013 11:26 AM
To: Planning Commission; cgonzalez@paloaltohousingcorp.org; Cedric de La Beaujardiere
gmail
Subject: 567-595 Maybell: Compare PAHC to Private Dev

Honorable Commissioners and Staff,

I generally support the PAHC's project for 567-595 Maybell Avenue.

COMPARE TO LIKELY ALTERNATIVE:

In your deliberations on the fate of the 567-595 Maybell Avenue site, it would be relevant and informative to consider the traffic impacts of the PAHC proposed development to those of a private developer of the same site under existing zoning. While the PAHC project seeks to double the zoning density of the multi-family residential area, this is housing for seniors who I would think that by the time they come to live in a senior housing development they are not driving much, especially if they are on a budget. In addition, the residents of the units would be seniors without children, versus a regular private development would likely have families. Thus, the density of actual drivers per acre may be less in the PAHC proposal than for a private development under current zoning, and it would be good to know this with more clarity.

TRAFFIC:

On the traffic plan, I would not move the barrier on Clemo at this time. I would provisionally allow access through the adjacent property to access Maybell, with the condition that this access may be disabled if its traffic turns out to significantly impact Maybell. I would consider a traffic signal at Clemo and Arastradero if you think that there would be so much traffic from the current and proposed development that it is warranted.

BIKE PARKING:

There's an indication of a bike rack for 7 bikes on the south-east corner of the senior housing building, but it does not appear to be large enough for 7 bikes. Please work with Transportation staff (Jaime, Rafael, Sylvia) and/or PABAC to ensure the racks are of the approved design and spacing for Palo Alto. If I recall correctly (and you should check), these are typically inverted U racks with 3 feet of clearance between racks, and need room before and behind the racks.

SUSTAINABILITY - POWER/CLIMATE:

It seems like there could be a lot more solar PV on the roof of the senior housing. There should be solar PV and hot water on the top of the homes too, and just plan for that now so that it can clear any aesthetic issues as long as the project is moving through ARB. Maybe solar shingles if their reliability is there. Maybe the sloping roof of plan 1A in the front above the second floor and hidden by the parapet should slope southward instead of northward, so it can accommodate some panels

All non-solar roofs should be cool roofs, and there are or should be (I know they have been developed and studied) heat-reflective/emissive cool roofs that are of darker colors and traditional materials, so you don't have to have a white roof to be a cool roof.

SUSTAINABILITY - WATER:

I appreciate the storm water treatment basins. Perhaps all paved surfaces on the site should be permeable, and the front yards of the homes should also serve as runoff collectors. I recommend rain water cisterns and

collection be added for each building to supplement the irrigation system, given our region's the current and future scarcity of water.

SUSTAINABILITY - LANDSCAPE:

Please require all native plants for the installed landscaping. Native wildlife will be taking a hit with the loss of the fallow orchard and the construction activities, let's give them back plants that support our local ecology.

SENIOR WORKING SPACE:

It seems that the senior housing units are very small in that there does not appear to be room for both a desk/work area and a social space. However, I did once visit Ellen Fletcher's apartment at the JCC where she had a similar one-bedroom unit, and there she had a desk in the living room along with a couch, easy chair, and coffee table. If the PAHC's units' living rooms are equal in size to those for seniors at the JCC on Charleston, that is fine, but if they are much smaller then perhaps they are too small, and some provision should be made for space to manage ones affairs.

MISCELANEOUS:

In the shading on page 4 of Attachment M Section 1

(<https://www.cityofpaloalto.org/civicax/filebank/documents/34465>), the small isometric views should have north arrows because they are rotated about 90 degrees counter clockwise relative to the larger plan views below them, so it is confusing.

There should be a door for the Bedroom 4 on the third floor of Plan 1A. I'm not saying it's an error in the plan set, but that a door should be added to the design.

Regards,
Cedric de La Beaujardiere
741 Josina Avenue

Ellner, Robin

From: leabowmer@comcast.net
Sent: Monday, May 20, 2013 4:08 PM
To: Planning Commission
Subject: High Density development in Palo Alto at Maybell and Clemo

Dear Sir or Madam,

I am writing to you in opposition to the proposed High Density Housing planned for the Palo Alto neighborhood near Juana Briones Elementary School. (at the intersection of Maybell and Clemo). I am opposed to the development of High Density Housing due to the already severe traffic congestion and the potential jeopardy to the safety of children who are pedestrians or are riding bicycles.

Thank you for supporting a safe environment for our children.

Best regards,

Lea and William Bowmer

Resident: 595 Glenbrook Drive

Palo Alto, CA 94306

Phone: (650) 858-6828

Ellner, Robin

From: Jackie Berman <juberman@pacbell.net>
Sent: Wednesday, May 22, 2013 11:14 AM
To: Planning Commission
Subject: Maybell/Clema PC designation

Dear Members of the Palo Alto Planning Commission ,
I am writing as an interested citizen.

I live on Miranda Green, south-west of the Maybell/Clema area. However, I pass by there often and am quite familiar with the neighborhood. I am writing this to urge you **not to** change the zoning to accommodate high density buildings. It seems to me that neighborhood is already impacted with several high density buildings and cannot reasonably absorb more. I also think that the process has been deeply flawed with the city loaning money to the applicants before public input and consideration of the matter.

I am aware of the pressure the City is under to increase affordable housing, an admirable goal. However this should not be accomplished at the cost of creating an unsafe environment and ruining a neighborhood .

Sincerely,

Jackie Berman
810 Miranda Green
Palo Alto, CA 94306
650-948-6015

Ellner, Robin

From: brian susan anuskewicz <basdesigns@icloud.com>
Sent: Wednesday, May 22, 2013 12:01 PM
To: Planning Commission
Subject: 567-595 Maybell Avenue Project

To: Planning & Transportation Commission

Subject: 567-595 Maybell Avenue

Greetings Commissioners,

Today the PTC will be reviewing this project in which the applicant will be asking for a zoning change to Planned Community [P.C.].

A few weeks ago a local paper reported 'Breaks for developers questioned' in which a PTC memo was sent to council to provide more information on what, exactly, represents a public benefit. You will go into this meeting without any directives from council to guide this subject "What is a public benefit?"

The rezoning represents half of what the applicant is asking for while the other half is invoking the State Density Bonus Law 65915. The applicant is making two concessions, one for building height and one for daylight plane intrusion.

In rezoning this project to P.C. the building height is reduced from the maximum of 50 feet to 35 feet as required by its proximity to residential neighbors. This requirement of P.C. zoning will then be overruled by the State Density Bonus Law and return the maximum building height to 50 feet, along with the noncompliance of the Daylight Plane regulations.

How can this be any public benefit to its immediate neighbors and the character of the neighborhood? The simple answer is it cannot. It is to the commission to not support the applicant's request for a zoning change at this time and have council answer your memo so this project does not become another project that becomes *questioned* after its approval.

This commission has the ability to deny both requests by the applicant. Do not add to the 'muddle' of what currently remains unanswered "What is really a public benefit?"

With best regards,

Brian Anuskewicz

Ellner, Robin

From: Renee and Mark Alloy <alloyfam@yahoo.com>
Sent: Saturday, May 18, 2013 12:43 PM
To: Planning Commission; Council, City; Williams, Curtis; Wong, Tim; Williams, Curtis; "BPA-Board@googlegroups.com"
Subject: request to vote against high density zoning in south palo alto

City Council Members,

I am writing to ask you to vote against high density rezoning in south Palo Alto along Maybell and Clemo. I live in the neighborhood of Green Acres - where high density housing is being considered for Senior housing. I am very much opposed to this idea.

To begin with the traffic in our neighborhood has become unsafe, congested, and truthfully the daily traffic children and residence are faced with daily is unfair - I doubt there are many, if any other neighborhoods that face daily hurdles that our neighborhood is inundated with, from students driving to Gunn to parents driving children to 5 - 6 local schools in our neighborhood. We have Challenger school on El Camino, Gunn, Terman and Bowman on Arastradero and access to Gunn off Georgia (my home street) as well as access to Juana Briones - from both Maybell or Georgia. Then we have through traffic using Amaranta to access Barron Park. We used to have lovely double lanes on Arastradero which helped move traffic out of the neighborhood - reducing El Camino, Foothill, and even Page Mill traffic, but now we have a parking lot each morning and afternoon on Arastradero. There is just as much traffic on the parallel street of Maybell - where they try to redirect bikers going to school.

In addition to parents and driving students using Maybell when they drop their children off to the various school in this neighborhood or get to school, there are thousands of pedestrians and bikers using these streets. It is already a dangerous area without ANY more housing added. Safety and Traffic are huge factors in my opposition to this project.

The other concern I have deals with why Seniors would want to live there anyway - across from a playground, the only walkable place would be Walgreens - no grocery stores or libraries. AND If they

aren't walking they would be driving making yet MORE traffic on these already jammed streets.

Secondly, I feel this would have a negative impact on our already impacted neighborhood. I don't think it would improve the value of my home, or the home I would be giving my children as inheritance. This hurts the character of our neighborhood, we have a village type feel to our neighborhood many streets in the adjoining Barron Park neighborhood don't have sidewalks, even several in Green acres don't. Its a safe, cozy space that is being encroached on by expanding schools, low incoming housing, and building projects everywhere (many like the one on Maybell that has already been an unsightly mess for numerous year because the people have been building it for like 7-8 years with NO end in sight). I fear for the neighborhood feel, as well as the value of my property. The El Camino corridor is already bearing down on us. I want my neighborhood to remain a low density neighborhood - I wish building would slow WAY down, as most of it is not good. I don't understand why South Palo Alto continues to be impacted with all of the building to add these low income housing units and if they should be added - tear down some of the eye sores along El Camino and build something that would add beauty to our neighbor and not impact the already congested traffic along Arastradero and the narrow street of Maybell. We can't assume anymore traffic safely here.

I site the following policies that drew me to live in this area and to which I feel the above rezoning does not adhere to:

POLICY L-4:

Maintain Palo Alto's varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities. Use the Zoning Ordinance as a tool to enhance Palo Alto's desirable qualities. The City's neighborhoods are varied in character and architectural style, reflecting the stages of the City's development as well as the range of incomes and tastes of its residents.

I see no enhancement although it offers more range of incomes - which I do not oppose but our neighborhood already houses other low income residence - how many do we need or can we handle without changing the desirable quality of our neighborhood?

POLICY L-5:

Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale. Scale is the relationship of various parts of the environment to each other, to people, and to the limits of perception. It is what

establishes some neighborhoods or streets as pedestrian oriented and others as automobile-oriented.

In older portions of Palo Alto, the grid of City terns and building placement are oriented primarily to the automobile user. In the newer commercial areas, buildings are usually set behind parking lots located along the street, and landscaping sometimes provides a visual buffer for the motorist.

Current plan for the 15 housing units - are planned to be set right against the sidewalk. The amount of housing presented to be built here are ridiculously packed into a small space.

POLICY L-7:

Evaluate changes in land use in the context of regional needs, overall City welfare and objectives, as well as the desires of surrounding neighborhoods.

Our neighborhood does not desire this as you must know by this point from the other letters, petitions and outpour of discontent.

PROGRAM L-7:

Establish a system to monitor the rate of non-residential development and traffic conditions related to both residential and non-residential development at key intersections including those identified in the 1989 Citywide Study and additional intersections identified in the Comprehensive Plan EIR. If the rate of growth reaches the point where the citywide development maximum might be reached, the City will reevaluate development policies and regulations.

The traffic study that was done in our neighborhood was done during spring break - that is ludicrous it needs to be done during traffic hours and on a variety of days and months - try during graduation, or back to school events - our neighborhood already become a breakneck traffic jam area.

Mixed Use Areas

POLICY L-9:

Enhance desirable characteristics in mixed use areas. Use the planning and zoning process to create opportunities for new mixed use development. The Comprehensive Plan recognizes that mixed use environments can be interesting and dynamic. A new mixed use land use classification has been created to encourage this type of development in the future. This represents a change from past attitudes that sought to separate different uses from each other as a means of protecting property values, public safety, and the quality of life. With proper guidance such concerns can be addressed, allowing a more vital urban environment to be created.

What is being planned does not take into consideration property values, and certainly is not looking at public safety.

Please consider the community plan for the city of Palo Alto land use policies I have included here.

Renee and Mark Alloy
627 Georgia Ave.
Palo Alto

Ellner, Robin

From: AKAM <akam@seanet.com>
Sent: Sunday, May 19, 2013 7:17 PM
To: Planning Commission; Council, City
Subject: Opposition to Rezoning Area Near Juana Briones Park to High Density - 567 and 595 Maybell Avenue

Dear Sir or Madam,

I am writing to express my strong opposition to the above rezoning. My wife and I and our two sons have lived in the Barron Square complex on Maybell Avenue since 2002 and are very familiar with the traffic situation on Arastradero and Maybell around the area proposed for rezoning. We don't oppose senior housing or even doubling the number of units on the four lots to be rezoned, but 65 units is far too many.

None of the concerns that I am submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

The traffic on Maybell near Juana Briones School is already congested in the hours when school starts and is dismissed. Arastradero has a constant stream of cars and bicycles going to Terman and Gunn. I avoid driving through those areas, especially Maybell, not only because of the wait, but because there are kids, cars and bicycles everywhere during those times and it's dangerous.

Even though older people drive less, there are no stores nearby except Walgreen's. The residents of the proposed 65 units must either drive or someone must drive them every day or two to get groceries, see the doctor, etc. Also, elderly people have emergencies that can happen at any time, and routing emergency vehicles into that area when the kids or coming and going to school creates a high risk.

I quote from an article on the housing study for this project (see www.bpapaloalto.org/2013/04/10/traffic-study-for-maybell-homes-senior-housing-project). "As a baseline, they use the ADT weekday of 3320 on Maybell Ave and estimate the average increase from the project would be 120, which is well below their criteria of what is a noticeable increase. However, they do not mention that the ADT on Maybell increased by 25% over what it was prior to the Arastradero restriping project and is already at a level that exceeds '2500 vpd, the maximum acceptable volume on a local residential street as defined by Palo Alto's neighborhood traffic calming program.' [Gale Likens, former Palo Alto Transportation manager in Establishing thresholds of significance under CEQA]"

I also oppose the scale and scope of this development, which does not comply with the Palo Alto City General Plan to:

"Policy L5 - Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale."

Although this is admittedly not an industrial project, it is an example of a residential development that is overwhelming and unacceptable due to size and scale – 65 units on four lots next to a primary school between streets that are already over-crowded at certain times of the day.

"Policy L6 - Where possible, avoid abrupt changes in scale and density between . . . residential areas of different densities."

Again, putting 65 units on four lots zoned for low density and a generally single family area is abrupt. If the zoning must be changed, allowing 8 or 10 units on the lots would be more in line with Policy L6.

“Program L4: Review and change zoning regulations to promote gradual transitions in the scale of development where residential districts abut more intense uses.”

This rezoning seems to be part of a pattern of ad hoc changes that have substantially, even radically, changed the character of the corridors along roads like El Camino and Charleston since we moved here, and impacted other parts of the city as well. From a comfortable suburban feel, El Camino in the south part of Palo Alto is becoming a “canyon of steel”, to use Isaac Asimov’s phrase. I spent 13 years living in such urban and suburban canyons in Taipei and Beijing, and it is not a pleasant environment. The changes in the last 10 years are not really gradual transitions, but rather are changing the complete character of this area of the city exception by exception.

If the character of the city to be changed, it should be done as part of an overall plan, rather than by repeated exceptions to the existing plan. When we bought our unit here, we did so on the assumption that the zoning plan would generally be followed, or else changed comprehensively.

For the reasons above, I request you do authorize the rezoning of 567 and 595 Maybell Avenue to high density.

Thank you for considering this letter.

Allan K. A. Marson
4150 Thain Way
Palo Alto 94306

Ellner, Robin

From: Wong, Tim
Sent: Monday, May 20, 2013 12:51 PM
To: Ellner, Robin
Subject: FW: Opposition to Rezoning Area Near Juana Briones Park to High Density - 567 and 595 Maybell Avenue

From: AKAM [<mailto:akam@seanet.com>]
Sent: Sunday, May 19, 2013 7:48 PM
To: Wong, Tim
Subject: Opposition to Rezoning Area Near Juana Briones Park to High Density - 567 and 595 Maybell Avenue

Dear Mr. Wong,

I am writing to express my strong opposition to the above rezoning. My wife and I and our two sons have lived in the Barron Square complex on Maybell Avenue since 2002 and are very familiar with the traffic situation on Arastradero and Maybell around the area proposed for rezoning. We don't oppose senior housing or even doubling the number of units on the four lots to be rezoned, but 65 units is far too many.

None of the concerns that I am submitting have been addressed or mitigated in the Revised MND. Please include my objections in the records for the Maybell property and Housing Element.

The traffic on Maybell near Juana Briones School is already congested in the hours when school starts and is dismissed. Arastradero has a constant stream of cars and bicycles going to Terman and Gunn. I avoid driving through those areas, especially Maybell, not only because of the wait, but because there are kids, cars and bicycles everywhere during those times and it's dangerous.

Even though older people drive less, there are no stores nearby except Walgreen's. The residents of the proposed 65 units must either drive or someone must drive them every day or two to get groceries, see the doctor, etc. Also, elderly people have emergencies that can happen at any time, and routing emergency vehicles into that area when the kids or coming and going to school creates a high risk.

I quote from an article on the housing study for this project (see www.bpapaloalto.org/2013/04/10/traffic-study-for-maybell-homes-senior-housing-project). "As a baseline, they use the ADT weekday of 3320 on Maybell Ave and estimate the average increase from the project would be 120, which is well below their criteria of what is a noticeable increase. However, they do not mention that the ADT on Maybell increased by 25% over what it was prior to the Arastradero restriping project and is already at a level that exceeds '2500 vpd, the maximum acceptable volume on a local residential street as defined by Palo Alto's neighborhood traffic calming program.' [Gale Likens, former Palo Alto Transportation manager in Establishing thresholds of significance under CEQA]"

I also oppose the scale and scope of this development, which does not comply with the Palo Alto City General Plan to:

"Policy L5 - Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due to their size and scale."

Although this is admittedly not an industrial project, it is an example of a residential development that is overwhelming and unacceptable due to size and scale – 65 units on four lots next to a primary school between streets that are already over-crowded at certain times of the day.

“Policy L6 - Where possible, avoid abrupt changes in scale and density between . . . residential areas of different densities.”

Again, putting 65 units on four lots zoned for low density and a generally single family area is abrupt. If the zoning must be changed, allowing 8 or 10 units on the lots would be more in line with Policy L6.

“Program L4: Review and change zoning regulations to promote gradual transitions in the scale of development where residential districts abut more intense uses.”

This rezoning seems to be part of a pattern of ad hoc changes that have substantially, even radically, changed the character of the corridors along roads like El Camino and Charleston since we moved here, and impacted other parts of the city as well. From a comfortable suburban feel, El Camino in the south part of Palo Alto is becoming a “canyon of steel”, to use Isaac Asimov’s phrase. I spent 13 years living in such urban and suburban canyons in Taipei and Beijing, and it is not a pleasant environment. The changes in the last 10 years are not really gradual transitions, but rather are changing the complete character of this area of the city exception by exception.

If the character of the city to be changed, it should be done as part of an overall plan, rather than by repeated exceptions to the existing plan. When we bought our unit here, we did so on the assumption that the zoning plan would generally be followed, or else changed comprehensively.

For the reasons above, I request you do authorize the rezoning of 567 and 595 Maybell Avenue to high density.

Thank you for considering this letter.

Allan K. A. Marson
4150 Thain Way
Palo Alto 94306

LAW OFFICE OF MITCHELL HERZOG

550 HAMILTON AVENUE, SUITE 230
PALO ALTO, CALIFORNIA 94301-2044
TELEPHONE (650) 327-7476

KENT MITCHELL
DIRECT (650) 388-6685
RICHARD R. HERZOG, RET.

FACSIMILE NUMBER
(650) 327-7994

May 22, 2013

Received

MAY 22 2013

Department of Planning
& Community Environment

DELIVER & EMAIL: planning.commission@cityofpaloalto.org
CC: city.council@cityofpaloalto.org

Commissioners
Palo Alto Planning and Transportation Commission
City Hall
350 Hamilton Avenue
Palo Alto, CA 94301

Re: Public Hearing May 22, 2013 PAHC Maybell Property Re-Zoning Application

Dear Commissioners:

I have been requested by my client, the Coalition for Safe and Sensible Zoning, supported by residents of the Maybell neighborhood, to comment briefly on potential issues of conflict of interest and contract zoning irregularities possibly facing the City of Palo Alto in its consideration of the PAHC application for re-zoning of PAHC's properties in the Maybell neighborhood from current zoning to PC, Planned Community zoning.

My comments are also directed to the City Council, as its actions, already taken on behalf of PAHC, create at least the appearance of conflict of interest, if not an actual conflict of interest, putting in question the legality of all future actions on the PAHC applications. Those same actions already taken by the City Council and staff members also suggest that as a practical and factual matter the City has so committed itself financially to a successful outcome for PAHC's applications that it has of necessity no practical alternative to approval of PAHC's applications, in order to protect the City's financial interests.

The review of documents relating to the loan relationship between the City and PAHC to make this project work for PAHC is still in the preliminary stages and incomplete. Some of the documents requested from the City under the Public Records Act have not been produced and more requests may be necessary to complete the analysis. Nevertheless, the documents that have been reviewed suggest that there are legitimate concerns about both conflict of interest and contract zoning issues, which to the extent they exist, should be eliminated by the City before the City proceeds with consideration of the PAHC re-zoning application.

The conflict of interest questions arise from the loan arrangements and commitments the City has made to PAHC and to its two senior lenders. In summary, the City has already loaned \$3,220,220 to PAHC on a nonrecourse basis, meaning the City will not be repaid unless the PAHC property is sold for enough to pay off the senior loans and all City loans to PAHC. PAHC and its other assets are not otherwise liable for repaying City loans. The City's loans are secured only by a third deed of trust which is behind two other loans secured by the PAHC property, totaling \$8,000,000 (the "senior loans"), which must be paid in full before anything can be paid on the City's loan. The City has also approved an additional \$2,600,000 loan to PAHC. The plan for paying off the senior loans is the sale by PAHC of part

of the PAHC property after the City re-zones it for development of 15 single family market rate homes. The 15 home re-zoning is required for that part of PAHC's property so that it can be sold for enough money to pay off the senior loans, totaling \$8,000,000. If the City does not agree to that re-zoning to create that sale value, re-zones for fewer units, or if market conditions deteriorate before that parcel is sold, then that puts the City's loans in jeopardy of being repaid, because the City is not permitted to be repaid by PAHC until both senior loans are paid in full. The senior lenders also have the right to extend the due dates for their loans without the City's consent, which could leave the City with no payments for an indefinite period beyond the City's control. If the market rate parcel cannot be sold to satisfy the senior loans, or if the re-zoning is not approved, this presents the possibility of the senior lenders not being paid and foreclosing upon the property to the City's total loss. To prevent such loss the City would have to pay off those \$8,000,000 loans itself, then carry its own secured and unsecured loans (potentially a total of up to \$13,820,000 of City funds), to avoid being foreclosed out and to protect its investment. Thus, the City has put itself in a position where there is likely to be overwhelming incentive to approve PAHC's re-zoning application quickly to protect the City's financial interest, a classical case of conflict of interest driving the City to vote favorably on PAHC's applications. The City is also required to release its lien on the market rate parcel so that it can be sold, even if the value of the remaining parcel does not then have sufficient value to cover the City's loans. The City's loans to PAHC being "nonrecourse" would result in a loss to the City in such event.

Surely if one or more of the Council Members had loaned this money under these circumstances to PAHC, they would have to recuse themselves from all involvement in PAHC's application process. (CA Govt Code Sec. 87100). Though perhaps not a violation of the Political Reform Act, does that mean there is no actual conflict of interest or appearance of conflict here? In this case the entire council has a financial interest to protect, by virtue of its 8-0 vote last November to approve this loan arrangement. As a practical matter is this close relationship between PAHC and the City not tantamount to a partnership or joint venture between them? Indeed, no matter what the fine print of the City's loan agreement with PAHC states, the true relationship between the City and PAHC was best described in the final Minutes of that Council Meeting, where it is reported that Ms. Candace Gonzalez of the PAHC commented immediately following that 8-0 vote: "**Ms. Gonzalez looked forward to the continuing partnership with the City.**" [emphasis added] What is needed here is not a *de facto* partnership relationship between City and developer in reviewing the pending re-zoning applications. What is needed are City Council members, Commissioners and staff unburdened by conflicts and commitments, who can and do exercise the same degree of scrutiny, independent and unbiased consideration of the merits of the PAHC application, as they devote to all other development projects coming before them. The City's duty to the community and the residents of the Maybell neighborhood is to exercise its police powers in consideration of these matters fairly and impartially. The following excerpt from the City of Palo Alto Procedures and Protocols Handbook and Ethics Addendum, @p.44, is relevant: "**The citizens ... of the City are entitled to have fair, ethical and accountable local government, which has earned the public's full confidence for integrity. ***The professional and personal conduct of members must be above reproach and avoid even the appearance of impropriety.**"

The preliminary review of documents and emails relating to the the PAHC loan agreement casts a disturbing shadow over the ability of City officials to review the PAHC applications in a fair and impartial manner, given the adverse financial circumstances that may be thrust upon the City and its resources if those applications are not approved.

Whether or not these factors present legally actionable conflicts of interest for the City that could invalidate any subsequent action on these applications, the appearance of conflict is still there,

and should be eliminated by whatever means available before the City proceeds further and erodes the confidence of its residents in its actions.

It also appears that the City has already paved the way for a quick approval of PAHC's applications. To expedite PAHC's acquisition, the City agreed to certain terms in the agreements subordinating the City's loan to the senior loans, which create significant risk for the City. Some were mentioned above. Others provisions include limitations on the City's ability to amend its loan agreement with PAHC; limiting the City's loan enforcement rights and remedies; and prohibitions against the City assigning its PAHC loan and the security for it until the senior loans are paid in full.

The City has also asserted its influence on PAHC's final purchase agreement for the property by requiring the removal of a clause which documents indicate required the eviction of the existing tenants. This deletion was required so that the City could not be accused of providing City money for private purchase of property where tenant evictions were required, or which will have the effect of creating "displaced persons" with rights to relocation benefits from the City. The removal of this contract condition was clearly pretextual, in that everyone knew then and knows now that the proposed market rate parcel cannot be sold to or developed for market rate housing by a private developer for a price needed to pay senior loans without such evictions. In its loan documentation the City has tried to separate itself from such required evictions, albeit with full knowledge that such evictions are inevitable and essential to protect the City's financial interests.

By so deeply involving itself in PAHC's acquisition and financing of this project, the City has put itself and its officials in a compromised position where no one can reasonably expect City officials to be blind to protecting the City's financial interests so as to be able to make entitlement decisions in an unbiased and impartial manner as required by fundamental notions of due process and fair treatment to all residents of the City. The outcome here appears pre-ordained for approval, the very test that suggests that laws prohibiting contract zoning may well be in play here.

No final determinations or opinions have been formed or are being asserted herein by the undersigned. The comments presented here are based upon a preliminary review of incomplete documentation in a compressed time period which suggest that improprieties may exist going forward that merit further investigation. Under these circumstances, the City should suspend further consideration of the re-zoning application until it has eliminated both actual conflicts of interest and the appearance of same, and has also eliminated any basis for credible suggestions that the City has pre-determined the outcome of these applications to protect its financial interests, a form of prohibited contract zoning. Thank you for your consideration of these comments. Please make this letter a part of the public record in any hearing matters conducted before your Commission, the City Council and any other City officials and boards.

Very truly yours,


KENT MITCHELL

Ellner, Robin

From: Scott & Tasha Souter <souter98@sbcglobal.net>
Sent: Wednesday, May 22, 2013 3:04 PM
To: Council, City; Planning Commission
Subject: Rezoning 567-595 Maybell

Dear Palo Alto City Planning Commission and City Council,

We want to help you make an informed decision regarding the potential rezoning in Barron Park along Maybell. The stakes in the near and long term are high.

Rezoning this part of Barron park changes what Barron Park is, and we love Barron Park.

When I hear Barron Park, I think of Niner and Perry, garden railroads, and rural Palo Alto: individuality, eclecticism, and space.

There are people walking in the street, interacting with neighbors. I want to repeat, people walking IN the street. This is Barron Park

From cities in which I lived, I found as population density goes up, anonymity goes up. I have lived in Manhattan, Los Angeles, and San Francisco. I barely knew my neighbors there. In fact "neighbors" is a bit too folksy of a word for people in those contexts. They were simply people in adjoining apartments or flats. In Barron Park, we're neighbors.

My wife grew up blocks from University Avenue, and attended Ohlone and Castilleja. I served as Juana Briones PTA president. We're very invested in community, and considered many parts of Palo Alto before we chose Barron Park for its identity in which to settle and raise our family. That identity is now threatened.

We know that something is going to be built at 567-595 Maybell. Please, please make it Barron park.

We fear oversized generic structures to merely store more people.

Please help us maintain Barron Park as a desirable neighborhood. We fear it will become just someplace that you sleep until the next day at work. We don't want whatever is built there to look like Phoenix, Santa Clarita, or Mountain View for that matter. Please keep it special.

Let whatever goes here, be the kind of project that makes architects become architects in the first place. Let it be Barron park: unique, innovative, and individualistic.

In addition to the fear of losing the social-emotional aspects of what makes the neighborhood desirable, we also fear for our walking and bicycling safety.

Traffic generated by the development either is, or is not, going to be increased. If it not anticipated to increase, then there is no reason that Maybell should be necessary for any egress. If traffic is anticipated to increase, why would it be directed onto a safe school route?

The message that sends to our kids, is that their safety is not paramount: it shows an unwillingness do everything we can to show we value them and their safety - even if it is just putting one less car on Maybell. Even worse than passing an opportunity to make the route one less car safer, would be to add traffic and increase the opportunities for collisions.

I fear the is community at a disadvantage. So much of what we're responding to is not as quantifiable as money or mandates in the short term. Over long run, I fear we'll look back and see the decaying effects that deciding to build a

planned community could have. Let's have foresight and respect. The neighbors here and now and are going to be the ones living with your decisions.

We're in your hands, and need your help.

Something is going to happen. We're at a crossroads. We can either decay the neighborhood or reinforce the neighborhood.

I hope you have a better understanding of what we love, what we fear, and how much we need your help in keeping Barron Park, Barron Park.

Thank You,
Scott and Tasha Souter
Baker Avenue

Ellner, Robin

From: Bin's Hotmail <binhewan@hotmail.com>
Sent: Wednesday, May 22, 2013 3:22 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: Safety Concerns for Maybell Senior Housing Project Rezoning

Dear City council members and Planning commission members,

I want this on the public record!

I'm a resident in Green Acres and has two kids in Terman Middle school. I'm writing to you about my concerns of traffic safety for proposed Maybell Senior Housing Project. Maybell and Arastradero are the traffic corridors of four schools, of which more than half the kids walk or bike to school. Among them Gunn High has over two thousand students along. Also these two roads are leading to I 280, Veteran's Hospital. The traffic in the morning rushing is already very congested and resulted in many dangerous situation. A lot of Gunn high school use Maybell as a short cut to Gunn High's back entrance on Georgia Avenue. If we have another more than 75 units housing built on Maybell I think it will become a accident hotspot. Therefore our family strongly oppose this project and ask council to put our kid's safety first, not politics.

Thank you very much for your consideration!

Bin He
King Arthur Court.

Ellner, Robin

From: Cheryl Lilienstein <clilienstein@me.com>
Sent: Wednesday, May 22, 2013 5:31 PM
To: Planning Commission
Subject: Seniors on Maybell: bad idea

First: there are no services that seniors need nearby. Walgreens yes. But Volvo? Tutoring? Fiskar? This is a ridiculous placement for senior housing: they all will need cars.

Second: the mix of traffic and bicycles is already treacherous. My husband bikes to work and is almost hit daily by some distracted parent driving their kids to school. I drive to work and I am always aware that kids on bikes are erratic. Reaction times, depth perception, and predictability are all impaired in both seniors and kids. So the planning commission is exercising really poor judgment in thinking that mixing these populations in an already stressed transport corridor would work.

Third: Setbacks can create a safety zone and more ease in passage. Building out creates claustrophobia, nervous driving, tenseness, and is ugly. Conversely beautiful setbacks increase ease and flow. Stop degrading our living environment, and thus our neighborhood relationships by building up to the street. A civil society needs development that considers the human effects.

Fourth: I support increased density near public transport corridors. El Camino is hardly that. Look towards Caltrain and California Avenue, please. It makes more sense and is more safe.

Cheryl Lilienstein
Barron Park resident for 22 years

Ellner, Robin

From: Jennifer Fryhling <jfryhling@gmail.com>
Sent: Wednesday, May 22, 2013 5:27 PM
To: Planning Commission
Subject: Comments re 567 Maybell

Dear Commissioners:

Please vote NO to rezoning to PC high density on 567 Maybell. My comments are for the public record in this matter and relate to (1) incompatibility with the neighborhood, (2) street parking, (3) lack of public benefit for PC Zoning, and (5) Inadequacy of notices.

INCOMPATIBLE WITH THE NEIGHBORHOOD

Right now there are 4 single family one story homes and an orchard. The single family homes lot is zoned for R-2 and the orchard is RM-15. What the developer is proposing for a replacement is mammoth for the neighborhood. The developer will squeeze-in 9 single family market rate homes where there are 4 right now – more than double. Except for 3 home, all of 12 single family homes will be 3 stories high. There is not a single 3 story home in all of Barron Park and Greenacres neighborhoods. On Maybell, the 9 homes will only have a 12 feet setback. So basically 3 stories close to the curb. The developer's abutting complex APAC has at least a 20 feet setback from the curb. That complex is not immediately in people's faces

Another problem is that between each home in Maybell, there is only 8 feet. Again, squeezed together and 3 stories high practically on the street.

R-2 zoning requires 30 feet height so 2 stories maximum, each lot has to be at least 6,000 square feet, at least 20 feet setback and at least 12 feet distance from the next home. Here, each lot is reduced almost in half to squeeze in over twice as many market rate single family homes at 2,500-3,500 square feet for each lot. This type of zoning for a market rate single family home would never be problematic in Palo Alto – 3 stories, 12 feet setback, 8 feet from the next home on a tiny lot. The rest of the surrounding neighborhood is zoned R-1.

These are 15 market rate single family homes and should be subject to the same guidelines that other developers of market rate single family homes would follow.

The 60-unit complex is so dense in scale and size. The lot is RM-15 so 15 units per acre. The developer wants to build 60 units on 1 acre. On 1 acre! 60 units is 4x the density currently allowable under RM-15 zoning. The developer compares itself to Tan Plaza, but its 61 units is over 2 acres and APAC's 65 units is over 3 acres, yet a new precedent will set for housing allowance of RM-15 to be increased fourfold to 60 units on one acre.

The complex is 50 feet high. Current zoning under RM-15 is 30 feet high – so it's 2/3 higher than what it should be. The abutting APAC property is only 2 and 3 stories high with deep setbacks across 3 acre surrounded by trees (not tall & skinny homes). If APAC is the model, the new complex should be cut in half. It is totally out of scale, too immense, too dense, and too high on only 1 acre.

I ask if any Commissioner or City Staff would like to volunteer the lot across from where they live to view a "wall" of 9 tall skinny homes with 12 feet setbacks, 3 stories high, with only 8 feet in between each home on less than 3,500 lot each home along with backdrop of a 4 story 60 unit complex right next to it? I can see the

foothills walking up Maybell Avenue, but now my view is endangered by a proposed “wall” of 9 tall and skinny homes right up against the street on Maybell.

STREET PARKING

The Staff Report recommends a “no parking” sign in front of the single family homes on Maybell to reduce conflict with bicycles and pedestrians. This mitigation is insufficient for two reasons. First, the abutting APAC property has street parking 24/7 on Maybell. The cars and commercial vehicles are ALWAYS parked there because I see it everyday. I have taken photographs of the parking at different times in the morning and night and tenant cars are parked on the street constantly. I spoke with residents there, and they state that each unit has only 1 slot for onsite parking, but each unit may have 2 or 3 cars so that is why they have to park on the street.

The rest of the community has to bear the burden of PAHC not originally providing for enough onsite parking at APAC. Street parking leads to narrowing Maybell so bicyclists get pushed out in the middle of the street and having to maneuver around all the parked cars in the street. PAHC should address the problems at APAC if they sincerely wish to mitigate parking impact from their newest proposed project.

Second, PAHC appears to re-creating the same scenario at the proposed 60 unit development by providing only 42 spots for residents. They assume seniors don’t drive yet there are no senior services in walkable distances so they have to drive or many transport services will have to pick them up. PAHC hasn’t addressed how it will accommodate any increase demand for parking. Rather, again the public has to disproportionately bear the burden of all additional cars that don’t have spots on the property to be parked on the street, just like APAC. It is very plausible that there could be up to 120 more cars at the senior unit despite what assumptions PAHC makes about seniors because 2 seniors could live in 1 unit and be active and driving. 42 spots is providing for about 1/3 of the possible parking needs that could reasonably be needed by tenants at a 60 unit complex. PAHC should have to provide more parking onsite especially given the lessons learned from the misassumptions applied at APAC where clearly inadequate onsite parking is provided resulting in a tremendous burden on the neighborhood and increased safety risk with so many bicycles and pedestrians that use Maybell. The public should not have to disproportionately bear the burden of PAHC’s inadequate onsite parking allotments for its tenants.

The Staff Report proposes red painting 65 feet on Clemo. The negative impact of this development of red painting 65 feet of parking is to take away a public benefit on Clemo available for Briones park visitors. All of Palo Alto benefits from having street parking at the park that hosts many sporting games and practices from residents all over Palo Alto. By eliminating parking on Clemo takes away a public benefit from all residents of Palo Alto at the expense of accommodating a project that doesn’t provide for inadequate onsite parking for its tenants.

It is unfair that a disproportionate burden of the proposed high density project is being passed onto the neighborhood and residents of Palo Alto. PAHC should accommodate for the inevitable parking problem when its tenants don’t have a place to park onsite and will take away parking that should be available from visitors to the park. A lesson should be learned from the APAC street parking problem.

LACK OF PUBLIC BENEFIT FOR PC ZONING

PC should only be allowed where “development of the site under the provisions of the PC Planned Community district will result in public benefits not otherwise attainable by application of the regulations of the general districts.” The cited public benefits include: (1) 60 affordable units and (2) a small sidewalk segment that connects the Briones park’s sidewalk with APAC’s sidewalk.

First, the one acre is zoned currently for RM-15 can provide affordable housing under existing zoning. We can still provide affordable housing without the severe environmental impact that will be caused by upzoning the lot 4x higher in density. Building the units under current zoning could possibly help mitigate the environmental impacts of bicycle and pedestrian safety, traffic congestion on narrow Maybell and congested Arastradero, emissions of more vehicles, parking issues, emergency access, block views, hasten deterioration of park facilities, and disproportionate burden on the immediate neighborhood to absorb all these environmental impacts.

This neighborhood supports affordable housing. That is not the issue, in fact, we host several low income housing in our neighborhood, including Arastradero Park Apartments (APAC), Terman Apartments, Treehouse, Oak Manor Townhouses, and Buena Vista. The problem is the size and scale of 75 housing units and severe environmental impacts do not outweigh the public benefit of affordable housing when the same can be achieved under current zoning with a reduced number of affordable housing on 1 acre.

Second, adding a small sidewalk segment on Maybell in front of the now 4 single family one story homes is not a public benefits that outweighs the severe environment impacts of building 75 units. The proposed sidewalk only connects Briones park to the APAC property on Maybell. From APAC going east to Walgreens toward El Camino Real, there is no further sidewalk on the same side. After the park going further west, there is also no further sidewalk on that same side on Maybell. In other words, there is no continuous sidewalk all along Maybell from end to end going east toward El Camion so there is marginal, if any public benefit by offering one sidewalk segment in exchange for the environmental impact resulting from PC zoning. By filling-in one gap on a sidewalk, it doesn't make the road any safer. Pedestrian still have to cross the street to walk on an opposite sidewalk that runs from El Camino Real to the park. Bikers aren't even allowed on sidewalks so their safety issues haven't been addressed. There is no bike lane, and they are still pushed out near the middle of the street with all the street parking.

INADEQUACY OF NOTICE OF PROJECT

The City claims it notified residents within 600 feet of the proposed project. However, such notice was inadequate because more than half of the surrounding area around the project is open area so what would typically be notification of single family residents, none live in the open areas so very few residents were actually and in fact notified. Next to the proposed project is a large park, diagonal to the project is an elementary school with a large playground, on the other side of the project is the 2 acre Tan Plaza that is a single owner and another side of the project is the 3 acre APAC and then finally on one last strip are the single family homes. Had the City done a better job of actually notifying residents given the typography of the neighborhood, it would had know early on that the size and scale of 75 housing units has too many negative environmental impacts to warrant PC zoning.

The same goes for PAHC, they claim they notified residents of their neighborhood outreach meetings, but they didn't reach me and I live within 600 feet of this proposed project. I'm not a member of Greenacres or BPA although I recently paid and now am a member of BPA. Nevertheless, there are 1,500 people that live in BPA and less than 1/3 are members so solely relying on emails lists as the venue to reach residents isn't adequate because PAHC has overlooked the residents that are most directly affected by proposed project.

Sincerely

J. Fryhling

Ellner, Robin

From: recycler100@sonic.net
Sent: Wednesday, May 22, 2013 4:02 PM
To: Planning Commission
Cc: Council, City; lkou@apr.com; bmoss33@att.net
Subject: 567-595 Maybell/Clemo Rezoning
Attachments: ZoningMapShowingSpotZoning4.jpg

Dear City Council and Planning Commission,

I would like to ask the Planning Commission to please vote No on the rezoning of 567-595 Maybell Avenue and the orchard on Clemo behind it. I would note that the Planning Commission has already wisely questioned PC zoning and the use of the "public benefit" exception to wholesale circumvent the intent of City land use policies under current zoning rules.

As we enter some of the worst fire season conditions in memory, we should not be approving a rezoning that poses such significant burdens to safety and emergency response, without careful analysis of the impacts, including potential loss of property and life. I see no mention at all of these issues in the staff report and MND, despite voicing them on numerous occasions.

As you all know, the big concern is that the proposed development would sit right at the juncture between the only two routes in and out of our neighborhood, Maybell (substandard in width) and Arastradero between El Camino and Foothill. That same stretch of Arastradero also happens to be the ONLY route of egress for all of the neighborhoods to the east of Arastradero. Both routes are designated "safe routes to school", and often heavily congested with car, pedestrian, and bike traffic.

While I support well-done affordable housing, and believe senior affordable housing **under the existing zoning** would be one of the most preferable uses of the property other than a park extension or community orchard, this process has brought to light a number of troubling safety issues in regards to building on that property at all, which have not been studied or even considered in the MND.

Parenthetically, I would like to point out that staff analysis of the property assumed the highest number of units per acre for the property. This violates the policy of the City's own Comprehensive Plan, which states under "Multiple Family Residential" that "Density should be on the lower end of the scale next to single family residential areas." Since RM-15 zoning is 8-15 units per acre, the property in total under existing zoning rules would be closer to 8-10 units per acre since the region around it is R-1 single family residential. The traffic comparison failed to take into account the zoning rules in their original report.

In considering the rezoning of this property, City leaders need to be especially aware of conditions today, and of Palo Alto's vulnerability to disaster, and not add to an already unsafe set of circumstances without at least first studying the situation.

Background

The staff report on the project doesn't adequately describe the context of the property, focusing on the neighboring apartment complexes which are PC zones and exceptions in the area (and if PAHA resources are correct, built under county rules and grandfathered-in when they became part of Palo Alto). The property is clearly a gradual transition zone from those properties to the R-1 neighborhood and region that wraps around and surrounds the island of the apartments/orchard. Please refer to the attached zoning map, which makes much

more clear the R-1 residential context. Rezoning the property would make for abrupt transitions in density in the middle of a residential neighborhood, which violates the City's own land use policies. (see attachment)

Traffic Impacts

I will not reiterate other concerns about traffic that have already been expressed by other neighbors, but I do want to point out some important safety concerns.

The property sits between Maybell and Arastradero, both safe routes to school, both heavily congested at times daily under the best of circumstances. There are no other real outlets from the Greenacres neighborhood other than Maybell and Arastradero, which has no outlet/inlet to the south or west. There is also no place for traffic from the proposed project to go except onto one of those two routes. If the traffic goes onto Clemo, it ends up on either of those streets. If it's Clemo to Arastradero, traffic seeking to go to El Camino will almost certainly have to turn right and go around the block at Coulomb and up Maybell anyway. This already happens. Currently there is very little traffic on Clemo, but if there were much more, it increases the very real possibility that both driveways for the fire department could be blocked and delay emergency response to the area. That fire station serves not only the immediate area, but also the hills. It could also delay emergency response to the schools and neighborhood.

When neighbors inquired about this safety concern at the April 22 meeting, project representatives told attendees that they had checked into this and the fire department said there was no problem, that it "met code". But when I called the Fire Marshall, Rich Dean, this week, he told me he had been called by the developer's group some time ago. They asked if there would be a delay in GETTING TO the development, and he said no, it's across the street from the fire station! That's it. No one involved with the development has studied or followed up on the concerns of delays to emergency services because of traffic gridlock or additional traffic from the project. These issues were never addressed in the MND.

There are many other safety concerns because of that sites particular circumstances. They include:

- 1) increasing congestion at a bottleneck of egress and ingress to our neighborhood and all the neighborhoods to the east of Arastradero, including several schools, and how that would impact evacuation and emergency response, since all of these neighborhoods have limited access routes
- 2) increasing congestion in the neighborhood, including the very real possibility of blocking both entrances of the fire station on a daily basis leading to emergency response delays in the area or even failures.

Given that the additional traffic will increase the likelihood of an accident involving a child on one of the safe routes to school - since the proposed development has no other exit except on a heavily traveled designated "safe route to school" - and since the most likely time for both driveways of the fire station to be blocked would be when the streets are congested and kids are out biking to and from school - in other words, the most likely time of an accident with a child is also the most likely time the fire station driveways would be blocked - EMT's could very likely be delayed in responding should the worst happen. My concern is that we are rushing headlong into preventable tragedy, and children's lives are at stake.

Also, given such limited routes of egress from the neighborhood, meaning basically Maybell which is substandard in width, and Arastradero under which a major gas transmission line runs, and given that we live in earthquake country and fire is a huge threat following earthquake, and that we have had such a spate of high-density building in the area in the last few years, at a minimum, we are overdue for risk assessment to map out an egress network in case of emergency.

<http://www.fema.gov/fire-prevention-safety-grants/fire-prevention-safety-grants-success-stories-berkeley-ca>

Has the City considered how the neighborhood would evacuate if there were a disaster along the Arastradero pipeline? The only outlet for the neighborhood then is Maybell, the only inlet for emergency responders, too. In the San Bruno disaster, as bad as it was, only 8 people died because there was relatively good egress and ingress for responders. In the Oakland fire, a few dozen people died, almost all because of predictable egress

and ingress issues, similar to what we have here in this neighborhood today. Egress is already so compromised in this area, it is unsafe to put a large development right at that bottleneck. The issue should be studied before anything at all is built there.

It may very well be that, given the site's location at a traffic bottleneck, infrastructure constraints, traffic congestion, and existing and planned project impacts, **building on that property at all at this time could pose a significant threat to public safety for residents in the area.** I personally feel, and many in the neighborhood prefer, for the site to become a much lower-traffic use with significant public benefit, such as a community orchard or a playing field.

I called the Palo Alto Fire Department's chief of operations about these issues, and was told the department hadn't been apprised of any of these safety or emergency concerns or consulted about them to date.

We live in earthquake country, and the biggest risk to loss of life and property after an earthquake is fire. Greenacres I & II, and all the neighborhoods to the east of Arastradero road, have limited routes of ingress and egress, both to evacuate residents and for emergency responder access. This project adds traffic and density right at the bottleneck of those routes.

None of the concerns that I submitted before and am now re-submitting and adding to here have been addressed or mitigated in the Revised MND. Please include my objects in the records for the Maybell/Clemo property and Housing Element.

Residents of this neighborhood and the surrounding areas are really relying on the Planning Commission to consider all of the factors and at least require further study before any building at all is approved at that location. Regardless, it's clear to everyone who lives here that increasing density there is unwise and could potentially contribute to preventable loss of life and property. Therefore, we urge you to vote against rezoning. Thank you for your time and consideration.

Sincerely,
A Lumsdaine

Ellner, Robin

From: Ree Dufresne <ree_duff@comcast.net>
Sent: Friday, May 24, 2013 1:56 AM
To: Planning Commission
Subject: Maybell Rezoning Appreciation

Hello Mr. Martinez, Mr. Michael, Mr. Panelli, Mr. Alcheck and Mr. Keller.

I wanted to thank you for your patience with our "group" opposing the Maybell Project, last evening. I realize that you are all "Volunteering" your time on our behalf, and are limited in some ways because you "trust staff" to answer your questions "in full" and "honestly" in order for you to make informed decisions.

Unfortunately, the Staff has been working "for" this project. The contention that building market-rate units under the existing zoning would have more impacts than the proposed project doesn't add up.

The Comprehensive Plan States: "Density should be on the lower end of the scale next to single family residential areas." That means 8-10 units per acre for the just under 2 remaining acres. So max use under the existing zoning would be more like 20-24 total structures.

I would note that the lower end of 8 units is higher than the lower end of RM-15 zoning when that orchard was zoned for RM-15 originally, as a transition zone from the neighboring older apartments. It was raised to 8 in the last Comprehensive Plan. So the original zoning actually was envisioned for even lower density than 20-24 total structures. Compare that to 15 market-rate houses and 60 affordable structures? It's not forthcoming "for Staff" to claim that building within existing zoning would not provide enough Market rate units to support a Senior Project. If they built within the existing zoning for seniors, the neighborhood would welcome it.

I would also argue that "Staff" hasn't checked our property values in the 94306 Zip code lately. Those market rate houses would bring \$2M each in today's market. It is similar to the "Traffic Study folks that "inadvertently" gave you numbers from 2011 when stating their findings were from 2012 . They only reworded the data when we pointed out that the dates were during "Spring Break, and didn't include Pedestrians or Bicyclists because "the City directive for traffic studies doesn't require it."

We (many of us who were at the meeting on the 22nd) had opposed the Arastradero Corridor Project, but felt that we were not listened to at all, that Staff was not doing their job and the Commission was buying into what Staff said as being accurate data.

When we spoke to the City Council members, they were looking at the ceiling or around the room while each of us who opposed the "Corridor calming Project" was speaking and then accepted the "Staff Report" once again.

I personally spoke to Jaime Rodrigues about this project and the concerns of my fellow neighbors who opposed the project and he told me, "that I was the only call that he had received, opposing the Arastradero/Charleston project". After that conversation, I knew that even though he had already made mistakes that cost the taxpayers hundreds of thousands of dollars to "fix" after the "temporary" configuration prevented people from leaving their homes, that his report was going to be accepted by the Council and become "permanent".

If he was doing his job, he would know that some of the children crossing El Camino on foot or bicycle are actually traveling all the way to Gunn on Maybell, not just Juana Briones and Terman. They are avoiding Arastradero going to and from School for the same reasons that cars are using Maybell & Donald Drive to avoid Arastradero.

Mr. Rodrigues should also know that if you live on Thain Way, Peña Court or other streets along Maybell, that you are trapped there in the "am" and "pm" hours because those streets have no other exit route.

He should also know that it is "impossible to widen Maybell" because the City would have to take the front lawns of Homeowners along Maybell to accomplish that.

I would also like to know if there is not going to be any parking along Clemo or Maybell, how are parents going to take their children and belongings to the park?

As you can tell by my remarks, I have no faith in the system as it currently exists.

Over the 40 years that I have lived here in Palo Alto, I raised 5 children & 3 grandchildren. I have observed that our City Councils over the past 10 years or so, have been willing to trade the desires of the Community in favor of the Developers, giving up "set backs" eliminating any open space for landscaping and ending up with Institutional looking buildings with little or no parking.

Anyone who believes that placing Seniors in that project is a "public benefit," without a grocery store, or other amenities for daily living within walking distance, is too young to know any better. I am an active 77 year old who retired at age 69 and immediately began doing more Volunteer work for both San Mateo and Santa Clara Counties, working with "at risk" youth and other Non Profits. However, If I had to walk to El Camino to the only Store there and made a purchase, I'm not sure that I could make the walk back with my items, even with my "new knee". I drive to the Gym at Cubberly for Cardiac Therapy 3 days a week and have to go to the class at 9:30 in order to get out of Thain Way.

I realize that you have already voted on this "Project" and listened at great length to all of our comments for and against. However, I would ask that when the "next Project" comes before you, that you "hold staff accountable for the answers that they give you" when you ask questions.

Staff also neglected to tell you that the Property which **Fry's Electronics** occupies, is **zoned "Residential"**. Their lease is up in 2014 and the word is that they are not planning to renew it. So that would be a more desirable location for this Project as it is near California Ave. shopping and the Cal Train Station.

Much of this project was a "back door deal" as the City only sends notices to homes within 600 feet of the project. This project is surrounded on one side with a Park and on another with a School, the other side is the property owned by the person selling the land, so those of us who were most impacted by this and the Arastradero/Corridor Project didn't find out until the last minute, what was going on. The move to put the Senior Project into the "Housing Element" before you even approved it, only makes the perception of Impropriety more pervasive in this process which lacks Transparency.

Thank you once again for your Service and your time and patience.

Sincerely,

Ree Campaña Dufresne

Ree Campaña Dufresne
Court Appointed Child Advocate
Superior Court, Santa Clara County
Cell: 650-224-8845

Ellner, Robin

From: Robert Neff <rmrneff@sonic.net>
Sent: Wednesday, May 22, 2013 4:16 PM
To: Planning Commission
Cc: robert@neffs.net
Subject: New senior housing and homes being developed on Maybell.

Dear Planning and Transportation Committee,

I am writing in support of the proposed senior apartments and homes project on Maybell Ave.

I think the senior housing will be a valuable addition to our city, much as other senior housing currently is.

I am not worried about the density of the single family homes. We have similar homes on Vista, and at the Hyatt Ricky's site.

I think the traffic and school impacts are lower than allowing full development at current zoning.

I think the new proposed parking restrictions and sidewalks for Maybell will improve pedestrian and bicycle safety on that short section of the street.

In general, I think PAHC is doing good work for our community.

I am a resident of South Palo Alto, and I frequently bicycle on Maybell and Clemo on my way to and from work.

-- Robert Neff
Emerson Street near Loma Verde
Palo Alto
robert@neffs.net

Ellner, Robin

From: Tom Watzka <twatzka@gmail.com>
Sent: Wednesday, May 22, 2013 3:39 PM
To: Planning Commission; Council, City
Subject: Maybell/Clemo Rezoning

Hello,

I am in strong opposition to the proposed re-zoning of the Maybell/Clemo area that is under discussion.

This rezoning will house workers likely destined for Silicon Valley. This area has no proximity to any mass transit and will place these new workers on the Safe Routes for local schools.

This will also add significantly to Arastradero corridor traffic bound for US101 and US280.

These residences provide no meaningful tax revenue for Palo Alto.

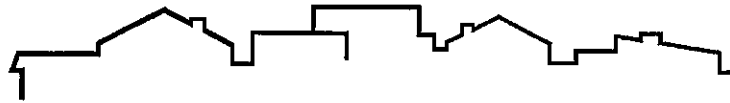
We are already turning our surface streets in to canyons due to the reduced setbacks.

This is all about developer profits.

Please deny this request.

Thanks for your consideration.

Tom & Elise Watzka
870 Miranda Green
Palo Alto, CA 94306



PALO ALTO HOUSING

C O R P O R A T I O N

725 Alma Street • Palo Alto, CA 94301 • (650) 321-9709 • Fax (650) 321-4341

May 22, 2013

RE: MAYBELL ORCHARD PROJECT

Dear Planning Commissioners,

As you consider our project, please remember the significant need for affordable senior housing in Palo Alto where close to *20% of our Palo Alto seniors are living near or below the federal poverty limit*. This need is undeniable.

In response to neighborhood concerns, Palo Alto Housing Corporation has listened and made significant design changes to the Maybell Orchard project plan over the last 6 months as follows:

1. PAHC is proposing affordable senior housing rather than affordable family housing to minimize impacts on schools, traffic and the surrounding neighborhood.
2. We are maintaining the existing location of the street barrier at the intersection of Clemo Avenue and Maybell Avenue.
3. Site plan density has been redesigned to locate the higher density components of the site plan away from the existing single family homes.
4. Driveways for 14 of the 15 proposed single family homes located on private alleys adjacent to the senior housing rather than on Maybell and Clemo.
5. Driveway aprons were created for 9 of the proposed new single family homes to provide an additional 18 off-street parking spaces.
6. Single family home heights and architectural designs have been redesigned to provide variation and interest along the Maybell streetscape.
7. We facilitated a HUD approved easement through our adjacent property for secondary project access and traffic abatement.
8. We are providing a sidewalk on the Maybell Avenue frontage for the safety of pedestrians and bicyclists.
9. We widened the Clemo driveway entry to the site to 22 feet for greater visibility.
10. We will continue to work with city transportation officials to enforce no parking on the Maybell Avenue frontage during the day and installing shared roadway markings.
11. We will provide a shared van for our residents to further minimize the need for car ownership.
12. We will install a commemorative plaque paying respects to the history of the orchard.

As you review the Maybell Orchard project, please consider the following facts:

A. THERE HAVE BEEN NO AUTO ACCIDENTS INVOLVING A PEDESTRIAN OR BIKE IN THE MAYBELL CORRIDOR DURING PEAK TRAFFIC HOURS FROM JANUARY 2005 THROUGH DECEMBER 2012.

The City of Palo Alto Records Dept. reports no automobile-related pedestrian or bike accidents in the Maybell corridor between January 2005 through December 2012 during peak traffic hours. Records maintained by the City verify that there has only been one reported collision involving a pedestrian crossing Maybell Avenue while jaywalking around 9:40 AM and one reported collision involving a bicycle on Maybell Avenue at 8:58 PM. Both of these incidents occurred during off peak hours.

B. AFFORDABLE SENIOR PROJECTS GENERATE MINIMAL PEAK HOUR TRAFFIC.

Studies show that low income seniors have even lower impacts on traffic because they drive less and have lower car ownership rates. Affordable seniors drive during off peak hours because most no longer work. Current demographic data from local Palo Alto senior projects include:

Arastradero Park Apartments (adjacent to the project) – **89% do not work and 55% do not drive.** 42 of the 47 seniors do not work and the remaining 5 have a combination of part-time jobs, full-time or self-employed from home.

Sheridan Apartments – **98% do not work.** In the 57 units at Sheridan Senior Apartments (a total of around 66 residents), only 1 senior works part-time.

Further, Hexagon traffic consultants studied three existing senior rental apartments in Palo Alto to cross-check their forecasted counts. The Stevenson House, Sheridan Apartments and Monte Vista Terrace together had an average observed trip rate of 0.11 trips per unit during the AM peak hour, which is lower than the published national rate at 0.13 trips per unit during the AM peak hour.

PAHC expects the Maybell Orchard project will parallel the traffic patterns found in other Palo Alto affordable senior projects at a trip rate of 0.11 trips per unit or 6.6 new AM peak hour trips.

C. EXISTING ZONING WOULD PERMIT 34 SINGLE FAMILY HOMES THAT PRODUCE 38% TO 52% MORE PEAK HOUR TRAFFIC THAN THE PROPOSED AFFORDABLE SENIOR PROJECT.

The Hexagon's traffic study verifies that the proposed Maybell Orchard project would have only 16 net new AM peak hour trips and 21 net new PM peak trips. A 34 unit single-family project would generate 22 net new AM peak hour trips and 32 net new PM peak hour trips.

D. THE PROPOSED PROJECT HAS MINIMAL IMPACT ON SCHOOLS.

15 SINGLE FAMILY HOMES – Per discussions with school district officials, the 11 net new single family homes would yield approximately 8 new students for local schools.

60 AFFORDABLE SENIOR UNITS- Based on historical statistics in Palo Alto affordable senior projects, PAHC expects zero impact to the schools from the senior site. None of our senior units have children occupying them. PAHC requires proof of legal custody for a resident to have a minor move into one of our apartments. As part of our eligibility/qualification documents, we ask for copies of birth certificates for all minors. If the parents listed on the birth certificate are not any of the adults living/moving into the apartment, we will require proof of legal custody. As long as we are in compliance with fair housing laws, we will work with PAUSD to avoid school impacts from the senior housing.

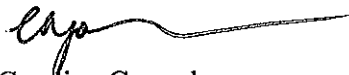
E. THE FIRE DEPARTMENT does “not anticipate any significant traffic issues for the Fire Department specifically related to the Maybell Orchard development.”

F. THE PROJECT HAS RECEIVED ARB APPROVAL

The architectural features, facades, and setbacks of the project have been reviewed by ARB and have been deemed appropriate.

Thank you for considering our project.

Sincerely,
PALO ALTO HOUSING CORPORATION



Candice Gonzalez
Executive Director

Proposed Motion in Support of PAHC Maybell Orchard Senior Apartment Project

Whereas individuals 65 and older are the fastest growing population group in Santa Clara County; and

Whereas nearly 20% of seniors in Palo Alto are living at or below the federal poverty line; and

Whereas, the Palo Alto Housing Corporation has proposed developing 60 apartments for low- and very-low income seniors as part of its Maybell Orchard Project;

Therefore, the Community Working Group, Inc. fully supports the proposed Maybell Orchard Senior Apartment Project; and

The Community Working Group urges the City of Palo Alto, the City Council, and the Planning and Transportation Commission to offer its full and enthusiastic approval of the proposed Maybell Orchard Senior Apartment Project.

To the Planning and Transportation Commission – May 22, 2013

Summary: The Board of the Barron Park Association understands the need and supports the effort by the Palo Alto Housing Corporation to build affordable housing for seniors. However, we feel the location identified in the P&TC Staff Report (ID# 3721) as 567-Maybell Avenue is not a suitable location for such a high density project and rezoning should not be approved.

Background: The proposed development in its current form would create a significant negative impact in our neighborhood and our neighboring neighborhoods. It would further increase the traffic congestion experienced and endanger pedestrian and bicycle safety on Maybell Avenue and on the surrounding local streets and create a density and size of housing along Maybell Avenue that is out of scale with the surrounding community. Additionally, it would significantly impact and reduce emergency response time to any emergencies within 2 neighborhoods; especially those emergencies which may happen during the hours of standstill traffic congestion.

The proposal itself specifies that all automobiles enter and exit the project via a driveway on Clemo Avenue, which would direct all traffic to and from a stop-controlled intersection on Arastradero Road; however the 'Mitigated Negative Declaration' (MND) for the environmental review states that this would create an adverse impact to traffic circulation. Instead of recommending changes on Arastradero Road (for example, returning Arastradero and Charleston Road to 4 lanes), the MND recommendation (by the Traffic Division staff) states this must be mitigated by allowing traffic to flow into and out of the project on Maybell Avenue *by obtaining an easement to use the PAHC-owned neighboring 65-unit development's driveway onto Maybell Avenue. This neighboring 65-unit PAHC development consists of one, two, three and four bedroom units which are already a contributing traffic impact on Maybell Avenue.*

The average daily traffic (ADT) on Maybell Avenue - a bicycle boulevard and a heavily used corridor by bicyclists and pedestrians - increased by 25% as a consequence of the "re-stripping" of Arastradero Road and is already at a level, 3350 vehicles per day on a weekday, that significantly exceeds the acceptable volume on a local residential street (2500 vehicles per day) as defined by Palo Alto's own Traffic Calming Program.

The proposal would exacerbate an already serious issue in the neighborhood. We categorically reject statements in the Traffic Study commissioned by the PAHC and in the MND that the additional amount of traffic on Maybell Avenue 'would not be significant.'

Specific Recommendation:

- 1) Keep the current zoning and do not approve the proposed PC re-zone.

Sincerely,

Lydia Kou – for the Board of the Barron Park Association

Emergency Preparedness and Safety Committee Chair and Secretary

Ellner, Robin

From: Tom Watzka <twatzka@gmail.com>
Sent: Wednesday, May 22, 2013 3:39 PM
To: Planning Commission; Council, City
Subject: Maybell/Clemo Rezoning

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We are already turning our surface streets in to canyons due to the reduced setbacks.

This is all about developer profits.

Please deny this request.

Thanks for your consideration.

Tom & Elise Watzka
870 Miranda Green
Palo Alto, CA 94306

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Sent: Wednesday, May 22, 2013 4:16 PM
To: Planning Commission
Cc: robert@neffs.net
Subject: New senior housing and homes being developed on Maybell.

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Palo Alto
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Sent: Friday, May 24, 2013 1:56 AM
To: Planning Commission
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Thank you once again for your Service and your time and patience.

Sincerely,

Ree Campaña Dufresne

Ree Campaña Dufresne
Court Appointed Child Advocate
Superior Court, Santa Clara County
Cell: 650-224-8845

Ellner, Robin

From: recycler100@sonic.net
Sent: Wednesday, May 22, 2013 4:02 PM
To: Planning Commission
Cc: Council, City; lkou@apr.com; bmoss33@att.net
Subject: 567-595 Maybell/Clemo Rezoning
Attachments: ZoningMapShowingSpotZoning4.jpg

Dear City Council and Planning Commission,

I would like to ask the Planning Commission to please vote No on the rezoning of 567-595 Maybell Avenue and the orchard on Clemo behind it. I would note that the Planning Commission has already wisely questioned PC zoning and the use of the "public benefit" exception to wholesale circumvent the intent of City land use policies under current zoning rules.

As we enter some of the worst fire season conditions in memory, we should not be approving a rezoning that poses such significant burdens to safety and emergency response, without careful analysis of the impacts, including potential loss of property and life. I see no mention at all of these issues in the staff report and MND, despite voicing them on numerous occasions.

As you all know, the big concern is that the proposed development would sit right at the juncture between the only two routes in and out of our neighborhood, Maybell (substandard in width) and Arastradero between El Camino and Foothill. That same stretch of Arastradero also happens to be the ONLY route of egress for all of the neighborhoods to the east of Arastradero. Both routes are designated "safe routes to school", and often heavily congested with car, pedestrian, and bike traffic.

While I support well-done affordable housing, and believe senior affordable housing **under the existing zoning** would be one of the most preferable uses of the property other than a park extension or community orchard, this process has brought to light a number of troubling safety issues in regards to building on that property at all, which have not been studied or even considered in the MND.

Parenthetically, I would like to point out that staff analysis of the property assumed the highest number of units per acre for the property. This violates the policy of the City's own Comprehensive Plan, which states under "Multiple Family Residential" that "Density should be on the lower end of the scale next to single family residential areas." Since RM-15 zoning is 8-15 units per acre, the property in total under existing zoning rules would be closer to 8-10 units per acre since the region around it is R-1 single family residential. The traffic comparison failed to take into account the zoning rules in their original report.

In considering the rezoning of this property, City leaders need to be especially aware of conditions today, and of Palo Alto's vulnerability to disaster, and not add to an already unsafe set of circumstances without at least first studying the situation.

Background

The staff report on the project doesn't adequately describe the context of the property, focusing on the neighboring apartment complexes which are PC zones and exceptions in the area (and if PAHA resources are correct, built under county rules and grandfathered-in when they became part of Palo Alto). The property is clearly a gradual transition zone from those properties to the R-1 neighborhood and region that wraps around and surrounds the island of the apartments/orchard. Please refer to the attached zoning map, which makes much

more clear the R-1 residential context. Rezoning the property would make for abrupt transitions in density in the middle of a residential neighborhood, which violates the City's own land use policies. (see attachment)

Traffic Impacts

I will not reiterate other concerns about traffic that have already been expressed by other neighbors, but I do want to point out some important safety concerns.

The property sits between Maybell and Arastradero, both safe routes to school, both heavily congested at times daily under the best of circumstances. There are no other real outlets from the Greenacres neighborhood other than Maybell and Arastradero, which has no outlet/inlet to the south or west. There is also no place for traffic from the proposed project to go except onto one of those two routes. If the traffic goes onto Clemo, it ends up on either of those streets. If it's Clemo to Arastradero, traffic seeking to go to El Camino will almost certainly have to turn right and go around the block at Coulomb and up Maybell anyway. This already happens. Currently there is very little traffic on Clemo, but if there were much more, it increases the very real possibility that both driveways for the fire department could be blocked and delay emergency response to the area. That fire station serves not only the immediate area, but also the hills. It could also delay emergency response to the schools and neighborhood.

When neighbors inquired about this safety concern at the April 22 meeting, project representatives told attendees that they had checked into this and the fire department said there was no problem, that it "met code". But when I called the Fire Marshall, Rich Dean, this week, he told me he had been called by the developer's group some time ago. They asked if there would be a delay in GETTING TO the development, and he said no, it's across the street from the fire station! That's it. No one involved with the development has studied or followed up on the concerns of delays to emergency services because of traffic gridlock or additional traffic from the project. These issues were never addressed in the MND.

There are many other safety concerns because of that sites particular circumstances. They include:

- 1) increasing congestion at a bottleneck of egress and ingress to our neighborhood and all the neighborhoods to the east of Arastradero, including several schools, and how that would impact evacuation and emergency response, since all of these neighborhoods have limited access routes
- 2) increasing congestion in the neighborhood, including the very real possibility of blocking both entrances of the fire station on a daily basis leading to emergency response delays in the area or even failures.

Given that the additional traffic will increase the likelihood of an accident involving a child on one of the safe routes to school - since the proposed development has no other exit except on a heavily traveled designated "safe route to school" - and since the most likely time for both driveways of the fire station to be blocked would be when the streets are congested and kids are out biking to and from school - in other words, the most likely time of an accident with a child is also the most likely time the fire station driveways would be blocked - EMT's could very likely be delayed in responding should the worst happen. My concern is that we are rushing headlong into preventable tragedy, and children's lives are at stake.

Also, given such limited routes of egress from the neighborhood, meaning basically Maybell which is substandard in width, and Arastradero under which a major gas transmission line runs, and given that we live in earthquake country and fire is a huge threat following earthquake, and that we have had such a spate of high-density building in the area in the last few years, at a minimum, we are overdue for risk assessment to map out an egress network in case of emergency.

<http://www.fema.gov/fire-prevention-safety-grants/fire-prevention-safety-grants-success-stories-berkeley-ca>

Has the City considered how the neighborhood would evacuate if there were a disaster along the Arastradero pipeline? The only outlet for the neighborhood then is Maybell, the only inlet for emergency responders, too. In the San Bruno disaster, as bad as it was, only 8 people died because there was relatively good egress and ingress for responders. In the Oakland fire, a few dozen people died, almost all because of predictable egress

and ingress issues, similar to what we have here in this neighborhood today. Egress is already so compromised in this area, it is unsafe to put a large development right at that bottleneck. The issue should be studied before anything at all is built there.

It may very well be that, given the site's location at a traffic bottleneck, infrastructure constraints, traffic congestion, and existing and planned project impacts, **building on that property at all at this time could pose a significant threat to public safety for residents in the area.** I personally feel, and many in the neighborhood prefer, for the site to become a much lower-traffic use with significant public benefit, such as a community orchard or a playing field.

I called the Palo Alto Fire Department's chief of operations about these issues, and was told the department hadn't been apprised of any of these safety or emergency concerns or consulted about them to date.

We live in earthquake country, and the biggest risk to loss of life and property after an earthquake is fire. Greenacres I & II, and all the neighborhoods to the east of Arastradero road, have limited routes of ingress and egress, both to evacuate residents and for emergency responder access. This project adds traffic and density right at the bottleneck of those routes.

None of the concerns that I submitted before and am now re-submitting and adding to here have been addressed or mitigated in the Revised MND. Please include my objects in the records for the Maybell/Clemo property and Housing Element.

Residents of this neighborhood and the surrounding areas are really relying on the Planning Commission to consider all of the factors and at least require further study before any building at all is approved at that location. Regardless, it's clear to everyone who lives here that increasing density there is unwise and could potentially contribute to preventable loss of life and property. Therefore, we urge you to vote against rezoning. Thank you for your time and consideration.

Sincerely,
A Lumsdaine

Ellner, Robin

From: Jennifer Fryhling <jfryhling@gmail.com>
Sent: Wednesday, May 22, 2013 5:27 PM
To: Planning Commission
Subject: Comments re 567 Maybell

Dear Commissioners:

Please vote NO to rezoning to PC high density on 567 Maybell. My comments are for the public record in this matter and relate to (1) incompatibility with the neighborhood, (2) street parking, (3) lack of public benefit for PC Zoning, and (5) Inadequacy of notices.

INCOMPATIBLE WITH THE NEIGHBORHOOD

Right now there are 4 single family one story homes and an orchard. The single family homes lot is zoned for R-2 and the orchard is RM-15. What the developer is proposing for a replacement is mammoth for the neighborhood. The developer will squeeze-in 9 single family market rate homes where there are 4 right now – more than double. Except for 3 home, all of 12 single family homes will be 3 stories high. There is not a single 3 story home in all of Barron Park and Greenacres neighborhoods. On Maybell, the 9 homes will only have a 12 feet setback. So basically 3 stories close to the curb. The developer's abutting complex APAC has at least a 20 feet setback from the curb. That complex is not immediately in people's faces

Another problem is that between each home in Maybell, there is only 8 feet. Again, squeezed together and 3 stories high practically on the street.

R-2 zoning requires 30 feet height so 2 stories maximum, each lot has to be at least 6,000 square feet, at least 20 feet setback and at least 12 feet distance from the next home. Here, each lot is reduced almost in half to squeeze in over twice as many market rate single family homes at 2,500-3,500 square feet for each lot. This type of zoning for a market rate single family home would never be problematic in Palo Alto – 3 stories, 12 feet setback, 8 feet from the next home on a tiny lot. The rest of the surrounding neighborhood is zoned R-1.

These are 15 market rate single family homes and should be subject to the same guidelines that other developers of market rate single family homes would follow.

The 60-unit complex is so dense in scale and size. The lot is RM-15 so 15 units per acre. The developer wants to build 60 units on 1 acre. On 1 acre! 60 units is 4x the density currently allowable under RM-15 zoning. The developer compares itself to Tan Plaza, but its 61 units is over 2 acres and APAC's 65 units is over 3 acres, yet a new precedent will set for housing allowance of RM-15 to be increased fourfold to 60 units on one acre.

The complex is 50 feet high. Current zoning under RM-15 is 30 feet high – so it's 2/3 higher than what it should be. The abutting APAC property is only 2 and 3 stories high with deep setbacks across 3 acre surrounded by trees (not tall & skinny homes). If APAC is the model, the new complex should be cut in half. It is totally out of scale, too immense, too dense, and too high on only 1 acre.

I ask if any Commissioner or City Staff would like to volunteer the lot across from where they live to view a "wall" of 9 tall skinny homes with 12 feet setbacks, 3 stories high, with only 8 feet in between each home on less than 3,500 lot each home along with backdrop of a 4 story 60 unit complex right next to it? I can see the

foothills walking up Maybell Avenue, but now my view is endangered by a proposed “wall” of 9 tall and skinny homes right up against the street on Maybell.

STREET PARKING

The Staff Report recommends a “no parking” sign in front of the single family homes on Maybell to reduce conflict with bicycles and pedestrians. This mitigation is insufficient for two reasons. First, the abutting APAC property has street parking 24/7 on Maybell. The cars and commercial vehicles are ALWAYS parked there because I see it everyday. I have taken photographs of the parking at different times in the morning and night and tenant cars are parked on the street constantly. I spoke with residents there, and they state that each unit has only 1 slot for onsite parking, but each unit may have 2 or 3 cars so that is why they have to park on the street.

The rest of the community has to bear the burden of PAHC not originally providing for enough onsite parking at APAC. Street parking leads to narrowing Maybell so bicyclists get pushed out in the middle of the street and having to maneuver around all the parked cars in the street. PAHC should address the problems at APAC if they sincerely wish to mitigate parking impact from their newest proposed project.

Second, PAHC appears to re-creating the same scenario at the proposed 60 unit development by providing only 42 spots for residents. They assume seniors don’t drive yet there are no senior services in walkable distances so they have to drive or many transport services will have to pick them up. PAHC hasn’t addressed how it will accommodate any increase demand for parking. Rather, again the public has to disproportionately bear the burden of all additional cars that don’t have spots on the property to be parked on the street, just like APAC. It is very plausible that there could be up to 120 more cars at the senior unit despite what assumptions PAHC makes about seniors because 2 seniors could live in 1 unit and be active and driving. 42 spots is providing for about 1/3 of the possible parking needs that could reasonably be needed by tenants at a 60 unit complex. PAHC should have to provide more parking onsite especially given the lessons learned from the misassumptions applied at APAC where clearly inadequate onsite parking is provided resulting in a tremendous burden on the neighborhood and increased safety risk with so many bicycles and pedestrians that use Maybell. The public should not have to disproportionately bear the burden of PAHC’s inadequate onsite parking allotments for its tenants.

The Staff Report proposes red painting 65 feet on Clemo. The negative impact of this development of red painting 65 feet of parking is to take away a public benefit on Clemo available for Briones park visitors. All of Palo Alto benefits from having street parking at the park that hosts many sporting games and practices from residents all over Palo Alto. By eliminating parking on Clemo takes away a public benefit from all residents of Palo Alto at the expense of accommodating a project that doesn’t provide for inadequate onsite parking for its tenants.

It is unfair that a disproportionate burden of the proposed high density project is being passed onto the neighborhood and residents of Palo Alto. PAHC should accommodate for the inevitable parking problem when its tenants don’t have a place to park onsite and will take away parking that should be available from visitors to the park. A lesson should be learned from the APAC street parking problem.

LACK OF PUBLIC BENEFIT FOR PC ZONING

PC should only be allowed where “development of the site under the provisions of the PC Planned Community district will result in public benefits not otherwise attainable by application of the regulations of the general districts.” The cited public benefits include: (1) 60 affordable units and (2) a small sidewalk segment that connects the Briones park’s sidewalk with APAC’s sidewalk.

First, the one acre is zoned currently for RM-15 can provide affordable housing under existing zoning. We can still provide affordable housing without the severe environmental impact that will be caused by upzoning the lot 4x higher in density. Building the units under current zoning could possibly help mitigate the environmental impacts of bicycle and pedestrian safety, traffic congestion on narrow Maybell and congested Arastradero, emissions of more vehicles, parking issues, emergency access, block views, hasten deterioration of park facilities, and disproportionate burden on the immediate neighborhood to absorb all these environmental impacts.

This neighborhood supports affordable housing. That is not the issue, in fact, we host several low income housing in our neighborhood, including Arastradero Park Apartments (APAC), Terman Apartments, Treehouse, Oak Manor Townhouses, and Buena Vista. The problem is the size and scale of 75 housing units and severe environmental impacts do not outweigh the public benefit of affordable housing when the same can be achieved under current zoning with a reduced number of affordable housing on 1 acre.

Second, adding a small sidewalk segment on Maybell in front of the now 4 single family one story homes is not a public benefits that outweighs the severe environment impacts of building 75 units. The proposed sidewalk only connects Briones park to the APAC property on Maybell. From APAC going east to Walgreens toward El Camino Real, there is no further sidewalk on the same side. After the park going further west, there is also no further sidewalk on that same side on Maybell. In other words, there is no continuous sidewalk all along Maybell from end to end going east toward El Camion so there is marginal, if any public benefit by offering one sidewalk segment in exchange for the environmental impact resulting from PC zoning. By filling-in one gap on a sidewalk, it doesn't make the road any safer. Pedestrian still have to cross the street to walk on an opposite sidewalk that runs from El Camino Real to the park. Bikers aren't even allowed on sidewalks so their safety issues haven't been addressed. There is no bike lane, and they are still pushed out near the middle of the street with all the street parking.

INADEQUACY OF NOTICE OF PROJECT

The City claims it notified residents within 600 feet of the proposed project. However, such notice was inadequate because more than half of the surrounding area around the project is open area so what would typically be notification of single family residents, none live in the open areas so very few residents were actually and in fact notified. Next to the proposed project is a large park, diagonal to the project is an elementary school with a large playground, on the other side of the project is the 2 acre Tan Plaza that is a single owner and another side of the project is the 3 acre APAC and then finally on one last strip are the single family homes. Had the City done a better job of actually notifying residents given the typography of the neighborhood, it would had know early on that the size and scale of 75 housing units has too many negative environmental impacts to warrant PC zoning.

The same goes for PAHC, they claim they notified residents of their neighborhood outreach meetings, but they didn't reach me and I live within 600 feet of this proposed project. I'm not a member of Greenacres or BPA although I recently paid and now am a member of BPA. Nevertheless, there are 1,500 people that live in BPA and less than 1/3 are members so solely relying on emails lists as the venue to reach residents isn't adequate because PAHC has overlooked the residents that are most directly affected by proposed project.

Sincerely

J. Fryhling

Ellner, Robin

From: Cheryl Lilienstein <clilienstein@me.com>
Sent: Wednesday, May 22, 2013 5:31 PM
To: Planning Commission
Subject: Seniors on Maybell: bad idea

First: there are no services that seniors need nearby. Walgreens yes. But Volvo? Tutoring? Fiskar? This is a ridiculous placement for senior housing: they all will need cars.

Second: the mix of traffic and bicycles is already treacherous. My husband bikes to work and is almost hit daily by some distracted parent driving their kids to school. I drive to work and I am always aware that kids on bikes are erratic. Reaction times, depth perception, and predictability are all impaired in both seniors and kids. So the planning commission is exercising really poor judgment in thinking that mixing these populations in an already stressed transport corridor would work.

Third: Setbacks can create a safety zone and more ease in passage. Building out creates claustrophobia, nervous driving, tenseness, and is ugly. Conversely beautiful setbacks increase ease and flow. Stop degrading our living environment, and thus our neighborhood relationships by building up to the street. A civil society needs development that considers the human effects.

Fourth: I support increased density near public transport corridors. El Camino is hardly that. Look towards Caltrain and California Avenue, please. It makes more sense and is more safe.

Cheryl Lilienstein
Barron Park resident for 22 years

Ellner, Robin

From: Bin's Hotmail <binhewan@hotmail.com>
Sent: Wednesday, May 22, 2013 3:22 PM
To: Council, City; Williams, Curtis; Wong, Tim; Planning Commission
Subject: Safety Concerns for Maybell Senior Housing Project Rezoning

Dear City council members and Planning commission members,

I want this on the public record!

I'm a resident in Green Acres and has two kids in Terman Middle school. I'm writing to you about my concerns of traffic safety for proposed Maybell Senior Housing Project. Maybell and Arastradero are the traffic corridors of four schools, of which more than half the kids walk or bike to school. Among them Gunn High has over two thousand students along. Also these two roads are leading to I 280, Veteran's Hospital. The traffic in the morning rushing is already very congested and resulted in many dangerous situation. A lot of Gunn high school use Maybell as a short cut to Gunn High's back entrance on Georgia Avenue. If we have another more than 75 units housing built on Maybell I think it will become a accident hotspot. Therefore our family strongly oppose this project and ask council to put our kid's safety first, not politics.

Thank you very much for your consideration!

Bin He
King Arthur Court.

May 17, 2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Dear Palo Alto Planning Commission and City Council,

13 JUN -4 AM 11:51

I am writing to express my support for the new Maybell Orchard affordable housing development. I am a single parent of three and am a homecare provider for seniors, disabled, and those with mental health.

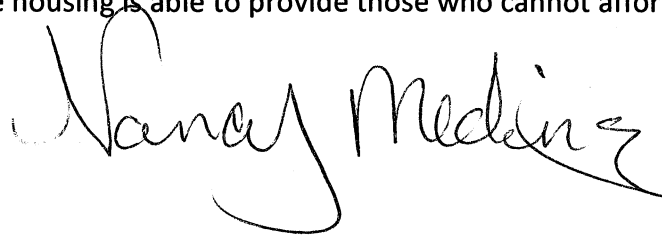
I have lived in Palo Alto for 4 years thanks to affordable housing. I lived in the Opportunity Center and moved to the Tree House Apartment in 2011. I think Palo Alto is a beautiful place to live and has given me a lot of opportunities. Public transportation is great and I am able to live and work in Palo Alto.

Living in the Tree House Apartments has impacted my life through the various services that are offered to me as a resident. I have taken healthy cooking classes, computer classes, attended health workshops and fitness classes. The resident services also helped me with job search, counseling, and finding a great community. These services have greatly improved my health and living. I was able to secure a good position within Senior Care and am independent.

In the grand opening of our Tree House apartments in 2012, I proudly open the doors to my apartment and showed various community members including the Mayor of Palo Alto my beautiful home.

I believe we need more affordable housing in Palo Alto because it helps many resident be able to live healthier and have a home. We have a large population of homeless people in Palo Alto and seeing that makes me feel like if I have a home, they should be able to have one too. Affordable housing is able to provide those who cannot afford to live here a safe and warm home.

Sincerely,



Nancy Medina

John Caruso
488 W. Charleston Road #302
Palo Alto, CA 94306

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 JUN -4 AM 11:50

Reference Affordable Housing in Palo Alto

To: Whom it may concern

I'm writing in favor of affordable housing here in Palo Alto. I moved to this wonderful city from New York 34 years ago and have lived here ever since. I lived 32 of those years renting at different locations in Palo Alto and the past 1 ½ at The Tree House Apartments which is operated by The Palo Alto Housing Corporation. I live in a Tax Credit Apartment due to a disability that I have and low income resulting from this disability.

I'm in extreme pain everyday from a nerve disorder but I'm blessed to be able to still live in a city that I love. My Mother also has a disability, she is legally blind and has hearing loss and she lives in The Sheridan Apartments in Palo Alto also run by The Palo Alto Housing Corporation. She feels blessed as well and if it were not for affordable housing here in Palo Alto my Mother and I could not live in the city we moved to 34 years ago and the city that we love. Please take it from me and my Mom and until you have a disability or have low income, you could not fully understand how important that it is to have affordable housing. Even though my Mother and I struggle each and every day with our disabilities and trying to make ends meet we have some dignity left because we are able to have good affordable housing.

It is so hard now a days living on low income and having a disability with the high cost of medical and prescriptions and given our disabilities it is so important to be able to have a place to call home that is safe, clean and most importantly affordable. Every night when I try to go to sleep I get into my bed and say my prayers and thank God that I have the comfort of a warm good place to call home. If we did not have affordable housing here in Palo Alto it would be so very sad, especially when there are so many people who live here who are well off and that can afford homes or apartments at the going rate. I grew up believing that we always need a balance in life with work, play sleep and I think the same for affordable housing, it's good for our town, the community and brings a healthy balance to the people that work and live in this wonderful town called Palo Alto California. Please Support Affordable Housing for all the people who don't have much of a voice so that they can live in a safe and nice community, please support this and may God Bless you.

Sincerely,

John F Caruso and Leona Caruso,
Affordable Housing Residents of The Palo Alto Housing Corporation

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Brent Barker <brentgbarker@gmail.com>
Sent: Wednesday, May 29, 2013 1:24 PM
To: Council, City; Planning Commission; Architectural Review Board; ctraboard
Subject: CTRA Board Statement on Mayfield Housing Project
Attachments: CTRA Statement on Mayfield Agreement Housing.pdf

13 JUN -3 AM 9:19

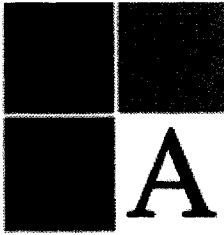
Members of the City Council and Planning Commissioners,

Attached is a statement by CTRA Board of Directors regarding the Mayfield Housing Project that will be coming before the city in various forums this year. There will be a preliminary review by the ARB on June 6th, and a more comprehensive overview presented by Stanford to the Planning and Transportation Commission on June 12th. A hearing on the Construction Management Plan will be held later this year, and numerous residents from College Terrace will be addressing the City Council on the issues summarized in this statement.

We are seeking your help and support in keeping construction truck traffic off California Avenue and preserving the City's successful traffic calming program in College Terrace. Alternatives and justification are laid out in the attached statement.

Thank you for your consideration.

Sincerely,
Brent Barker
President, CTRA Board of Directors



College Terrace Residents' Association

2331 Amherst Street, Palo Alto, California 94306

May 29, 2013

CTRA Board Statement on the Mayfield Agreement Housing

Ban demolition and construction truck traffic on the streets of College Terrace to protect the health and safety of our residents, and maintain our quality of life.

- Trucks will impose an undue and unnecessary burden of noise, dirt, traffic congestion, and damage to California Avenue. They will bring asbestos and other contaminants through our streets. They will endanger children, pedestrians, bicyclists, and motorists.
- For the upper California Mayfield site, Stanford has recently identified an alternative access route from Page Mill. However, they want to impose limitations (one-way for one year). College Terrace wants those limitations removed. It is both feasible and desirable to use the existing corridor at 1450 Page Mill for two-way construction traffic during the estimated four years of construction.
- For the El Camino site, direct access, or shortest path to El Camino is essential.

Preserve the successful traffic mitigation measures undertaken by the city over the last ten years.

- The City has worked with College Terrace since 2003 on a traffic-calming program. It has been successful in reducing both traffic volumes and speed. The significant gains of this program need to be sustained and supported.
- The upper California Avenue Mayfield project of 180 residential units will generate an estimated 1500 trips/day. The 2005 plan assumed a small percentage of households would work at Stanford. Recently, this has been changed to 100%. Therefore, many more residents will drive through College Terrace on their way to work, potentially increasing traffic on interior streets significantly (i.e. >25%, as per the TIRE index).
- Based on CTRA's recent, two-day study of traffic patterns into and out of the Stanford Peter Coutts housing project, we estimate about 50% of the residents' trips are to Page Mill Road. Since Peter Coutts is a reasonable model for the new residents (100% Stanford faculty), a permanent road to Page Mill could divert as much as 50% of the new traffic away from the streets of College Terrace.
- At the back of the El Camino site, a safe corridor is needed for children trying to reach Escondido School or homes in College Terrace.
- When exiting the El Camino site onto California Avenue, the out-of-kilter alignment with Yale makes a left-hand turn problematic.

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Elaine Heal <eheal_74@yahoo.com>
Sent: Thursday, May 30, 2013 11:14 PM
To: Council, City; Planning Commission
Cc: aruggiero@padailypost.com; bkerr@padailypost.com
Subject: Maybell Rezoning public comment

13 JUN -3 AM 9:14

Dear City Council and Planning and Transportation Commission:

Thank you for taking the time to consider all of our comments in this process of determining whether to rezone the properties at 567-595 Maybell Ave. (the Maybell project). I live on Arastradero Road near Clemo. I drive on Arastradero daily and walk on Arastradero and Maybell with my four young children going to the park and to Juana Briones Elementary School.

I attended the Planning and Transportation Commission (PTC) meeting on May 22nd and listened to the Applicant, the traffic consultant representative, the public comment, and the Commission. Upon consideration of all the information, I am opposed to the rezoning of the Maybell project for the following reasons:

1. 1. Concerns over whether the residents will be seniors

I am confused after attending the May 22nd PTC meeting. At the meeting I raised a concern that I didn't know if we had any assurance the project would get PC zoning based on parking and a traffic study for seniors and then be open to anyone to live there at some point in the future. The Commission asked the Applicant that question. The way I understand the answer is that at least one of the funding sources require that the project have seniors live there for 55 years. However, that answer raises more questions than it answers. What percentage of seniors need to live there to meet the requirements? If there are as few as about 25% of the units allocated to non-seniors (75% to seniors), then the numbers in the traffic study are approximately twice as high according to the staff report comparing what is allowed under the current zoning. Obviously, if it were 50% seniors that would be far worse than what is allowed under the current zoning and not studied at all. Another question it raises is what happens if that funding source is paid off one way or another? One path to paying it off could be that PAHC decides to sell the property. Another could be to pay off the loan and obtain different financing. Essentially, I am not satisfied that the neighborhood has any kind of assurance that the project will remain 100% a senior project. And if it does not, then all the numbers that were put forth in order to get the up-zoning would be no longer applicable. Instead we would be left with a situation where the zoning was obtained with low numbers for seniors, but the reality would be much higher numbers for non-seniors. It would be nice to have some assurance that the project must be occupied 100% by seniors in perpetuity.

I am also a bit confused about the live/work preference for Palo Alto. The Applicant stated that it could have a live/work in Palo Alto preference for its residents. However, the Applicant also stated that the vast majority of its senior residents do not work. And if a potential resident already lives in Palo Alto, then it seems like they already have a place to live and would not necessarily need to move into this project. Therefore, I am confused by this preference.

2. 2. Concerns over an inaccurate comparison to the Stevenson House

There was a lot of comparison of the Maybell project to the Stevenson House at the May 22nd PTC meeting. However, the two facilities are an apples to oranges comparison. First, Stevenson House is located near an elementary school, Hoover, churches, and a private school. Hoover is a choice school, rather than a neighborhood school. Therefore, there are many fewer people who walk or bike to Hoover than the three

neighborhood schools surrounding the Maybell project proposed site. Also, the Stevenson House has grocery shopping, restaurants, and amenities directly across the street in a truly walkable location for seniors. The proposed Maybell project site has none of that. Finally, the proposed Maybell project also has 15 single family homes surrounding it, which the Stevenson House does not have. The Stevenson House and the proposed Maybell project are truly very different.

3. 3. Concern about visual impact

I want to correct what I believe to be a misstatement at the May 22nd PTC meeting. Several times during the meeting it was noted that the project site has no visual impact to surrounding houses. That statement is wrong. As I said above, I live on Arastradero Road and I can see this project site from my bedroom window, the window of my kids' bedroom, and my front driveway. It does have a visual impact to me from my home. It will also have a visual impact from other Arastradero and Maybell single family homes.

4. 4. Concerns regarding traffic and safety

Crosswalk at Clemo

Another concern I have is with the ingress/egress being on Clemo to Arastradero. At the PTC meeting on May 22nd, the Applicant indicated that they anticipate most traffic out the project will head towards El Camino. Assuming that most traffic will go to El Camino, then cars exiting the project will have to turn left onto Clemo and left again from Clemo to Arastradero. Currently, there is a cross walk across Arastradero to the east of Clemo, meaning that the cars turning left would need to go through the crosswalk. This crosswalk was installed as part of the Arastradero calming project about 2 years ago and is heavily used. Even if vehicle traffic permitted a left turn onto Arastradero, then pedestrian or bike traffic in the cross walk could inhibit left turn ability. Since frequently cars do not currently stop for pedestrians in the crosswalk (and there is no crossing guard at this intersection), it adds a level of danger to crossing the street at that location because then more cars would be coming from three directions. To make matters even more difficult for left turners onto Arastradero from Clemo, there is a median at that point for pedestrians on the crosswalk, so the cars lose the benefit of the middle turn lane generally available on Arastradero. My experience driving on Arastradero tells me that at most times of day a left turn from Clemo to Arastradero will be virtually impossible or very dangerous to both the car turning left and to pedestrians on the crosswalk.

Emergency access

Furthermore, the fire station is located at the corner of Arastradero and Clemo. Very frequently during peak traffic times, the driveway from the fire station to Arastradero is blocked, despite the "Keep Clear" writing on the road. The fire trucks frequently use the Clemo exit of the fire station to avoid that blockage and the traffic on Arastradero. However, if there are only two or three cars waiting to turn left onto Arastradero from Clemo due to the traffic or pedestrians described above, then there is a very real possibility that both fire station driveways will be blocked. In that case, the emergency vehicles will be delayed.

Arastradero calming

The traffic on Arastradero and Maybell is already bad due in part to the unique neighborhood described above, and in part to the Arastradero calming project. While I believe one goal of the project was to make Arastradero safer for bikes and pedestrians, it also had the impact of increasing traffic delay on both Arastradero and Maybell. It appears that there are serial projects each making traffic only a little bit worse so we (the residents of the neighborhoods affected) won't notice. First, the Arastradero calming project increased traffic on Maybell and traffic delays on Arastradero. Now, just a few years later, PC zoning is proposed to increase the density on Maybell and Clemo and the Applicant saying the traffic will only go up a little so we won't notice. This reasoning is flawed. To say that we won't notice because it is only increased a little bit may be right for one increase, but with multiple back to back increases, there is an additive effect. We do notice. Also, it would be unfortunate to negate the positive impact to pedestrians and bikes that was gained from the Arastradero calming project with the added traffic and risk from the Maybell project.

Video shown at May 22nd PTC meeting

I also wanted to reply to a comment made by Chair Martinez at the May 22nd PTC meeting. He indicated that the video shown during public comment of the intersection at Maybell and Clemo showed how well behaved kids and cars were. However, what is perhaps difficult to notice in the video is the large number of bikes that do not stop at that stop sign. Most of the packs of bikes do not stop at all at the stop sign. I walk through that intersection every morning on the way to school and nearly get pummeled by the bikes every day. Just today there was a car stuck literally in the middle of the intersection because it tried to go but was stopped by pedestrians in the cross walk. There is no crossing guard at that intersection and it is a free for all. There is a crossing guard at the intersection of Maybell and Coulombe and she has to scream at the bikes to get them to stop at the stop sign.

Traffic Study

I understand that the Hexagon representative said that the traffic study commissioned by the Applicant followed the analysis methodology typically used. However, it is possible that the unique situation of this neighborhood should warrant different consideration. For example, due to the number of neighborhood schools in close proximity to each other and to the Maybell project, there are a large number of bikes and pedestrians that should be considered and included in the analysis. Also, the traffic peak times are unique to the combination of the schools, the business parks on Arastradero (or other streets requiring travel on Arastradero, like Foothill, Hillview, etc), and the fact that Arastradero is one of only a limited number of East/West passages across Palo Alto, between 280 and 101. Thus, there are not only peak times, but really peak times, for example, between 7:45 and 8:15 a.m., where all of the above factors give rise to traffic beyond just peak traffic on Arastradero and Maybell. By focusing on the larger peak time between 7 and 9 a.m., the average number of trips dilutes the real problem, which occurs in the really peak time of 7:45 to 8:15 a.m. Therefore, some consideration should be given to whether this neighborhood warrants a different traffic study methodology to adequately analyze the current and predicted traffic.

In conclusion, I urge you to consider rejecting the up-zoning application for the safety of our children and other pedestrians and cyclists. Thank you for your careful consideration of this matter.

Elaine Heal
Resident on Arastradero Road

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: eugene zukowsky <eandzz@stanford.edu>
Sent: Friday, May 31, 2013 1:19 PM
To: Council, City
Subject: maybell/clemo rezoning

13 JUN -3 AM 9:14

To: Palo Alto City Council Members

My husband and I are past 80. We've lived on Maybell Way since 1969 and Maybell Way is full of seniors, many of them much older than we are. We have had a number of instances of having to call ambulances to take us to hospitals as well as the fact that I have had to drive my husband to ER's on several occasions. On one occasion the paramedic told us that Stanford ER was too crowded to treat my husband who was in serious pain and needed immediate attention. They took us to the VA Hospital instead, told us that traffic to Sequoia Hospital was too heavy and would take too long (it was evening commute time). On one occasion I drove my husband to the VA Hospital myself (also in pain but not fainting) and got stuck on Arastradero in the right turn lane when the car ahead of me would not make the right turn onto Miranda towards the hospital (I kept honking to no avail). Instead on many occasions I see cars stay in that lane and then they quickly scoot onto Foothill Expressway. So you can see why I'm especially concerned about emergency vehicle access and egress from Maybell Way. We are a cul-de-sac with no other way in or out except onto Maybell Ave. Maybell is too narrow for emergency vehicle to bypass cars and bikes and go onto sidewalks. Mostly there are none. Arastradero is crowded. We are not the only house on Maybell Way that has had ambulances come to us. In fact, we had police cars and emergency vehicles on our street on Tuesday of this week, luckily not during commute times. It's a fact of life that seniors will need them. I think the issue of accessibility for emergency vehicles is a VERY important issue including the fact that the proposed project includes a building full of seniors!

My husband and I implore you to take very seriously the issues raised by so many of the residents of our neighborhood as well as the one that I have outlined above and NOT rezone Maybell/Clemo. We know that you have had a historic outpouring of objections to the project planned by the PAHC. It is time to listen to the voices of the residents of Palo Alto who voted for you and depend upon you to act as a voice for us and not for developers.

Zita Zukowsky
4153 Maybell Way

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Cheryl Lilienstein <mail@changemail.org>
Sent: Friday, May 31, 2013 3:50 PM 13 JUN -3 AM 9: 12
To: Council, City
Subject: Why I signed -- The city should not

Dear City of Palo Alto,

I just signed Elaine D's petition "Stop High-Density Rezoning in Barron Park" on Change.org.

Here's why I signed:

The city should not allow ANY MORE CARS on bike routes. Development has already clogged our roadways. How about this: require developers to IMPROVE transit --and DECREASE the number of cars-- as a condition for building?

Sincerely,
Cheryl Lilienstein
Palo alto, California

There are now 189 signatures on this petition. Read reasons why people are signing, and respond to Elaine D by clicking here:

<http://www.change.org/petitions/stop-high-density-rezoning-in-barron-park?response=99c88e57756d>



Minor, Beth

From: Tom Pamilla <tompamilla@stevensonhouse.org>
Sent: Saturday, June 01, 2013 11:33 AM
To: Council, City
Subject: Maybell Senior Housing Project

CITY OF PALM BEACH, FLORIDA
CITY CLERK'S OFFICE

13 JUN -3 AM 9:10

Honorable Council Members:

I am reaching out to each of you to emphasize the importance of your June 10th vote to approve the Maybell Senior Housing Project. As the Executive Director of Stevenson House here on busy Charleston Road, it is clear to me that a well-run senior housing project can be integrated harmoniously with the surrounding community.

My message is twofold: a senior housing project such as the Maybell project in many ways adds to the quality of the community. It provides a home to elders who have helped to build our community. It allows the wisdom, experience and insight of these seniors to enrich our community. The youth who live and study in the surrounding area have the opportunity to participate in valuable intergenerational activities in which both generations learn and grow.

The second element of my message is that for 45 years Stevenson House has flourished in this community and has been an invaluable asset and resource. As will be with the Maybell project, Stevenson House functions within a very active community. We are across the street from private homes, next to Hoover Elementary school, the Unitarian Church, Abilities United, down the block from Challenger school and around the corner from Achieve Kids, and near very popular Mitchell Park and JLS Middle School.

Rather than problems and conflicts, this community has developed a healthy interrelationship that is truly beneficial to each organization.

I encourage both sides of the Maybell project to work together with open minds to address concerns. Both sides are interested in the community and both sides have the opportunity to learn from each other. Maybell has made efforts to resolve some of those community concerns. With collaboration of both sides of

this issue, the remaining concerns can and will be resolved. Above all we must keep in mind that affordable senior housing in Palo Alto is a real need.

Thank you for your attention to this vitally important subject.

Respectfully,

*Thomas M. Pamilla, MSW
Executive Director
Stevenson House
455 E. Charleston Road
Palo Alto, CA 94306
(650) 494-1944 ext.12
www.stevensonhouse.org*

Minor, Beth

From: Maryanne Welton <mare@robquigley.com>
Sent: Sunday, June 02, 2013 2:57 PM
To: Council, City
Subject: 567-595 Maybell Avenue (12PLN-00453)

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 JUN -3 AM 9:10

The Palo Alto Housing Corporation's mission is to provide affordable housing in our community. It is not an easy task to acquire land and develop it at a density that makes affordable housing feasible in Palo Alto. The inevitable opposition from neighbors (who always say they aren't opposed to affordable housing, just *this* project in *their* neighborhood) and the difficulty stitching together a patchwork quilt of funding sources combine to make the task of developing new low-income housing nearly impossible.

I understand that neighbors are upset about potential increases to traffic and school impacts. I can sympathize with their wish to turn the former orchard into an extension of Briones Park, a dream for which there is no funding. They don't take into account that many of their homes were most likely orchards or agricultural land at one time and that the development of their neighborhood changed traffic and school populations.

Palo Alto is a continually evolving city and has been over many decades. The PC process, General Plan, Zoning Ordinance and Housing Element are tools that make a project like this possible. If PAHC doesn't develop this property, a for-profit developer will. Personally, I prefer that economic and social diversity are allowed to fit in appropriate locations in my neighborhood. The proposed project is adjacent to existing multi-family housing, which makes the site ideal for this type of development.

When the Planning Commission approved the project they noted that the existing traffic issues should be addressed, rather than stop this project, which will have a minimal impact on the current situation. The opposition is hoping to have even more people attend the City Council meeting. I have faith that you will see beyond their emotional demands that this project is wrong for this location.

As a Barron Park resident, I support this project and encourage you to sift through the noise of opposition to approve it.

Maryanne Welton

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: recycler100@sonic.net
Sent: Monday, June 03, 2013 3:52 PM
To: Council, City
Cc: Wong, Tim; Williams, Curtis
Subject: REZONING: Please consider - a WIN-WIN proposal

13 JUN -4 AM 9:13

Dear Council,

As I'm sure you are aware by now, there is a strong opposition to rezoning the property at Maybell and Clemo. **This email is about finding a win-win for everyone: for the neighborhood, for the City, for affordable housing advocates and the future residents.** Because we neighbors can't just speak out against what we don't want for our neighborhood, as neighbors at Alma Plaza did (and ended up with such negative results), we have to have an idea of what we want there and ask. I'd like to propose a vision for a WIN-WIN, which I hope you will consider as a positive way forward for all parties.

As you all are very well aware, both Maybell and Arastradero are already overly congested school transit corridors traveled by over a thousand kids on foot and bike every school day, and hundreds more in the next few years. The proposed rezoning would tear down 4 perfectly good ranch houses to put up in their place on Maybell 9 for-profit tall skinny 3-story houses like at Alma Plaza, with little setback, plus 6 more next to them directly across from Juana Briones park on Clemo.

(Who thought it was a good idea to put a looming wall of new skinny for-profit homes the disabled could never live in or visit right across from a long-time school and rehabilitation center for disabled children from around Palo Alto and Santa Clara County and the park they visit daily? Around 11% of the population has mobility problems - why the City of Palo Alto is building as fast as it can to shut out the disabled is a whole other problem! But doing so in the park directly across from the OH is only more evidence of the insensitivity of those pushing this rezoning in that location. Ironic that the scheme is to profit from those 15 out-of-character-with-the-neighborhood homes in order to finance a high-density development of 60 units next to it for seniors. PAHC has said they will not compromise on the Alma-plaza-like for-profit houses.)

The development has no other routes in and out except via those heavily traveled school corridors, on Maybell and a most congested part of Arastradero, and there are no convenient walkable amenities like medical services or grocery. One of the streets, Maybell, of substandard width, is actually designated one of only two Bicycle Boulevards in the City's Bicycle + Pedestrian Transportation Plan (the other is Bryant!), amazingly saying,

"Bicycle boulevards are signed, shared roadways with especially low motor vehicle volume, such that motorists passing bicyclists can use the full width of the roadway. Bicycle boulevards prioritize convenient and safe bicycle travel through traffic calming strategies, wayfinding, and other measures."

Traffic on Maybell already far exceeds 2500 vpd, the maximum acceptable volume on a local residential street as defined by Palo Alto's neighborhood traffic calming program.

The City Council also adopted a policy in 2003 that principle school commute routes be given "priority for public investment purposes and be accorded enhanced review as

regards proposals for new commercial driveways and other street changes." [emphases mine]

Those pushing for the rezoning have a sincere desire to build more affordable housing. But they have no real way to mitigate the problems of that location to the neighborhood or the residents. As Commissioner Panelli pointed out, it's not really on a transit corridor, either. If the City rezones, the problem promises to explode into massive distrust of City Hall and certain legal challenges. Bob Moss told the PTC that this rezoning has the most opposition he's seen in 30 years. The City has been warning that even building under the existing zoning could create significant traffic.

What if there were another way? A win-win for everyone? A no- or low-traffic use of the property at 567-595 Maybell, and a truly great location for even more affordable housing, made possible by that no-additional-traffic use for that property?!!

27 University has 200,000 sq ft of proposed office space, but not one housing unit. There are places in Palo Alto where it is appropriate to think of denser housing, yet in this plan, there are no housing units. Rather than Maybell, here is a place that is appropriate, and not only that, a real opportunity.

Furthermore, there is a historic house sitting on that property, Hostess House (formerly Macarthur Park restaurant), which cannot be torn down to optimize this ambitious project at 27 University. The City has discussed moving it to a playing field at El Camino Park (where it would eliminate a playing field), or out at the golf course (where the damp bay air will do the historic building no favors).

THE VISION:

What if the City were to move Hostess House to the Maybell orchard property, and make it a community orchard? Like Gamble Gardens, only for trees? There are currently 12 grand ancient oaks on the property (10 to be preserved), and 90 some historic fruit trees (otherwise slated to be torn down). Along with Hostess House, the property could become an educational center for the surrounding nearby schools. A place for science programs, community meetings. Plus it sits directly across from an existing park! It could also be a meeting place where veterans are welcomed once again, as it was historically, since the neighborhood is next to the VA. It's a once-in-a-lifetime opportunity to make a unique community asset!

The 4 existing ranch homes could be sold, at market prices, making back \$9-11 million of the original purchase price, leaving less than the amount the City loaned to buy the property in the first place. If the City were willing to put up just half of that loan total as a matching grant from the Stanford funds - a small fraction of the total of the Stanford funds, which some in the City Council have expressed a desire to spend on just such visionary projects - the neighbors could raise the rest. It would truly show a commitment to the City policy of prioritizing safe routes to school through an investment in a visionary asset that guarantees no appreciable traffic added to that traffic bottleneck of only more heavily used safe routes to school into the future.

With Hostess House moved, 27 University could be developed to its full potential. An arts and innovation center downtown would be an incredible asset for the City. If it could possibly include some affordable housing, the developer would get positive "PR" on the project. Making some or all of the affordable housing available to low-income seniors could generate relaxation on some of the other development issues, so the developer wins, too. (Having affordable housing where residents truly do not need a car may mean tax credits, as well.)

The development itself could allow for even more affordable housing units than at Maybell, which could be all for low income seniors, or some multigenerational. Residents could step literally right outside their doorsteps and take a train or bus anywhere in the Bay Area. They could take a short walk to Avenidas for free meals,

community, and classes for the elderly. They could go to Stanford for museums and exercise. Seniors living there would have only to walk outside their doors to volunteer usher for events at the new performing art center, something seniors often do see cultural events for free. Their aids and family visitors could also take transit to visit them, but if they took a car, any overflow weekend parking needs could be met by sharing the empty business parking. Most importantly, the seniors themselves really would have real freedom and quality of life, without needing a car, without having the expense of a car. They could even take the train just one stop to the farmer's market on California. They would be just moments away from medical services at PAMF and Stanford.

As a parent, I have seen my share of children's programs where a couple of clueless puppets wander around holding something the other clearly needs, where the audience can see that if they just got together, the puzzle would fit, and everyone's problems would be solved. I hope everyone can see how we can solve this through the same kind of cooperation, to everyone's benefit.

I humbly ask you to consider this vision and win-win solution for Palo Alto tomorrow. If the neighborhood can provide conceptual drawings of what a community orchard would look like and the enormous public benefit it would bring to our town, please contact me.

Anne

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Diane Jakubowski <dianejak@yahoo.com>
Sent: Tuesday, June 04, 2013 7:55 AM
To: Council, City
Subject: Alternate plan for Maybell-Clemo

13 JUN -4 AM 9:14

Hello,

I write to support an alternate plan as written by Art Liberman:

<http://www.bpapaloalto.org/2013/05/30/an-alternative-position-on-the-maybell-clemo-project/>

Fifteen single family homes in the PAHC proposal are too many – the homes are too narrow, too close to each other, on too small lots – and would generate a sizable amount of the total traffic.

I hope the council will learn from the mistake at Alma Plaza and other recent developments and start moving forward with better decisions.

Regards,
Diane Jakubowski
4021 Villa Vista

Gonsalves, Ronna

CITY OF PALO ALTO
CITY CLERK'S OFFICE

From: Kevin Zwick <kevin@housingtrustsv.org>
Sent: Wednesday, June 05, 2013 9:42 AM
To: Council, City
Subject: 567 Maybell - Support
Attachments: maybell support.PDF

13 JUN -5 AM 10: 09

Dear City Council –

Please accept the following letter of support for affordable housing at 567 Maybell Ave.

Thank you,
Kevin

Kevin Zwick | Chief Executive Officer
Housing Trust Silicon Valley
95 S. Market Street, Suite 610 | San José, CA 95113
[p] 408.436.3450 ext. 225 | [f] 408.436.3454
kevin@housingtrustsv.org | www.housingtrustsv.org



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June 4, 2013

City Council
City Hall
250 Hamilton Street
Palo Alto, CA 94301

RE: 567 Maybell Ave Rezoning for Affordable Housing Development

Dear Councilmembers:

The **HOUSING TRUST SILICON VALLEY, formerly HOUSING TRUST OF SANTA CLARA COUNTY** is pleased to support Palo Alto Housing Corporation's proposal to rezone the property located at 567 Maybell Avenue, Palo Alto, to a Planned Community (PC) Zone for the development of affordable housing. The mission of the HOUSING TRUST SILICON VALLEY is to make Silicon Valley a more affordable place to live. Housing Trust Silicon Valley makes loans and grants to increase the supply of affordable housing, assist first-time homebuyers, prevent homelessness and stabilize neighborhoods.

The Palo Alto Housing Corporation is proposing to develop 60-units of affordable housing for seniors with incomes ranging between 30-60% area median income (AMI). Many Palo Alto seniors who are reliant on low fixed-incomes fall within this income bracket. These lower-income seniors deserve the chance to age in place with dignity and independence.

The Maybell Orchard development will add 60 units of desperately needed affordable senior housing to the City's affordable housing stock while having negligible impacts on neighborhood traffic. The development will provide pedestrian connection to Maybell Avenue and Juana Briones Park and will include indoor bicycle parking for residents in order to encourage residents to walk, bike, and take public transportation.

We strongly encourage you to support this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Zwick".

Kevin Zwick
Chief Executive Officer
HOUSING TRUST SILICON VALLEY

Gonsalves, Ronna

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Sue Luttner <suelu@ix.netcom.com>
Sent: Tuesday, June 04, 2013 12:30 PM 13 JUN -5 AM 10:09
To: Council, City
Subject: Maybell Housing Project

Honorable Council Members,

Because I support the goals of the senior housing project on Maybell, I am hoping we can find a design that works for both our neighborhood and the city as a whole.

I am grateful for the design changes that have already been made, but I am still concerned about the set-back on Maybell. We have known for years that the street isn't wide enough to safely accommodate both car and bicycle traffic during school commute hours. The proposed development edges a significant portion of a short but problematic corridor. Could we turn this into a chance to widen the public right of way? Or at least leave enough room to make widening plausible in the future?

Based on the common wisdom about car ownership, I would also suggest fewer single-family homes in the project, but my main concern is the Maybell set-back.

Thank you for your hard work keeping the city on track, and for your consideration of our neighborhood's input on this issue.

Sue Luttner
Technical writer and editor
suelu@ix.netcom.com
4035 Orme Street
Palo Alto CA 94306
650-387-4102
<http://sueluttner.com/>
<http://onsbs.com/>

Gonsalves, Ronna

From: Jeffrey Rensch <jrench@gmail.com>
Sent: Tuesday, June 04, 2013 3:46 PM
To: Council, City
Subject: Support for Maybell Orchards -- re June 10 Council meeting

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 JUN -5 AM 10:09

Dear Mayor Scharff and Councilmembers

I am a resident of Barron Park writing in strong support of the Maybell Orchards development of senior affordable housing as supported by market rate houses, which of course you will be discussing at your June 10 meeting.

Personally I consider this a model development that will enhance the neighborhood in which it will be sited. It is actually a rather modest development.

So I have been astonished by the emotional and hostile reaction of some of my neighbors. They seem to feel their private domain has been "invaded" by a potential use that is very good for the city and very good for the region but that doesn't provide them with an immediate amenity.

They should consider that Palo Alto is not a private community and not a gated community. We are a city filled with more financially struggling seniors than the market can comfortably house. Surely the needs of those seniors should drive your decision.

Thank you
Jeff Rensch, 741 Chimalus Dr, Palo Alto

Gonsalves, Ronna

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Donald Anderson <donanderson44@gmail.com>
Sent: Tuesday, June 04, 2013 4:39 PM
To: Council, City
Subject: Support for Maybell Project -- June 10 City Council Agenda

Dear Mayor Scharff and Councilmembers:

I am a resident of Barron Park writing in strong support of the PAHC proposal to build affordable senior housing on Maybell in Palo Alto. I have lived on the same block as the proposed development for more than 25 years. I believe the PAHC project will serve an underserved group of people in our city, and could be a boon to many of us with aged parents who wish to move closer to us but can't afford it.

A small but vocal group of my neighbors in the Barron Park and Green Acres neighborhoods has raised objections to the proposed development. **(The Barron Park Neighborhood Board voted to oppose the PAHC proposal on a close 6-4 vote with one member absent. The Board is not elected, and conducted no survey of neighborhood residents on the issue).** Objections have focused mainly on: 1) Presumed deleterious impact on traffic and on safety of children commuting to and from school on bikes and as pedestrians. 2) Aesthetic incompatibility with the adjoining neighborhood.

Through a course of public hearings, PAHC and the city have responded to criticisms by changing the design to eliminate driveways onto Maybell from the single family residences, scaling down the size of the residences, providing two additional means of automobile egress from the property, widening the sidewalks, and increasing the setbacks. **I have spoken with several longstanding and knowledgeable advocates for "Safe Routes to School" in Palo Alto who say they have studied the situation and that they do NOT believe that this project will make an appreciable impact on traffic or bike/pedestrian commute safety.**

The proposed development is surrounded on two sides by large existing apartment complexes, on one side by a city park (Juana Briones Park), and is across the street from a vacant lot, a small rented house, and several newer, larger, two story houses. **I personally think that the proposed development is compatible with the immediately surrounding neighborhood -- and of course provides for much needed affordable senior housing.**

Please vote to approve the PAHC Maybell project.

Don Anderson
4185 Alta Mesa Avenue

Gonsalves, Ronna

CITY OF PALO ALTO
CITY CLERK'S OFFICE

From: Tom Wasow <twasow@gmail.com>
Sent: Tuesday, June 04, 2013 4:56 PM
To: Council, City
Subject: Support for Maybell Project -- June 10 City Council Agenda

13 JUN -5 AM 10:09

Dear Palo Alto City Council Members,

I am writing in strong support of the Palo Alto Housing Corporation's proposed low-income senior housing project on the corner of Maybell and Clemo. I am a 36-year resident of Barron Park, and I have been unconvinced by my neighbors' criticisms of the project. PAHC has done careful research and modified the project in ways that address the criticisms, yet the critics ignore PAHC's data.

I value the diversity of our community, and do not want to live in a city with only rich residents. There is a critical need for low-income housing in Palo Alto, and the Maybell project will make a significant contribution toward meeting that need. Please think about the long-term future of Palo Alto when considering the Maybell/Clema project and put it ahead of the nimbysism of some of my neighbors. They do not speak for the entire Barron Park neighborhood.

Sincerely,

Tom Wasow
758 Barron Avenue
Palo Alto, CA 94306

Gonsalves, Ronna

From: Dena Mossar <dmossar@yahoo.com>
Sent: Tuesday, June 04, 2013 5:15 PM
To: Council, City
Subject: Support for Maybell Project -- June 10 City Council Agenda

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE
13 JUN -5 AM 10:09

Dear City Council Members:

I am writing in support of the PAHC proposal to build low income senior housing on Maybell in Palo Alto.

Though I understand the concerns of the project's near-neighbors, the reality is that income disparity in the Bay Area is growing by leaps and bounds. It is essential that Palo Alto provide housing for those seniors, workers and families who are less fortunate than many of us.

The simple truth is that there is not enough money available to build affordable housing without making trade-offs like those used in this development proposal. The low income senior housing project will be a fine addition to Palo Alto's housing stock.

There was a time in my life when senior housing seemed like a distant need. But, in fact, we will all face major life changes as we age. Providing low income housing for seniors today, may well provide the housing that we each will need tomorrow.

I urge your support for PAHC's proposal.

Dena Mossar
1024 Emerson St., Palo Alto

Gonsalves, Ronna

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Mid Fuller <midfuller@gmail.com>
Sent: Wednesday, June 05, 2013 11:00 AM AM 10:09
To: Council, City
Subject: Support for Maybell Avenue Project -- June 10 City Council Agenda

Dear Members of the Palo Alto City Council,

I support the PAHC proposal to build low income senior housing on Maybell Avenue in Palo Alto.

I hope that the City Council which represents a city with the wealth and influence of Palo Alto can find a way to move ahead with a project that provides affordable housing for seniors who increasingly cannot afford to live or stay in our city.

Providing affordable apartments for seniors will have a beneficial impact on the neighborhood and will not detract from the contrived notion of neighborhood "aesthetics" that opponents often cite.

Also, there doesn't seem to be any tangible evidence that the Maybell Project would increase risks to students bike commuting or walking to area schools during peak hours. The alternative of building 34 single family homes on this site under current zoning would surely increase general traffic and congestion in the area far more than the proposed planned community for seniors. Formal, independent traffic studies and projections support these conclusions.

I urge you to vote to approve the PAHC Maybell Project.

Mid Fuller
3181 Mackall Way
Palo Alto

Gonsalves, Ronna

From: Trina Lovercheck <trinalovercheck@mac.com>
Sent: Wednesday, June 05, 2013 9:20 AM
To: Council, City
Subject: Support for Maybell Project

CITY OF PALO ALTO
CITY CLERK'S OFFICE
13 JUN -5 AM 10:08

Dear Mayor Scharff and City Council Members:

I am a Barron Park resident. I strongly support the Palo Alto Housing Corporation's Maybell-Clemo proposal to build 60 units of low income senior housing. There are many seniors in our community that are on long waiting lists for this kind of housing.

I urge you to support this project as a benefit for Palo Alto.

Sincerely,
Trina Lovercheck
1070 McGregor Way
Palo Alto, CA 94306

Gonsalves, Ronna

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Cheryl Fuller <cldfuller@gmail.com>
Sent: Wednesday, June 05, 2013 9:23 AM
To: Council, City
Subject: Support for Maybell Project -- June 10 City Council Agenda

Dear Members of the Palo Alto City Council:

I am a Palo Alto resident who supports the PAHC proposal to build affordable senior housing on Maybell in Palo Alto.

I believe the PAHC project will provide much needed housing for seniors who find it increasingly difficult to live or stay in our city. I believe this proposed development will benefit the neighborhood and be compatible with the existing surroundings of apartment complexes, a city park, a vacant lot and several single family homes. The design changes that PAHC and the city have made reduce the traffic problems and address the issues of pedestrian and bike safety. An addition of 34 single family homes under the current zoning laws would impact general traffic congestion far more than a planned community for seniors as the independent traffic studies and projections have indicated.

This is a much needed and excellent addition to our city.

I urge you to vote to approve the PAHC Maybell project.

Cheryl Fuller
3181 Mackall Way, Palo Alto

Gonsalves, Ronna

CITY OF PALM ALTO, CA
CITY CLERK'S OFFICE

From: Brian Darrow <brian@wpusa.org>
Sent: Tuesday, June 04, 2013 9:45 PM 13 JUN -5 AM 10:41
To: Council, City
Subject: support letter from Working Partnerships USA
Attachments: Maybell housing project - Letter of support - WPUSA.pdf

Mayor Scharff and Members of the City Council,
Please find the attached letter of support for the Maybell Orchard senior housing project submitted on behalf of Working Partnerships.

Thank you for your consideration,
Brian

Brian Darrow
Director of Land Use and Urban Policy
Working Partnerships USA
2102 Almaden Road, Suite 107
San Jose, CA 95125
(408) 269-7872 X571

Gonsalves, Ronna

CITY OF PALM BEACH, FLORIDA
CITY CLERK'S OFFICE

From: Michael Kovitch <mkovitch@liifund.org>
Sent: Tuesday, June 04, 2013 3:32 PM
To: Council, City
Cc: Liz Tracey; Cecile Chalifour
Subject: 567 Maybell Avenue Rezoning for Affordable Housing Development
Attachments: Maybell Rezoning.pdf

13 JUN -5 AM 10:41

Councilmembers:

I am sending this on behalf LIIF's Senior Vice President of the Western Region, Elizabeth Tracey.

Attached is a letter signed by Ms. Tracey in support of the rezoning of the above stated property. The Maybell Orchard Development will give your community desperately needed affordable senior housing. Please share with all Councilmembers our desire in assisting your community with this project.

Kind regards,

Michael Kovitch
Program Associate
mkovitch@liifund.org | T: 415.489.6150

LIIF | capital for healthy families & communities
100 Pine Street Suite 1800 San Francisco California, 94111
T: 415.772.9094 | F: 415.772.9095 | <http://www.liifund.org/>
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Learn how LIIF invested \$1 billion to benefit one million people!

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capital for healthy
families & communities

June 4, 2013

City Council
City Hall
250 Hamilton Street
Palo Alto, CA 94301

RE: 567 Maybell Ave Rezoning for Affordable Housing Development

Dear Councilmembers:

The Low Income Investment Fund is pleased to support Palo Alto Housing Corporation's proposal to rezone the property located at 567 Maybell Avenue, Palo Alto, to a Planned Community (PC) Zone for the development of affordable housing. The mission of the Low Income Investment Fund is to be a steward for capital invested in community building initiatives. In so doing, LIIF provides a bridge between private capital markets and low income neighborhoods.

The Palo Alto Housing Corporation is proposing to develop 60 units of affordable housing for seniors with incomes ranging between 30-60% area median income (AMI). Many Palo Alto seniors who are reliant on low fixed-incomes fall within this income bracket. These lower-income seniors deserve the chance to age in place with dignity and independence.

The Maybell Orchard development will add 60 units of desperately needed affordable senior housing to the City's affordable housing stock while having negligible impacts on neighborhood traffic. The development will provide pedestrian connection to Maybell Avenue and Juana Briones Park and will include indoor bicycle parking for residents in order to encourage residents to walk, bike, and take public transportation.

We strongly encourage you to support this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth Tracey', is written over a horizontal line.

Elizabeth Tracey
Senior Vice President, Western Region
Low Income Investment Fund

Low Income Investment Fund
100 Pine Street
Suite 1800
San Francisco, CA 94111

415.772.9094 tel
415.772.9095 fax
www.liifund.org

San Francisco
Los Angeles
New York
Washington, D.C.

John Caruso
488 W. Charleston Road #302
Palo Alto, CA 94306

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

13 JUN -4 AM 11:50

Reference Affordable Housing in Palo Alto

To: Whom it may concern

I'm writing in favor of affordable housing here in Palo Alto. I moved to this wonderful city from New York 34 years ago and have lived here ever since. I lived 32 of those years renting at different locations in Palo Alto and the past 1 ½ at The Tree House Apartments which is operated by The Palo Alto Housing Corporation. I live in a Tax Credit Apartment due to a disability that I have and low income resulting from this disability.

I'm in extreme pain everyday from a nerve disorder but I'm blessed to be able to still live in a city that I love. My Mother also has a disability, she is legally blind and has hearing loss and she lives in The Sheridan Apartments in Palo Alto also run by The Palo Alto Housing Corporation. She feels blessed as well and if it were not for affordable housing here in Palo Alto my Mother and I could not live in the city we moved to 34 years ago and the city that we love. Please take it from me and my Mom and until you have a disability or have low income, you could not fully understand how important that it is to have affordable housing. Even though my Mother and I struggle each and every day with our disabilities and trying to make ends meet we have some dignity left because we are able to have good affordable housing.

It is so hard now a days living on low income and having a disability with the high cost of medical and prescriptions and given our disabilities it is so important to be able to have a place to call home that is safe, clean and most importantly affordable. Every night when I try to go to sleep I get into my bed and say my prayers and thank God that I have the comfort of a warm good place to call home. If we did not have affordable housing here in Palo Alto it would be so very sad, especially when there are so many people who live here who are well off and that can afford homes or apartments at the going rate. I grew up believing that we always need a balance in life with work, play sleep and I think the same for affordable housing, it's good for our town, the community and brings a healthy balance to the people that work and live in this wonderful town called Palo Alto California. Please Support Affordable Housing for all the people who don't have much of a voice so that they can live in a safe and nice community, please support this and may God Bless you.

Sincerely,

John F Caruso and Leona Caruso,
Affordable Housing Residents of The Palo Alto Housing Corporation

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Lynn Melena <lynniemelena@gmail.com>
Sent: Wednesday, June 05, 2013 10:56 AM 13 JUN -5 PM 12: 06
To: Council, City
Subject: Support for Maybell-Clemo Rezoning--June 10 City Council Agenda

Dear Councilmembers,

I urge you to approve the application of the Palo Alto Housing Corporation to rezone the Maybell-Clemo property to PC to allow construction of 60 units of affordable senior housing, and if absolutely needed for financial feasibility, the 15 single-family housing units. I am writing this as an individual and not as immediate past president of the Barron Park Association. The BPA Board voted to oppose the rezoning, but you should know the vote was 6-4 and would have been 6-5 with all members present.

I am supporting the affordable senior housing because there is a need and there are few locations available for such housing. The size and density of this building is appropriate in this location which is adjacent to two other higher density housing projects. I do have concerns about the the design of the individual houses which I believe will look quite different from the houses they face across Maybell. If there is some way to reduce the number of houses, reduce the height or the setbacks, it would be helpful.

Much has been said about traffic impacts on Maybell, and while the traffic study was perhaps too formulaic and did not give as much weight as the neighborhood desires to the heavy school bicycle commute on this street, the staff report has now adequately addressed those impacts. Eliminating driveways so that cars cannot back out onto Maybell and prohibiting on-street parking during the day are significant mitigations. Also, traffic exiting the site onto Maybell in the morning will more likely be turning east toward El Camino to avoid the congestion around Juana Briones School, and will not be in direct conflict with the west-bound bicyclists.

This project will contribute much more to the diversity of our community than the 34 to 46 expensive homes possible under existing rezoning. And it will generate less traffic and fewer students than 34-46 units will.

Please approve this rezoning.

Lynn Melena
3846 Magnolia Drive

I have read all of the reports related to this project and attended two of the three community meetings held by the PAHC and have concluded this project should go forward.

Minor, Beth

From: Winnie McGannon <jwinnie@pacbell.net>
Sent: Wednesday, June 05, 2013 11:18 AM
To: Council, City
Subject: Maybell project

CITY OF PALM BEACH
CITY CLERK'S OFFICE
13 JUN -5 PM 12:06

Dear Council Members,

As a long time resident of Green Acres\, I am very concerned regarding the rezoning of the parcel on Maybell and Clemo.

First off, I find it very stressful to drive on Maybell during school times. I think it is wonderful that so many kids are now biking to school and that should be promoted. More traffic on that street

will not make them feel welcome or their parents feel that is a safe route for them.

A study of bike and car traffic during school commute hours is NECESSARY. Do not vote to rezone until this has been done.

Secondly, allowing 15 skinny tall houses does not fit in to the neighborhood. Please do not make this mistake. I realize you have lent money with the idea of this for profit plan paying youback. There must be a better way. Protect our neighborhood. That should be your first concern.

Thank you Edwina McGannon 4148 Donald Dr. 650 493 6823

May 17, 2013

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Dear Palo Alto Planning Commission and City Council,

13 JUN -4 AM 11:51

I am writing to express my support for the new Maybell Orchard affordable housing development. I am a single parent of three and am a homecare provider for seniors, disabled, and those with mental health.

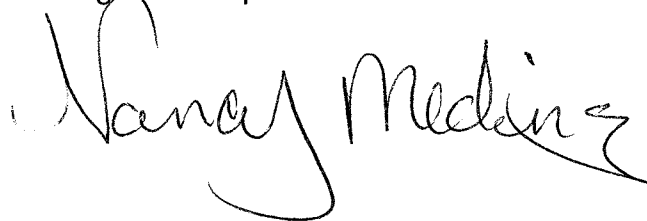
I have lived in Palo Alto for 4 years thanks to affordable housing. I lived in the Opportunity Center and moved to the Tree House Apartment in 2011. I think Palo Alto is a beautiful place to live and has given me a lot of opportunities. Public transportation is great and I am able to live and work in Palo Alto.

Living in the Tree House Apartments has impacted my life through the various services that are offered to me as a resident. I have taken healthy cooking classes, computer classes, attended health workshops and fitness classes. The resident services also helped me with job search, counseling, and finding a great community. These services have greatly improved my health and living. I was able to secure a good position within Senior Care and am independent.

In the grand opening of our Tree House apartments in 2012, I proudly open the doors to my apartment and showed various community members including the Mayor of Palo Alto my beautiful home.

I believe we need more affordable housing in Palo Alto because it helps many resident be able to live healthier and have a home. We have a large population of homeless people in Palo Alto and seeing that makes me feel like if I have a home, they should be able to have one too. Affordable housing is able to provide those who cannot afford to live here a safe and warm home.

Sincerely,

A handwritten signature in black ink that reads "Nancy Medina". The signature is written in a cursive style with a large, looping initial "N".

Nancy Medina

PROJECT PLANS SUBMITTED BY APPLICANT - HARDCOPIES DISTRIBUTED TO
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