

DOCUMENTS IN THIS PACKET INCLUDE:

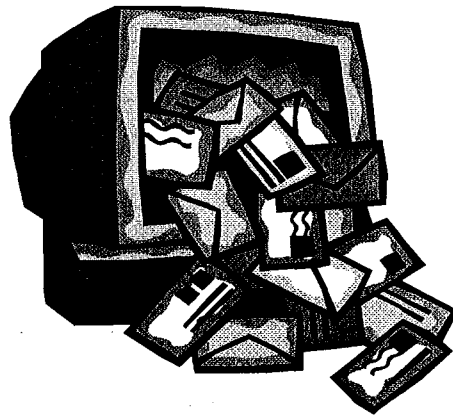
LETTERS FROM CITIZENS TO THE
MAYOR OR CITY COUNCIL

RESPONSES FROM STAFF TO LETTERS FROM CITIZENS

ITEMS FROM MAYOR AND COUNCIL MEMBERS

ITEMS FROM OTHER COMMITTEES AND AGENCIES

ITEMS FROM CITY, COUNTY, STATE, AND REGIONAL AGENCIES



2/2/2015

Set 1

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



COUNCIL MEETING
1/20/15
 Placed Before Meeting
 Received at Meeting

From Ken Havoritz

Strategy

HPP's strategy targets high barrier-to-entry, in-fill locations with favorable long-term supply-demand characteristics in select West Coast markets, including Los Angeles, San Francisco and Seattle. HPP invests across the risk-return spectrum, favoring opportunities where it can employ aggressive leasing, strategic capital investment, active management and cost control programs to create additional value. As a long-term owner, HPP prioritizes tenant satisfaction and retention, and proactively works to meet tenants' unique needs starting with initial delivery of space and over the lease term. If market fundamentals support new development, HPP leverages its deep in-house expertise in design, entitlements, construction and lease up to deliver exceptional, forward-thinking, new office product.

Hudson Pacific Properties to Acquire Equity Office Properties' San Francisco Peninsula and Silicon Valley Portfolio from Blackstone's Real Estate Funds for \$3.5 Billion in Stock and Cash

Company Release - 12/08/2014 08:00

Combination creates the premier West Coast office REIT with an expected total enterprise value of approximately \$6.5 billion

Expands Hudson's portfolio to 53 properties totaling 14.6 million square feet across four major West Coast markets

LOS ANGELES--(BUSINESS WIRE)-- Hudson Pacific Properties, Inc. (NYSE: HPP) ("Hudson" or the "Company") announced today that it has entered into a definitive asset purchase agreement under which Hudson will acquire Equity Office Properties' San Francisco Peninsula and Silicon Valley portfolio (the "EOP Northern California Portfolio") from Blackstone Real Estate Partners V and VI ("Blackstone") in a stock and cash transaction valued at \$3.5 billion, solidifying Hudson's position as the leading West Coast office REIT. Upon closing of the transaction, Hudson is expected to have an equity market capitalization of \$3.7 billion and total enterprise value of approximately \$6.5 billion.



Equity Office Properties' Northern California Portfolio (Photo: Business Wire)

"The acquisition of the EOP Northern California Portfolio perfectly aligns with our strategy to acquire high-quality office properties in West Coast markets poised for continued growth through off-market transactions. Hudson has long targeted these two Northern California regions for expansion, and while we expect the transaction to be immediately accretive to FFO, we also intend to move quickly to employ our leasing, repositioning and development expertise to extract additional value for our stockholders," said Victor J. Coleman, Hudson's Chairman and Chief Executive Officer.

The transaction brings together two

highly complementary office portfolios with a combined asset base of 53 properties totaling approximately 14.6 million square feet across Northern and Southern California and the Pacific

COUNCIL MEETING
1/20/15
Placed Before Meeting
Received at Meeting

Northwest. Under the terms of the agreement, the Company will fund the acquisition with \$1.75 billion in cash and approximately 63.5 million Hudson common shares and operating partnership units issued to Blackstone.

"We chose to take a major stake in Hudson given its high-quality portfolio, outstanding management team and attractive prospects for growth. We believe strongly in the upside potential of the EOP Northern California Portfolio and this combination creates a market-leading West Coast office REIT," said Jonathan D. Gray, Blackstone's Global Head of Real Estate.

Hudson has obtained \$1.75 billion of committed bridge financing, but is exploring alternatives to fund the transaction's cash needs, including existing asset sales and joint ventures and new secured or unsecured financing potentially coinciding with pursuit of an investment grade credit rating. The transaction is subject to customary closing conditions, including Hudson stockholder approval of the proposed equity issuance. Affiliates of Farallon Capital Management, L.L.C., which own approximately 15% of the Company's outstanding common equity on a fully diluted basis, have entered into a voting agreement supporting the transaction.

"As long time shareholders, we are excited about Hudson's latest growth opportunity, and are confident that they will continue their excellent track record of execution," said Rocky Fried, Managing Member at Farallon Capital Management, L.L.C.

The parties currently expect the transaction to close in the first half of 2015, and to be immediately accretive to Hudson's 2015 normalized Funds From Operations ("FFO").

Strategic and Financial Benefits

- *Exclusive, direct opportunity to acquire a large portfolio complementary to existing assets.* The EOP Northern California Portfolio consists of 26 high-quality office assets totaling approximately 8.2 million square feet and two development parcels in irreplaceable Bay Area submarkets with a strong, diversified tenancy, including several blue chip technology companies.
- *Value-add opportunities will leverage in-house leasing and repositioning expertise.* The EOP Northern California Portfolio's current occupancy and rents are approximately 10% and 15% below market, respectively, with approximately 60% of leased square footage expiring by year-end 2017, affording opportunity for substantial embedded net operating income growth.
- *Strong Bay Area office market fundamentals.* The Bay Area has achieved employment growth more than twice the national average since 2010, and Class A office market rents are still 42% below year 2000 levels, while the overall vacancy rate is 430 basis points above year 2000 levels.
- *Flexible balance sheet and increased scale provide long-term capital advantages.* Upon closing of the transaction, Hudson will effectively double in size, resulting in improved access to capital and G&A ratios, as well as a path to an investment grade credit rating.
- *Blackstone relationship.* Blackstone will retain a significant equity stake and its representatives will serve on Hudson's Board of Directors, providing the Company unique access to Blackstone's industry relationships, global capital sources and market intelligence.

Leadership and Integration

The Company's Board of Directors has approved the EOP Northern California Portfolio acquisition. Hudson's existing management team, led by Victor J. Coleman as Chairman and Chief Executive Officer, will continue to lead the Company. Blackstone will appoint three of twelve members to Hudson's Board of Directors.

Ownership

Following the acquisition, pre-transaction Hudson equity holders will own approximately 52% of the Company's common equity on a fully diluted basis, and Blackstone funds will own approximately 48% of the Company's common equity on a fully diluted basis. Hudson expects Blackstone's common stock ownership at closing will be 9.8% with the right to convert operating partnership units for up to 20% of total outstanding common shares. Blackstone will have no right to vote its operating partnership units on matters voted by the Company's stockholders except with respect to change of control and related matters.

Dividend Policy

Following transaction closing, Hudson intends to maintain its current quarterly dividend of \$0.125/share.

Advisors

The Eastdil Secured group of Wells Fargo Securities, LLC is acting as Hudson's lead financial advisor, with BofA Merrill Lynch and Houlihan Lokey also acting as financial advisors in connection with the transaction. Latham & Watkins LLP and Gibson, Dunn & Crutcher LLP are acting as the Company's legal counsel.

Goldman, Sachs & Co. is acting as Blackstone's financial advisor and Simpson Thacher & Bartlett LLP and Pircher, Nichols & Meeks are acting as its legal counsel in connection with the transaction.

Conference Call and Webcast

Hudson, joined by Blackstone's Jonathan Gray, will host a conference call on December 8, 2014 at 8:30 a.m. PST (11:30 a.m. EST) to discuss the transaction. To participate by telephone, please dial (877) 407-0784 five to 10 minutes prior to the start time to allow time for registration. International callers should dial (201) 689-8560. Hudson will also broadcast the call live over the internet on the investor relations section of its Web site at www.hudsonpacificproperties.com.

Hudson will make a replay of the call available beginning December 8, 2014 at 10:00 a.m. PST (1:00 p.m. EST) through December 18, 2014 at 8:59 p.m. PST (11:59 p.m. EST). To access the replay, dial (877) 870-5176 and use passcode 13597239. International callers should dial (858) 384-5517 and enter the same conference ID number. A replay of the call will also be available for 90 days on the investor relations section of Hudson's Web site.

Prior to the proposed call, Hudson will make an investor presentation discussing the proposed transaction available under the investor relations section of its Web site.

About Hudson Pacific Properties

Hudson Pacific Properties, Inc. is a full-service, vertically integrated real estate company focused on owning, operating and acquiring high-quality office properties and state-of-the-art media and entertainment properties in select growth markets primarily in Northern and Southern California and the Pacific Northwest. The Company's portfolio currently consists of approximately 6.4 million square feet, not including undeveloped land that can support approximately another 1.9 million square feet. Hudson has elected to be taxed as a real estate investment trust, or REIT, for federal income tax purposes, and is a component of the Russell 2000® and the Russell 3000® indices.

About Blackstone Real Estate

Blackstone (NYSE: BX) is a global leader in real estate investing. Blackstone's real estate business was founded in 1991 and has more than \$80 billion in investor capital under management. Blackstone's real estate portfolio includes hotel, office, retail, industrial and residential properties in the U.S., Europe, Asia and Latin America. Major holdings include Hilton Worldwide, Invitation Homes (single family homes), Logisor (pan-European logistics), SCP (Chinese shopping malls), and prime office buildings in the world's major cities. Blackstone also operates one of the leading real estate finance platforms, including management of the publicly traded Blackstone Mortgage Trust (NYSE: BXMT).

Forward-Looking Statements

This press release may contain forward-looking statements within the meaning of the federal securities laws. Forward-looking statements relate to expectations, beliefs, projections, future plans and strategies, anticipated events or trends and similar expressions concerning matters that are not historical facts. In some cases, one can identify forward-looking statements by the use of forward-looking terminology such as "may," "will," "should," "expects," "intends," "plans," "anticipates," "believes," "estimates," "predicts," or "potential" or the negative of these words and phrases or similar words or phrases that are predictions of or indicate future events or trends and that do not relate solely to historical matters. Forward-looking statements involve known and unknown risks, uncertainties, assumptions and contingencies, many of which are beyond the Company's control that may cause actual results to differ significantly from those expressed in any forward-looking statement. All forward-looking statements reflect the Company's good faith beliefs, assumptions and expectations, but they are not guarantees of future performance. Furthermore, the Company disclaims any obligation to publicly

update or revise any forward-looking statement to reflect changes in underlying assumptions or factors, new information, data or methods, future events or other changes. Forward-looking statements include statements about future results, projected yields, rates of return and performance, projected cash available for distribution, projected cash from any single source of investment or fee stream, projected expenses, expected and weighted average return on equity, market and industry trends, investment opportunities, business conditions and other matters, including, among other things: the ability to consummate the Company's proposed acquisition of the EOP Northern California Portfolio. The following factors, among others, could cause actual results to differ from those set forth in the forward-looking statements: (1) the occurrence of any event, change or other circumstances that could give rise to the termination of the definitive asset purchase agreement; (2) the inability to complete the acquisition or failure to satisfy other conditions to completion of the acquisition; (3) the inability to complete the acquisition within the expected time period or at all, including due to the failure to obtain the required Company stockholder approval or the failure to satisfy other conditions to completion of the acquisition, including that a governmental entity may prohibit, delay or refuse to grant approval for the consummation of the acquisition; (4) risks related to disruption of management's attention from the ongoing business operations due to the proposed acquisition; (5) the effect of the announcement of the proposed acquisition on the Company's or the EOP Northern California Portfolio's relationships with their respective customers, tenants, lenders, operating results and businesses generally; (6) the size and timing of offerings or capital raises; (7) the performance of the EOP Northern California Portfolio and the Company's real estate portfolio generally; (8) the ability to execute upon, and realize any benefits from, potential value creation opportunities through value-add transactions and tenant relationships in the future or at all; (9) the stability of long-term cash flow streams; (10) the projected net operating income of the Company's portfolio and the EOP Northern California Portfolio, including the ability to achieve the growth, obtain the lease payments and step ups in contractual lease payments, and maintain dividend payments, at current or anticipated levels, or at all; and (11) the ability to opportunistically participate in commercial real estate refinancings or unsecured financings and to achieve an investment grade credit rating. For a further discussion of these and other factors that could cause the Company's future results to differ materially from any forward-looking statements, see the section entitled "Risk Factors" in the Company's Annual Report on Form 10-K for the year ended December 31, 2013 filed with the Securities and Exchange Commission, or SEC, on March 3, 2014, and other risks described in documents subsequently filed by the Company from time to time with the SEC.

Additional Information about the Proposed Transaction and Where to Find It

In connection with the proposed transaction, Hudson expects to file a proxy statement with the SEC, which will be mailed or otherwise disseminated to Hudson stockholders when available. The Company also plans to file other relevant documents with the SEC regarding the proposed transaction. INVESTORS ARE URGED TO READ THE PROXY STATEMENT AND OTHER RELEVANT DOCUMENTS FILED WITH THE SEC IF AND WHEN THEY BECOME AVAILABLE, BECAUSE THEY WILL CONTAIN IMPORTANT INFORMATION. A free copy of the proxy statement (if and when it becomes available) and other relevant documents filed by Hudson with the SEC can be obtained through the SEC's website at www.sec.gov. Copies of the documents Hudson files with the SEC will also be available free of charge on the Company's website at www.hudsonpacificproperties.com.

Certain Information Regarding Participants

Hudson and its directors, executive officers and other members of management and employees may be deemed to be participants in the solicitation of proxies in respect of the proposed equity issuance. Information about Hudson's executive officers and directors is available in the Company's definitive proxy statement filed with the SEC on March 28, 2014 in connection with its 2014 annual meeting of stockholders. Additional information regarding Hudson's interests will be included in the proxy statement/prospectus and other relevant documents filed with the SEC if and when they become available. Hudson will make free copies of these documents available using the sources indicated above.

No Offer or Solicitation

This press release shall not constitute an offer to sell or the solicitation of an offer to buy any securities, nor shall there be any sale of securities in any jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such jurisdiction. No offering of securities shall be made except by means of a prospectus meeting the requirements of Section 10 of the Securities Act of 1933, as amended.

Photos/Multimedia Gallery Available: <http://www.businesswire.com/multimedia/home/20141208005311/en/>

Hudson Pacific Properties

Investor Contact

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lcampbell@hudsonppi.com

or

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karen@diehlcommunications.com

or

Blackstone

Peter Rose, 212-583-5871

Senior Managing Director

peter.rose@blackstone.com

Source: Hudson Pacific Properties, Inc.

[Click here for Printer-Friendly Version](#)

1/20/15

 Placed Before Meeting Received at Meeting

ORIGINAL

RESOLUTION NO. 5545

RESOLUTION OF THE COUNCIL OF THE CITY OF PALO ALTO
AMENDING ORDINANCE NO. 2533 TO MODIFY THE DEVELOPMENT
PLAN FOR THE P-C DISTRICT KNOWN AS 3000 EL CAMINO
REAL AND 755 PAGE MILL ROAD, SUBJECT TO CONDITIONS

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

SECTION 1. Section 2 of Ordinance No. 2533, adopted September 22, 1969, hereby is amended to modify the Development Plan for the P-C District at 3000 El Camino Real and 755 Page Mill Road in accordance with EXHIBIT A attached hereto and incorporated herein, and by adding to such section the following conditions:

1. Uses: With respect to that portion of the property shown on EXHIBIT A, Section 2 of Ordinance No. 2533 is amended to allow only the following uses:

- a. Financial services such as banks, brokerage firms, title companies, insurance firms and similar uses.
- b. Professional, administrative and executive offices.
- c. A restaurant located as indicated on EXHIBIT A.

d. A recreation center not to exceed 15,000 square feet in area and located as shown on EXHIBIT A.

e. Twelve (12) residential units shall be provided, as shown on EXHIBIT A.

f. Those agreements which have been made in the mitigated negative declaration (File No. 77-EIA-76), including but not limited to the agreement that the applicants will provide an additional access route over a 27-foot wide easement from the site southward, across the Southern Pacific spur track through the parking lot of the building at 700 Hansen Way, are re hereby incorporated into this Resolution by reference. Prior to issuance of a certificate of occupancy for the subject property the applicants shall execute documents satisfactory in form to the City Attorney, and as deemed necessary by the City Attorney, to insure performance of those agreements.

2. Improvements:

a. Buildings, off street parking, landscaping and other improvements shall be substantially as shown on EXHIBIT A.

b. Vehicle ingress and egress to Page Mill Road and Hansen Way shall be substantially as shown on EXHIBIT A, except for revisions as may be required by CALTRANS, the County of Santa Clara Transportation Division, and/or the City of Palo Alto Department of Public Works.

c. The total development of the rear, 6.1 acre portion of the site, as approved by this zone change and as shown on EXHIBIT A, shall not exceed 130,000 square feet of gross floor area.

d. A final landscaping and irrigation plan for

January 13, 2015

Written by Mark Heschmeyer (mheschmeyer@costar.com)

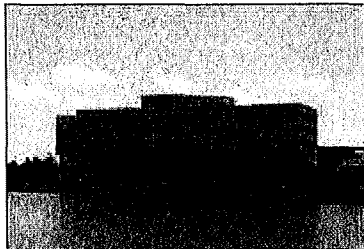
Hudson Pacific Securing Financing for Pending \$3.5 Billion Purchase of EOP Portfolio

Cash Raised Through Property and Stock Sales; Bridge Financing Secured with Wells Fargo, Others



Hudson Pacific Properties Inc. is moving forward in lining up financing for its pending \$3.5 billion buy of Equity Office Properties' San Francisco and Silicon Valley portfolios from a pair of Blackstone real estate investment funds.

The portfolio contains 26 office assets totaling 8.2 million square feet and two development parcels.



To fund a portion of the acquisition, Hudson Pacific plans to sell 9.5 million shares of common stock. Underwriters have a 30-day option to purchase up to an additional 1.425 million shares. If all 10.925 million shares sell, Hudson will gross about \$350 million in proceeds.

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In addition to the stock offering, Hudson Pacific has obtained a debt financing commitment from Wells Fargo Bank, Bank of America, Goldman, Sachs Bank USA and others for a 364-day bridge term loan of \$1.75 billion.

Hudson Pacific has also been raising money by selling some of its properties. It has agreed to sell First Financial office property in Encino, CA for \$89 million to Douglas Emmett Management. It also transferred a 45% ownership stake in 1455 Market Street in San Francisco to the Canada Pension Plan Investment Board for \$219.2 million.

To cover the last piece of the EOP purchase Hudson Pacific will convey up to 63.47 million shares of its common stock to the Blackstone selling entities.

The deal will help position Los Angeles-based Hudson Pacific as a leading West Coast office REIT, with a market capitalization of \$3.7 billion and total enterprise value of about \$6.5 billion when the transaction closes in the first half of this year.

The following EOP properties are being acquired by Hudson Pacific in the transaction:

- Bayhill Office Center, San Bruno, CA, 554,337 SF
- One Bay Plaza, Burlingame, CA, 201,173 SF
- Bay Park Plaza, Burlingame, CA, 260,213 SF
- Metro Center, Foster City, CA, 730,215 SF
- Peninsula Office Park, Burlingame, CA, 510,456 SF
- Shorebreeze, Burlingame, CA, 230,923 SF
- 333 Twin Dolphin Plaza, Redwood Shores, CA, 182,769 SF
- 555 Twin Dolphin Plaza, Redwood Shores, CA, 198,936 SF
- Towers at Shores Center, Redwood City, 334,483 SF
- Skyway Landing, Redwood City, 247,173 SF
- 2180 Sand Hill Road, Palo Alto, 45,613 SF

CONTINUED: Hudson Pacific Securing Financing for Pending \$3.5 Billion Purchase of EOP Portfolio

Embarcadero Place, Palo Alto, 326,251 SF
Palo Alto Square, Palo Alto, 326,251 SF
Clocktower Square, Palo Alto, 100,344 SF
Page Mill Center, Palo Alto, 176,245 SF
Lockheed, Palo Alto, 46,759 SF
3400 Hillview, Palo Alto, 207,857 SF
Foothill Research Center, Palo Alto, 195,366 SF
The Campus at McCarthy Center, Milpitas, 471,580 SF
The Campus at McCarthy Center (Land), Milpitas, 34.5 acres
Techmart Commerce Center, Santa Clara, 284,440 SF
Patrick Henry Drive, Santa Clara, 70,520 SF
Gateway Place, San Jose, 608,628 SF
Metro Plaza, San Jose, 456,921 SF
1740 Technology Dr, San Jose, 206,876 SF
Concourse, San Jose, 944,388 SF
Skyport Plaza, San Jose, 418,086 SF
Skyport Plaza (Land), San Jose, 5.3 acres.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Arthur Keller <ptc@kellers.org>
Sent: Monday, January 19, 2015 11:34 PM
To: Council, City
Subject: Mountain View Affordable Housing Fees

15 JAN 20 AM 8: 37

Dear Mayor and Councilmembers,

When considering the level of affordable housing impact fees for Palo Alto, please note the changes recently made by Mountain View. See <http://www.bizjournals.com/sanjose/news/2014/12/10/mountain-view-makes-big-time-impact-fee-hikes-to.html?page=all>

Mountain View makes big-time impact fee hikes to fund affordable housing Dec 10, 2014, 7:18am PST

Mountain View dramatically increased the impact fees for apartment and office developers.

Nathan Donato-Weinstein
Real Estate Reporter- Silicon Valley Business Journal

It's about to get more expensive to build office space and apartments in one of the region's most active development markets.

But for-sale housing developers? You're in luck.

The Mountain View City Council on Tuesday hiked the so-called housing impact fees for new office projects to \$25 per square foot, an increase well beyond expectations and more than double the current \$10.26 per square foot.

The council also increased the impact fee on new apartment projects to \$17 per square foot, from the same \$10.26 per square foot starting point.

The moves are designed to help the city fund new affordable housing projects amid spiraling increases in the cost of living that have become a major part of the cultural conversation during this stage in the economic cycle. Mountain View is just the latest municipality to either enact or raise developer fees for this purpose. Just a month ago, San Jose enacted a fee on rental housing, also at \$17 per square foot.

But council members, in an apparent bid to support home ownership, opted not to raise the current affordable-housing fee on for-sale housing. City staff had recommended going from 3 percent of the contract purchase price to 4 percent.

In selecting the \$25 and \$17 fee level, council members went above the recommendation of city staff, who suggested an office fee of \$15 per square foot for apartments and \$20 per square foot for office.

According to a report submitted to the city by real estate development association NAIOP, the office fee is the highest in the Bay Area.

"We're very concerned," said Dennis Martin of NAIOP at the meeting. "Linkage fees raise the cost of development, and therefore are a factor in go, no-go decisions."

The new fee will be effective in 60 days, but it won't affect projects that are already fully approved.

Mountain View is among the strongest real estate markets in the country, thanks to growing companies like Google, LinkedIn, Intuit and others. But its housing prices are also sky-high.

Over the past 10 years, Mountain View has provided \$35 million to help fund five new subsidized apartment projects with 351 units. But officials say the need is much greater, and old funding mechanisms such as city redevelopment agencies no longer exist.

Still, affordable housing fees such as this one are controversial because they rely on finding a "nexus" between development and demand for low-income housing. Anti-fee interests in the real estate industry say the nexus is shaky, legally speaking, and will choke off economic growth and increased housing supply.

Best regards,
Arthur

Experienced advisor to leading edge startups and accomplished expert witness on patent infringement cases.

Arthur M. Keller, Ph.D., 3881 Corina Way, Palo Alto, CA 94303-4507 tel +1(650)424-0202, fax +1(650)424-0424

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: D Martell <dmpaloalto@gmail.com>
Sent: Wednesday, January 14, 2015 7:09 PM
To: Keene, James
Cc: Council, City; Stump, Molly; Minor, Beth; Mora, Irma; Carnahan, David; Yang, Albert; Aram James; Burns, Dennis; price@padailypost.com; bKerr@padailypost.com; MDianda@dailynewsgroup.com; Gennady Sheyner; Jason Green; LBayer@comcast.net; Holman, Karen; Kniss, Liz (internal); Scharff, Gregory (internal)
Subject: Must have Administrative Appeal

15 JAN 15 AM 10:52

Mr. James Keene
Palo Alto City Manager

Dear Mr. Keene,

It has occurred to me that because you are in the position of City Manager and responsible for the running of our city, you could personally provide me with the Palo Alto Municipal Code for an Administrative Appeal which I'm seeking. I'm being denied my legal rights as a citizen of Palo Alto.

All I'm asking of the city is what is already mine, and I'm running out of time! Please email me what I need so that I have the opportunity to clear my good name and reputation. I'm always available to talk, (650) 856-0700.

The city has falsely convicted me of an UNSUBSTANTIATED VIOLENT CRIME !!!, and Superior Court has DENIED me an Appeal until I have exhausted my Administrative Appeal process through my city. The City of Palo Alto has only given me, to quote your City Attorney's Office, an "informal administrative hearing" based entirely on hearsay, not allowed me to confront my accusers, nor given me any due process rights. In fact, Palo Alto's acting-Hearing Officer Lance Bayer destroyed the integrity of the procedure by refusing to swear in the participants of the "informal hearing" despite my repeated demands to do so. At the informal hearing, I persistently asked for my rights and was told by acting-hearing officer Bayer to shut up because I had no rights unless he gave them to me. -- Of course, I have every right to an Appeal.-- Palo Alto is a rich city involved in a lot of litigation, and REQUIRED to have an Administrative Appeal process in place.

Being allowed to re-establish myself in the library is trivial; clearing my name and reputation is my ONLY concern.

Again, please immediately send me the Palo Alto Municipal Code for an Administrative Appeal so that I can clear my name. As the leader of the City of Palo Alto, I trust you will do the right thing.

Sincerely,
Dr. Danielle Martell
dmPaloAlto@gmail.com

On Tue, Jan 13, 2015 at 2:12 PM, D Martell <dmpaloalto@gmail.com> wrote:

Jim,
PLEASE BECOME INVOLVED.

----- Forwarded message -----

From: D Martell <dmPaloAlto@gmail.com>

Date: Tue, Jan 13, 2015 at 2:09 PM

Subject: Administrative Appeal

To: "Stump, Molly" <Molly.Stump@cityofpaloalto.org>

Cc: "Keene, James" <James.Keene@cityofpaloalto.org>, "Council, City" <City.Council@cityofpaloalto.org>, beth.minor@cityofpaloalto.org, "Mora, Irma" <Irma.Mora@cityofpaloalto.org>, david.carnahan@cityofpaloalto.org, "Yang, Albert" <albert.yang@cityofpaloalto.org>, Aram James <abjpd1@gmail.com>, "Burns, Dennis" <dennis.burns@cityofpaloalto.org>, "price@padailypost.com" <price@padailypost.com>, bKerr@padailypost.com, MDianda@dailynewsgroup.com, Gennady Sheyner <GSheyner@paweekly.com>, Jason Green <JGreen@dailynewsgroup.com>, LBayer@comcast.net

Ms. Molly Stump
Palo Alto City Attorney

Dear City Attorney Ms. Stump:

This is a request specifically for action by you, City Attorney Molly Stump.

Immediately send me the Palo Alto Municipal Code for an Administrative Appeal.

After more than sixty days of repeatedly demanding the steps for filing an Appeal with our city, I'm now convinced that you have been acting in a hostile manner and misleading me.

Both advise from a law firm and the Santa Clara County Supreme Court has assured that my Appeal is an Administrative Appeal, not an Appellate Appeal as you continually falsely claim. You're acting dishonestly to repeatedly direct me to CCP 1094.6 when you know full-well that Superior Court is not my remedy at this time. Let me remind you that we are a Democracy, not a society of secrets, and you are a government employee obligated to serve the public.

As an attorney of standing for the City of Palo Alto, I have been further counseled that your personally withholding access to my rights has placed me into a Catch-22 scenario.

1. I can't clear my name and challenge our city if I don't know the rules
2. The city sets the rules
3. The city won't disclose the rules
4. Again, I can't clear my name and challenge our city if I don't know the rules

I demand that you show me the same respect I have shown the city and, without further delay, send me the Palo Alto Municipal Code for an Administrative Appeal so that I can exercise my tax-payer rights. My email address remains dmPaloAlto@gmail.com.

Sincerely,
Dr. Danielle Martell
dmPaloAlto@gmail.com

Please Contact the Clerk's Office
to View Additional Pages,
Attachments, or Images Related
to this Document

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Carnahan, David

15 JAN 20 AM 8:37

From: Arthur Keller <ptc@kellers.org>
Sent: Monday, January 19, 2015 4:35 PM
To: Council, City; Planning Commission
Cc: Keller, Arthur
Subject: VTA Comprehensive Operations Analysis presentation, May 2007
Attachments: vta_coa_proposal_may_2007_web.ppt

Dear City Council and Planning and Transportation Commission,

I believe it is the case that none of you were serving in your current positions when this document was originally presented. Although I have some concerns with this analysis, there are some valid broad conclusions from this data that might still apply. In 2007, I worked with others to morph the 88 bus into its current form, where it serves Gunn HS and the Veterans Administration, instead of the proposed service connecting the VA to the San Antonio Cal Train Station.

Best regards,
Arthur

--

Experienced advisor to leading edge startups and accomplished expert witness on patent infringement cases.

Arthur M. Keller, Ph.D., 3881 Corina Way, Palo Alto, CA 94303-4507 tel +1(650)424-0202, fax +1(650)424-0424

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Yan Yin Choy <yanyinchoy@gmail.com>
Sent: Wednesday, January 14, 2015 10:37 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10:51

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Yan Yin Choy
125 North Mary Avenue #73
Sunnyvale, CA 94086

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Jennifer Partridge <partridgejennifer@yahoo.com> 15 JAN 15 AM 10: 51
Sent: Wednesday, January 14, 2015 9:41 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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Sincerely,

Jennifer Partridge
367 Delmas Avenue Unit 1
san jose, CA 95126

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Jorian Lewke <jrlewke@gmail.com>
Sent: Wednesday, January 14, 2015 9:37 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10:51

Palo Alto City Councilmembers

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Sincerely,

Jorian Lewke
De Anza College
Cupertino, CA 95020

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Nicky Gonzalez Yuen <Nickygy@mac.com>
Sent: Wednesday, January 14, 2015 9:31 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10: 52

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

This is a vital service for our students here at De Anza, many of whom are completely dependent on public transportation to get to school and work.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Nicky Gonzalez Yuen
21250 Stevens Creek Blvd
Cupertino, CA 95014

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Gabriela Gonzalez <beella88@gmail.com>
Sent: Wednesday, January 14, 2015 3:01 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10: 52

Palo Alto City Councilmembers

I find efficient public transit a necessity component of a productive community and therefore I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely, a student,
Gabriela Gonzalez

Gabriela Gonzalez
3669 cas dr
San Jose, CA 95110

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Andrea Corredor <andrea.v.corredor@gmail.com>
Sent: Wednesday, January 14, 2015 11:13 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10:55

Palo Alto City Councilmembers

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Andrea Corredor
33 S 3rd
Apt 403
San Jose, CA 95113

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Amanda Siegel <michaliasiegel@gmail.com>
Sent: Wednesday, January 14, 2015 11:12 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 15 AM 10:55

Palo Alto City Councilmembers

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,
Amanda Siegel

Amanda Siegel
135 Rio Robles East Unit 101
San Jose, CA 95134

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Talia Hudgens <tnh0820@yahoo.com>
Sent: Thursday, January 15, 2015 12:07 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 20 AM 8:35

Palo Alto City Councilmembers

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Sincerely,

Talia Hudgens
3152 napa drive
san jose, CA 95148

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Todd Pierce <toddpierce@yahoo.com>
Sent: Thursday, January 15, 2015 7:03 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 20 AM 8:35

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Sincerely,
Todd Pierce

Todd Pierce
1550 Mercy Street
Mountain View, CA 94041

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Alvin Lu <alvin.lu@att.net>
Sent: Saturday, January 17, 2015 12:27 AM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 20 AM 8:35

Palo Alto City Councilmembers

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Alvin Lu
2016 Castlebury Drive
San Jose, CA 95116

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: biswa phuyal <phuyalbiswa@gmail.com>
Sent: Monday, January 19, 2015 10:41 AM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

15 JAN 20 AM 8:35

Palo Alto City Councilmembers

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Sincerely,

biswa phuyal
800 w el camino real
mountain view, CA 94040

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Wayne Martin <wmartin46@yahoo.com>
Sent: Sunday, January 18, 2015 1:17 PM
To: Dave Cortese; Ken Yeager; Mike Wasserman; Joe Simitian
Cc: Council, City
Subject: Better Use Of Internet For Increased Government Transparency and Access

15 JAN 20 AM 8:36

SCC Supervisors
Santa Clara County Government Center
San Jose, CA

Elected Supervisors:

The following link to a local Palo Alto news and information web site announces a class on County Government:

<http://paloaftoonline.com/news/2015/01/18/lift-the-hood-event-offers-opportunity-to-learn-about-county-government>

Here we are in the middle of the Silicon Valley, and the County Government shows absolutely no evidence of understanding how to use the technology that has been in large part invented here to provide access to County government in the most obvious way—the Internet.

Why in the world would the County not stream this class using so that as many people as are interested could attend without having to drive to San Jose to sit in a small classroom?

And why in the world can't the County record these sessions, and putting the videos on Youtube, and the class reading/study materials on the County's web site.

This attempt at providing some transparency into County government is of course the right thing to do, but not putting the sessions on the Internet in various formats is definitely the wrong thing to do.

Here we are, some fifty-odd years after the development of data networking technology—and the County Administration/Supervisors still don't seem to understand how to use this fantastic capability to disseminate information and data, to as many people as possible at the lowest cost possible.

I encourage you Supervisors to take more of a position about open government, transparency, and the use of data networking to increase the access to government functions and information than we have seen to date from you.

Wayne Martin
Palo Alto, CA
www.twitter.com/wmartin46
www.scribd.com/wmartin46
www.youtube.com/wmartin46

PS: Please see that this communication is included in the County's public record.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: julie spickler <pjspickler@gmail.com>
Sent: Wednesday, January 14, 2015 10:44 PM
To: Council, City
Subject: Buea Visto mobile home park

15 JAN 15 AM 10: 55

To the members of the City Council:

In my opinion, the Buena Vista mobile home park is a valuable part of the city of Palo Alto, not as real estate but as a community within our community, a neighborhood which should be preserved.

I wonder whether it would be within the policies of Palo Alto with regard to providing affordable housing to purchase Buena Vista with the funds available for building such housing, which the city is legally obliged to provide. There might even be funding for a degree of rehabilitation and upgrading of the park as needed. Perhaps it would even be possible to exercise eminent domain to transfer title to the city.

In any case, I urge the Council to explore unusual solutions in order to prevent the destruction of the Buena Vista community, for the sake of the city as a whole as well as for the families and individuals living there.

Yours truly,
Julie Spickler
2051 Harvard St.
Palo Alto, CA 94306

Carnahan, David

15 JAN 21 PM 12: 27

From: Wayne Martin <wmartin46@yahoo.com>
Sent: Wednesday, January 21, 2015 11:52 AM
To: Dave Cortese; Ken Yeager; Mike Wasserman; Joe Simitian
Cc: Council, City
Subject: County Should Not Be Involved In Palo Alto Internal Affairs--Like Closing Buena Vista

SGC Supervisors
Santa Clara County Government Center
San Jose, CA

Elected Supervisors:

I wish to express my strongest disapproval to Supervisor Joe Simitian's most recent proposal to involve the County government in the ownership of trailer parks, and other residential real estate, in Santa Clara County.

Such a proposal sets a terrible example as to the proper use of public money that has been exacted from the taxpayers. With such an action on the part of the County, it would be hard not to expect special interest groups in every city in the County to make appeals to the Supervisors for \$10M to \$20M for purchasing land to set up trailer parks in their cities. Once this precedent has been set, how will future supervisors be able to say no to those requests?

This matter involving the repurposing of the land occupied by the Buena Vista Trailer Park is a local Palo Alto issue, and should not become a County issue since the City is fully capable of resolving this matter on its own.

Wayne Martin
Palo Alto, CA
www.twitter.com/wmartin46
www.scribd.com/wmartin46
www.youtube.com/wmartin46

PS. Please see that this communication is placed in the County's Public Record.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

15 JAN 21 AM 10:01

From: Bhushans@aol.com
Sent: Tuesday, January 20, 2015 5:01 PM
To: Clerk, City; Council, City
Subject: Fwd: Wonderful! PRESS RELEASE Buena Vista - Great news

Dear City Clerk and City Council Members,

Congratulations to everyone in Palo Alto, and Thank you, a million. Sanity has prevailed...When will all this be finalized? And how do we hold a City-wide Celebration?

Cybele

From: Bhushans@aol.com
To: gailt1225@earthlink.net, STB_Discussion@googlegroups.com
CC: winterdell@earthlink.net, kristina.loquist@bos.sccgov.org
Sent: 1/20/2015 4:58:59 P.M. Pacific Standard Time
Subj: Wonderful! PRESS RELEASE Buena Vista - Great news

Dear Winter, Gail, et al,

This is the best news I have heard in a long, long time. When do we know that it is finalized?

Thanks to everyone, esp. Supervisor Simitian, and Kristina Loquist. I feel like dancing...

Cybele

In a message dated 1/20/2015 2:57:06 P.M. Pacific Standard Time, gailt1225@earthlink.net writes:

Great news indeed.

From: winter dellenbach [<mailto:winterdell@earthlink.net>]
Sent: Tuesday, January 20, 2015 12:27 PM
Subject: PRESS RELEASE Buena Vista - Great news

--
You received this message because you are subscribed to the Google Groups "Stop the Ban Discussion" group.
To unsubscribe from this group and stop receiving emails from it, send an email to
STB_Discussion+unsubscribe@googlegroups.com.
For more options, visit <https://groups.google.com/d/optout>.

Carnahan, David

15 JAN 21 AM 10:01

From: Lynn Huidekoper <lynn_huidekoper@hotmail.com>
Sent: Wednesday, January 21, 2015 1:13 AM
To: Stop the Ban Google Discussion Group
Cc: Council, City
Subject: 2 videos about the Santa Barbara New Beginnings Safe Parking Program

In Googling for more info about the SB plan I found these 2 videos where they interview several of the clients of the SB Safe Parking program. One mainly features one of their clients and the other is an excellent presentation by the Safe Parking Program staff/counselors, how many clients they serve, what services they provide, in what towns, etc. Another of their clients is also featured.

I posted on newly elected Palo Alto City Councilman Tom DuBois's Facebook page a suggestion for considering the SB plan as a solution in PA now that the ban has been rescinded. If you go to his FB page he asks for topics for the PACC to consider in 2015.

Roslyn Scheuerman, as I recall, is the person who gave the presentation last year about their program at St. Mark's Episcopal church. She speaks in both of these videos. Gail Price and Karen Holman both took notes at that talk. I learned from Aram at the recent STB meeting that the SB plan has been discussed as far back as several years ago by the CCT! Now is the time and the council who will be pressured to do something about it!!!!

[http://www.keyt.com/news/new-beginnings-safe-parking-program-helps-those-living-in-vehicles/22820772\](http://www.keyt.com/news/new-beginnings-safe-parking-program-helps-those-living-in-vehicles/22820772)

https://www.youtube.com/watch?v=5Lm1V_dyNgg

Lynn

cc; PACC

*Lynn Huidekoper, RN
Stop the Ban Coalition
Legislative Liaison, Santa Clara County Single Payer Healthcare Coalition
Membership Secretary, Health Care for All-CA, Santa Clara County Chapter
<https://www.facebook.com/CampaignForAHealthyCalifornia?fref=ts>
Menlo Park, CA.
650-322-9609
Health Care and Housing are both Human Rights*

Carnahan, David

15 JAN 21 AM 10:00

From: Pat Marriott <patmarriott@sbcglobal.net>
Sent: Wednesday, January 21, 2015 9:38 AM
To: Council, City
Subject: \$500,000 TMA consultant

Council Members:

<http://www.paloaltoonline.com/news/2015/01/19/palo-alto-seeks-feedback-on-new-traffic-reduction-nonprofit>

This takes the cake: You hire a \$500,000 consultant to start a **non-profit!**

From <http://www.ourpaloalto.org/tma> Highlights are mine.

*"The City hired a consulting team of MIG Consulting and Silvani Transportation in August of 2014 to lead the **significant effort involved in launching the organization**. Since then, the consultant team has been engaged in interviewing local businesses about transportation and parking issues within the community, and developing a working group (the TMA Steering Committee) that will be responsible for officially launching the TMA in 2015. Baseline data and program information has been collected. The team also interviewed residents and other individuals interested in participating in the TMA creation. However, the TMA will ultimately be a business-member funded organization; therefore, much of the focus has been on identifying needs of large and small businesses within and around Palo Alto."*

This is what you call a "significant effort"?!?!? Don't you already KNOW what the problems are without more interviews and data collection? The parking problem has been discussed ad infinitum for many years. Nielson Buchanan has walked the streets and created color-coded maps – for free!

Doesn't anyone remember the Downtown Business Improvement District (BID) disaster back in 2007? A lot of businesses complained because they got nothing for their money except a few banners that said Shop Palo Alto. Are businesses willing to pay for this TMA experiment?

Every time the city hires an expensive new employee – in this case a parking manager – the first order of business is to hire a consultant. Why do you continue to allow this? Why hire someone who's not capable of doing the job?

<http://www.paloaltoonline.com/news/2015/01/19/palo-alto-seeks-feedback-on-new-traffic-reduction-nonprofit>

Palo Alto seeks feedback on new traffic-reduction nonprofit

Here's some feedback for you, including some about the city manager's self-promotion.

Comments

+ 8 people like this

Posted by **Anon**

a resident of Evergreen Park

on Jan 19, 2015 at 6:58 pm

It is absurd for city government to manage this situation. It would be easier cheaper and more sensible for the business community to solve the problem in a way that is efficient for their own workers.

Enough pretty talk from city leaders and staff, let's just solve the problem in a practical way for all; just follow our zoning laws about numbers of employees etc... and not allow the demands of special interests/developers to pack too many workers in our commercial buildings!!!!

+ 12 people like this

Posted by **Gridlock's already up 65%**

a resident of Embarcadero Oaks/Leland
on Jan 19, 2015 at 7:10 pm

Maybe the city can save the \$500,000 consulting fees and realize that residents, shoppers and non-commuters are avoiding downtown at all costs, especially during the work week.

There's your traffic reduction right there! You can wire the consulting fees to my Swiss bank account.

Traffic Reduction #2) Maybe the city can STOP approving big under-parked buildings, too.

Traffic Reduction #3) Maybe Mr. Rodriguez -- our Bike King -- can require all the commuters to bike to work from the East Bay, etc. since he only cares about bike traffic and is too busy to fix traffic lights.

Studies from 2009-2013 show gridlock is up 65% in that period. How much is it up 2 years later?

Traffic Reduction #4) Avoid downtown & Cal Ave restaurants. When friends from out of town meet for lunch, our main criterion is not how good the restaurant is but whether we can avoid spending an hour looking for parking! So we religiously avoid Downtown and Cal Ave. Pathetic!

But quick, let's do some more studies and spend more money to tell us what we already know!

+ 6 people like this

Posted by **JS**

a resident of Another Palo Alto neighborhood
on Jan 19, 2015 at 8:44 pm

This is one of the most ridiculous ideas the City of Palo Alto has ever come up with.

+ 5 people like this

Posted by **Resident**

a resident of Another Palo Alto neighborhood
on Jan 19, 2015 at 8:59 pm

It is nothing about traffic reduction.

It should be traffic management. It should be managing the traffic efficiently. It should be getting the traffic to where it needs to go efficiently. It is about getting traffic parked close to where it needs to be efficiently, quickly and simply. We need signs showing where parking is available before it enters a garage. We need to know where the empty spaces are. We need to know which garages have spaces before we get into downtown. We need to be able to pay to park for half a day at every garage and every lot. We need pay per hour machines at all garages and lots. We need high tech apps to find where to park and we need high tech signs to show where to park and where to pay.

Get rid of all the color zones. Make parking simpler, easier to find and easier to pay.

+ 11 people like this

Posted by **No thanks**

a resident of Downtown North

21 hours ago

Mr Keene keeps hiring more and more people-- managers, to enhance his empire. His greed and ambition were very apparent at the installation of new council members ceremony on January 5. He preempted the opening agenda and droned on, praising himself, for almost an HOUR. Unbelievable. Nancy Shepherd let him go on and on and on.

The audience came to celebrate the new council and left as soon as they could. Just a few stragglers were left at the end.

Keene is manipulative and it appears, self-serving. He spends our money building his empire. Staff keeps approving underparked buildings. Latest is 441 University. No wonder there is parking problem.

+ 3 people like this

Posted by **parking logistics**

a resident of Another Palo Alto neighborhood

13 hours ago

Just wondering- how are the mechanical lifts working out in the Downtown underparked buildings like the recently completed 537 Hamilton? Is the City monitoring this? Are they being fully used? Approval of these still underparked buildings was predicated on use of mechanical lifts. The 4-story 34,000 sf building under construction at 611 Cowper will use mechanical lifts while still being underparked by over 50 spaces. If the mechanical lifts are not fully used then the practical, actual parking deficits grow even worse. Is the City doing any follow-up on this at 537 Hamilton, or is the staff too busy with other priorities to get involved in this?

+ 3 people like this

Posted by **Anonymous**

a resident of Another Palo Alto neighborhood

12 hours ago

The City of Palo Alto is following the San Francisco model where it dumps millions into politically connected non-profits without any accountability. Are there any effective measures for these non-profits other than how many volunteers for campaigns they produce? Is there open competition for this non-profit money so they have to actually show results? Maybe non-profits are cost effective government but mostly it's just a way to reward your political allies.

+ 2 people like this

Posted by **resident99**

a resident of Charleston Gardens

10 hours ago

Parking Logistics,

611 Cowper is actually proving over sixty spaces, only three of which are on lifts. This particular developer followed all the existing zoning rules, including use of TDRs. TDRs are not back door, under the table handouts from the city to developers. They are part of the existing code and have been for decades - nothing shady about them whatsoever!

+ 1 person likes this

Posted by **akl**
a resident of Downtown North
9 hours ago

I find it interesting that they hire someone who is not living our downtown. They would have to really live and travel around the downtown. There are 2 large bldgs that are going through review that will be affecting Kipling, Waverley and university. Also the old university arts bldg is getting ready to tear down and they are planning to remove all the trees by the building. Very crazy

+ 1 person likes this
Posted by **akl**
a resident of University South
9 hours ago

University Arts building is not being torn down, it is being renovated

+ Like this comment
Posted by **parking logistics**
a resident of Another Palo Alto neighborhood
8 hours ago

@resident99
re 611 Cowper - I said it was more than 50 spaces underparked, 115 would be required- 28000 sf commercial space and a penthouse residence- 62 were required leaving a deficit of 53. It was all above board- grandfathered conditions, TDR's, low employee ratio, 400 sf bonus, outside the Downtown Parking Assessment District, 50 ft height, access to the garage off of 10 ft wide Lane 39. That is why we elected and put in place a new Council majority. The original question was - how are the parking lifts being accepted and used at 537 Hamilton? Any knowledge of that? It think the lifts there involve 10 spaces.

+ 2 people like this
Posted by **Annette**
a resident of College Terrace
3 hours ago

The comments by No Thanks reminds me to ask this: when did it become vogue for cities to spend valuable staff time going after medals and awards? From the sound of Keene's reports, an inordinate amount of time is spent pursuing accolades. It is far more relevant that our local issues are handled, inquiries responded to, and problems solved than it is that we come in first in some municipal beauty contest. The proof is in the pudding; if our City is well managed and fiscally sound, we will not need a ranking or a ribbon to know that.

Also, in the interest of more efficient meetings, avoiding late night decisions, and respecting the public's time: unless there's some legal requirement that the entire City Manager's report be read aloud each week, why not have the full report available on line in advance of the meeting, allocate 5 - 10 minutes for the CM to point out highlights or field questions, and use the balance of the time for other Council business?

Pat Marriott

Carnahan, David

15 JAN 20 PM 4:43

From: John Redgrave <jredgrave@palantir.com>
Sent: Tuesday, January 20, 2015 3:37 PM
To: Gitelman, Hillary
Cc: Planning Commission; Council, City
Subject: Downtown Palo Alto Employment and Transportation Survey for Council Review
Attachments: Downtown Employment Survey Final.docx.pdf

To Palo Alto City Planning Staff/ Planning and Transportation Commissioners:

Thank you for all of the work that you have put into the downtown cap study, and for kicking off the work for a Transportation Management Authority. We think that both initiatives will be helpful for Palo Alto residents and businesses.

There have been repeated calls by Council, the Planning and Transportation Commission, and City Staff to get more data related to downtown employment. As a result, several large downtown employers—Survey Monkey, RelateIQ, and Palantir—have come together to provide our data on employee numbers, density, mode share, etc., to assist you with your planning efforts.

Please see the attached document for further details including our survey results.

Best Regards,
John Redgrave

John Redgrave | jredgrave@palantir.com | p: 650-815-0305

January 20, 2015

To Palo Alto City Planning Staff/ Planning and Transportation Commissioners:

Thank you for all of the work that you have put into the downtown cap study, and for kicking off the work for a Transportation Management Authority. We think that both initiatives will be helpful for Palo Alto residents and businesses.

There have been repeated calls by Council, the Planning and Transportation Commission, and City Staff to get more data related to downtown employment. As a result, several large downtown employers—Survey Monkey, RelateIQ, and Palantir—have come together to provide our data on employee numbers, density, mode share, etc., to assist you with your planning efforts.

In particular, we would like to help with the following questions:

- “employment intensity”: how many employees we have per square foot of office space
- “parking intensity”: how many parking spaces we have per square foot of office space and per employee
- employee mode share: how employees get to work
- employee local spend: how much local employees contribute to the local economy

Some notes on the data below:

Data sources: there are three main data sources:

- a survey that we conducted from Nov 18-Jan 8 (with a total of 759 respondents out of our combined 1186 local staff)
- non-survey data (actual number of staff, square footage of office space, and parking spaces in Palo Alto) reported by facilities staff at each company
- spot checks (by security staff) of unoccupied parking spaces to determine capacity utilization

Baseline data—employees and space utilization:

Metric	Total
Total employees (#)	1088
Total contractors(#)	98
Total workers (#)	1186
Total office space (SQFT)	270,725
SQFT/head	228

This metric likely somewhat overstates employee density. For example, Survey Monkey has a policy whereby all engineers work from home 1 day/week (so the actual number of people in the office on any given day may be lower). Palantir’s business model (a large amount of development work performed at client site) similarly means that many Palo Alto-based employees would not be in the local office on any given day.

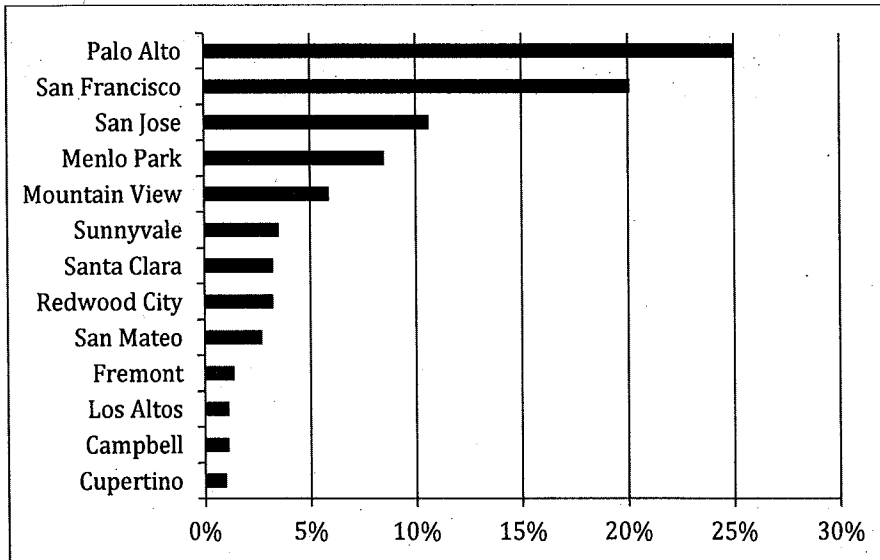
Baseline data—parking:

Note: the following data excludes RelateIQ's parking utilization rates.

Metric	Total
Surface parking spaces	381
In-building parking spaces	242
Total parking spaces	623
Office SQFT/parking space	434
Capacity utilization	67%
Daily cars parked	390
Cars/employee	0.37

The number of cars/ employee (0.37) suggests a 37% mode share for drivers. The capacity utilization rate (67%) suggests that many employees regularly drive at least one day per week but fewer than five days per week. These numbers roughly correlate with the mode share survey data below.

Survey data: respondent home location



Palo Alto was the most common home zip code (25%), followed by San Francisco (20%) and San Jose (11%). Significant proportion of employees also lived in neighboring cities: Menlo Park (9%) and Mountain View (6%).

Survey data: Mode share (mode by number of days/week used)

	5 or more	4	3	2	1
Walk			11	17	30
Bike	43	23	22	27	31
Caltrain		51	22	22	46
Bus or other public transportation					
Carpool				27	28
Car (individual)		37	38	45	

n= 761 responses

We looked at the total number of trips generated by multiplying each mode by the number of days the respondent reported using that mode). This generates the "total share"; individual cars account for 38% of total trips.

Mode	Total share
Walk	16%
Bike	11%
Caltrain	28%
Bus or other public transportation	2%
Carpool	5%
Car (individual)	38%

Survey data: Mode share by home zip code

% of overall days (traveling)	Local	San Francisco/ Peninsula	San Jose	South Bay-Non San Jose	East Bay
Walk	1%	7%	2%	1%	1%
Bike	1%	3%	1%	1%	1%
Caltrain	1%			1%	5%
Bus or other public transportation		6%			
Carpool	5%		7%	11%	2%
Car (individual)		1%			

Mode share is obviously highly dependent on where the respondent is traveling from. Individual car share is very high in places with poor Caltrain access. Proximity to work (which allows for walking and biking) and access to Caltrain are two major factors in determining mode share.

Survey data: Employee spend

One of the main reasons for businesses to be located in Palo Alto is that our employees like to be in a "real city". They like to go to local restaurants and bars, stay in interesting hotels, and be a part of a community.

Our employees are major patrons of downtown services. 78% go to restaurants and bars at least one day per week, while 65% go to café and specialty drink shops at least one day per week.

Category of spend	% at least 1x/week
Restaurants and Bars	78%
Cafes and Specialty Drink Shops	65%
Grocery Stores	43%
Retail/Shopping	40%
Health and Wellness Services	25%
Professional Services (legal, financial, etc.)	7%


We additionally asked employees how much they spent per week on different categories of services. Again, restaurants and bars came out on top with \$50/week, with grocery close behind at \$48/week.

Category of spend	\$/week
Restaurants and Bars	50
Cafes and Specialty Drink Shops	19
Grocery Stores	48
Retail/Shopping	39
Health and Wellness Services	30
Professional Services (legal, financial, etc.)	24

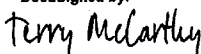
We are happy to continue to collect data and help the city in your planning efforts.

In the meantime, please do let us know if we can answer any of your questions or be helpful in any way.

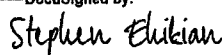
Best regards,

DocuSigned by:

78EA0A4474154FD...

John Redgrave
Global Operations Lead, Palantir Technologies

DocuSigned by:

24FF2C84B67C438...

Terry McCarthy
Facilities Manager, Survey Monkey

DocuSigned by:

7BF704ABBE8E49E...

Stephen Ehikian
COO, RelateIQ

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

15 JAN 20 PM 3:35

From: doria s <doriasumma@gmail.com>
Sent: Tuesday, January 20, 2015 9:24 AM
To: Council, City; Keene, James; Gitelman, Hillary
Cc: Jeff Levinsky
Subject: Fwd: Revised Letter re 261 Hamilton

Dear Mayor Holman, City Councilmembers, City Manager Keene, and Director of Planning and Community Environment Gitelman:

We are writing to protest the plans for inadequate parking for 261 Hamilton (aka the "University Art" building). At a time when our neighborhoods are flooded with cars and staff and many downtown businesses and workers are investing time and funds to help solve these problems, granting 261 Hamilton a green light to underpark is inappropriate and counterproductive. The city is also losing over a million dollars in parking fees it could collect.

The latest plans for the renovation of 261 Hamilton show that the building will have 17 fewer parking spaces than required by code. Specifically:

41,992 total sq. ft., per two places on page 2 of the latest building plans (requires 168 spaces)
-37,800 sq. ft. is parked (151 spaces)*

4,192 sq. ft. unparked floor area (unsupplied 17 spaces)

* The 37,800 figure comes from the April 17, 2014 Architectural Review Board ARB Staff Report, page 4, and was met by 7 parking spaces under the adjacent Old Pro building and 144 spaces for which the building pays into the Parking Assessment District.

The latest plans show no attempt to address this parking deficit by adding 17 parking spaces or removing 4,192 square feet of unparked floor space, as was earlier discussed. We also know of no city ordinance that grandfathers in a parking deficit for 261 University. So the building is clearly underparked by 17 spaces.

The situation is made worse because the latest plans also show that over 10,000 square feet of the building are being converted from retail to office use. Much of that is due to the entire basement being converted to office from what was storage and workspace for University Art. Changing so much space from a non-intense to an intense use will likely create considerably more parking demand than in the recent past. While the current municipal code unfortunately allows such a conversion without adding parking, it's definitely going to make downtown parking worse for both residents and workers. To then not even require the building to be fully parked under the more lax legal standards is simply unacceptable.

We believe that city staff and the council have here a golden opportunity to show your commitment to solving our parking problems. Please review the plans and allow the building to be occupied only to the extent it is parked. Likely, the owner will opt to pay in-lieu fees to cover the 17 parking spaces, thereby providing over a million dollars to fund future parking efforts. If the owner instead opts to reduce occupancy of the building, we urge you to not allow any first floor retail space to be abandoned since that would further diminish the walkability and viability of our neighborhood, as well as reduce sales tax revenue.

We appreciate that council, staff, the business community, and residents are working together to create a better city by

fully addressing our parking issues, retail retention, and quality of life.

Thank you,

Doria Summa and Jeff Levinsky

--

Doria Summa

(650) 858 2920 Home

(650) 867 7544 Mobile

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Ken Alsman <kenalsman@aol.com>
Sent: Thursday, January 15, 2015 12:32 PM
To: Council, City
Subject: Fwd: Priorities and Actions
Attachments: PARK - SUBSIDY -fin.doc

15 JAN 20 AM 8:38

-----Original Message-----

From: Ken Alsman <kenalsman@aol.com>
To: Planning Commission <Planning.Commission@CityofPaloAlto.org>; citycouncil <citycouncil@CityofPaloAlto.org>
Sent: Thu, Jan 15, 2015 12:22 pm
Subject: Priorities and Actions

I recognize the new Council is probably besieged with ideas for your priorities for the coming year; mine are suggested in the attachment. I am no longer a resident of Palo Alto but still hold great affection for the community where I lived and raised by children for over 30 years.

Ken Alsman

QUESTION: HOW DOES THE CITY PAY FOR PARKING SOLUTIONS?

ANSWER: RECOVER THE SUBSIDY GIVEN TO COMMERCIAL PROPERTY OWNERS.

Finally it looks like the City is making some progress towards addressing downtown parking. However, entirely missing has been identification of who caused the problem, who benefited and how the "solutions" will be funded – other than by the community at large or employees.

The clear answer is that commercial developers/property owners are both the cause and the benefactors. Yes, the City Council shares some blame by its failure to retain rational development criteria but it is the development community that has fought any change or rational approach - they like the subsidy paid for by the rest of the community and want to see it perpetuated *as the City continues to provide them subsidies* (attachment 1) and approve development as if there were not constraints.

So, how much has the City given? How much have "they" accepted?

The City's decade old parking standard is one parking space for each gross 250 square feet of commercial space (low by current measures). With approximately 3,400,000 square feet of commercial space in Downtown and SOFA the parking requirement might logically be 13,600 spaces. However only 6,500 spaces exist (and that counts private, assessment district and even street parking) leaving a *need for over 7,000 spaces* (See attachment 2). With this estimate, the effective subsidy at the City set cost of \$67,500 per space (parking in-lieu fee) is almost \$500,000,000 - perhaps the largest redevelopment subsidy granted in the State - all to owners who charge among the highest lease rates in the U.S. (\$5, \$6 & \$7 per square foot per month base rent) and pass costs like insurance, taxes and parking district costs onto the tenants in addition to the base lease.

Ok, these numbers are rounded for simplicity and open to verification. But, they are close enough to reality to challenge the City to do its own analysis. Close enough that there needs to be vivid recognition of the extent to which the City has subsidized these owners and very importantly, recognition that it is time for pay back from these very successful office space owners - not more resident subsidy, not employee subsidy, no matter what solutions are tried. Solutions will need to include adding parking garages, making existing parking more efficient, reducing demand, revised parking codes and the list of TDM measures.

Can the property owners afford repaying the subsidy? Of course, prorated over 25 years the \$450 million can be paid back at about 50 cents a square foot per month. Will they like it? No. But do we owe them a subsidy? Follow the Money.

Ken Alsman

Amended January 10, 2015

ATTACHMENT 1: ONGOING SUBSIDIES

How does the City continue to foster development subsidies? Many citizens thought that several actions a year ago had eliminated development subsidies. But as Councilman Klein said at the time, those actions only addressed the "low hanging fruit," suggesting he was aware that others needed to be eliminated. The problem is compounded when several of the following are applied to a new project.

THE LIST

1. ASSESSMENT DISTRICT PARKING CREDITS

In 2004 the City established a parking assessment district (AD) to add parking for a major portion of the downtown uses. The approximately \$55 million bond was considered an initial step towards meeting the parking needed for the 2,235,634 square feet of inadequately parked downtown commercial space in the assessment district. The assessment was initially allocated among 213 properties at \$1.31 per square foot per year, refinanced in 2012 and dropping the rate to \$1.12 per square foot per year, less than 10 cents per month against over \$6.00 (plus) per month rents (1.5% of the lease rate). With triple net (NNN) leases Tenants absorb the assessment fee, not the property owners.

The assessment was based on a parking need of one space for every 250 square feet of commercial floor area so that the 2,235,634 square feet (2004) would require 8,942 spaces. Maybe 800 or 900 new spaces were actually added, less than 10% of the stated 1/250 need from them.

Yet, when these same properties redevelop they are given full credit for the 1/250 parking standard in calculating the need for parking when at best, they have only paid for and provide 1/10th of the needed parking. As an example, lets say a new 20,000 square foot building is proposed to replace the existing 10,000 square foot structure. At 1/250, the new building will require 80 parking spaces but claims 40 have already been paid for. In reality at most they should get credit for 4 spaces, 1/10th of what they are credited with. At \$67,500 per space (City in-lieu fee) the subsidy would be \$2,430,000.

Yes, downtown commercial owners will claim that they do not owe it and that they cannot afford it. But they do and they can. They all recognize the subsidy and continue to gain entitlements that grant it to them.

2. NON-CONFORMING PROPERTIES

The City continues to allow non-conforming uses to expand and intensify without providing parking for the new uses. What is a non-conforming use? A simple example is an older building designed for a warehouse or other low intensity use, a use with minimal parking (if any), an easy to find option in the SOFA area. The owner, like Mr. Cinze, sees a potential to convert the building for a new start-up with many employees but he, and the City, seem to disregard the need for parking to support the use. The impact of the need falls on neighboring properties, both residential and commercial. The same principle applies in downtown. The owners should at least be required to pay into an in-lieu fee. (Allowing a 10,000 square foot use that would normally require 40 parking spaces at the 1:250 parking to floor area ratio is effectively a \$2,700,000 subsidy at the \$67,500 per space in-lieu fee set by the City.

3. OFFICE SPACE INTENSIFICATION

Lets say you have a 40,000 square foot commercial building that has 160 parking spaces, meeting the requirement of 1 space for each 250 square foot (1:250) of building, a standard set in the 1990's based on the average number of employees housed in a comparable building. However, you now lease to a high-tech firm, a company that manages to put in 40% more employees in your building, effectively

increasing the parking need to 1 space for each 178 square feet. The parking should now be 225 spaces, not 160, 65 spaces short of the real demand. The subsidy in this case is \$4,387,500, assuming the City's in-lieu fee standard.

Now, think of the approximately 3 million square feet of development in downtown Palo Alto. It should theoretically provide 12,000 spaces at 1:250 (but has less than 7,000 spaces). If, on average, occupancy increases by just 10% the parking ratio should be 1:227 increasing the need by another 1,320 spaces. At \$67,500 per space the subsidy would expand by almost \$90 million. Intensification is already taking place in buildings throughout downtown and SOFA.

4. RESIDENTIAL IN COMMERCIAL DEVELOPMENT

The City encourages residential in downtown buildings. Most of the housing has taken place in newer buildings primarily designed for office use with a couple of large "apartments" on the upper floor. Let's assume two 2,500 square foot apartments are approved, built and then leased, not to residents, but to the commercial tenant and subsequently used in conjunction with the firm to expand work area, add break rooms, provide conference rooms or even add storage, but not for housing.

As housing each unit requires 2 spaces, a total of 4. However the 5,000 square feet of now actual commercial would require 20 parking spaces. The subsidy is 16 free parking spaces or \$1,080,000. Thus far City staff has refused to consider any follow-up inspection to see how these "residential units" are actually used. If devoted to a corporate function, the City provides another form of subsidy and the system has been further corrupted.

One of the major zoning policies missing is the failure to zone any downtown land primarily for housing, without an office component, but it isn't too late if we pause and reflect on the needs for housing.

5. MIXED USE DISCOUNTS

The City has approved several buildings adding a "Mixed-Use" (Office and Residential) parking benefit to already under parked projects. Based on consultant reports, purchased by the developer, they assume the unit is actually to be used for as a residence (#4 above) and then use the apparent logic that both residents and office workers can use the same parking space since the hours of use are different. This may be true in a few instances but not in all, especially in under parked downtown Palo Alto. As an example, it may be assumed that a resident will drive to work elsewhere freeing up the space, but if they work locally their car will stay in the parking space. What if they have two cars or, if the office workers put in long hours? The consultant conclusions do not seem to match the actual parking need or use.

6. THE IN-LIEU FEE

Over a decade ago the City added the in-lieu fee to City codes. It's intent is to address a common issue in downtowns where adding on-site parking works counter to the best interests of the property, pedestrians and good design. A better, more efficient solution is to provide needed parking in a common facility - a public parking lot or structure. The City's current in-lieu fee is \$67,500 based on the estimated cost/space to build a new parking structure.

In theory a fund is established to hold the fees and dispersed when needed to build more parking. However, this provision was seldom used until recently, perhaps because the more obvious "incentives/subsidies" were in place. As of two years ago, the City had apparently collected approximately \$100,000. With the construction of the Survey Monkey building at Lytton and Alma and the Epiphany Hotel another \$1.5 million has been added to the fund - sufficient to add perhaps 24 new

spaces. If fees are collected and used correctly there is no subsidy; if fees are not applied there is a clear subsidy and a lost opportunity to build essential reserves for long-term solutions.

6. UNCOUNTED AREA

When rooftops are dedicated to restaurant dining and basements used for storage and equipment are not included in the calculation of floor area for parking demand they become another form of subsidy. As an examples: A single level office is assumed to provide parking at 1 space per 250 square feet with space devoted to storage and equipment counted in the floor area. Putting such functions into a basement frees up ground level space for more employees so the basement should be part of floor area. Shouldn't it? The Code relates parking to building size (not "useable floor area") measured from the exterior walls of the building based on the applicants data. Is that how it is computed or does it measure a smaller area – say from the face of the window glass?

7. CONTROL BY OWNERS AND DEVELOPERS

Yes, owners and developers are stakeholders and need to be part of any solution. But, as long as development is allowed to proceed; and the policies and actions of the Parking Assessment District and a Transportation Management Association rest primarily in the hands of property owners and developers solutions are highly unlikely. Our experience with the Parking District is proof that – well there is a Fox in control of the Henhouse.

CONCLUSION

It is obvious that the City is unlikely to add parking structures adequate to house the number of spaces needed – hopefully some, but not all. However the community needs to seek alternate long-term solutions, solutions that will need substantial sums to fund, implement and maintain TDM and other programs. Understanding the mistaken rationale of some assumptions and tapping into the value of these ongoing subsidies should be one obvious source of these revenues. Placing the burden of funding on residents, the community-at-large and local employees should not be the solution. They did not create and foster the problem. They did do not continue to benefit by the subsidies granted over the past decades.

ATTACHMENT 2: NEW PARKING STRUCTURES

Yes, we need to add parking spaces - some, somewhere. But, how can we build 7,000 more parking spaces, there isn't sufficient room? In fact, we probably could but it is unlikely since it would require extreme measures like demolishing an entire block to make way for parking, very tall buildings or massive underground facilities. A facility like the "Long-term Parking Structure" at the San Francisco Airport would provide over half the need at probably at less cost per space, but where would it go?

What may work in project review is to define a Parking Space Equivalent that can become the yardstick for parking solutions, like TDM programs. As an example if 30% of the work force of a 300-employee firm uses transit the parking the parking need drops by 100 spaces (\$6 million dollars at \$60,000 per space). Increasing efficiency, providing shuttles, ridesharing etc. can all be translated into a Parking Space Equivalent, an understandable measure in evaluating projects that gives an objective view of how the problem is being solved.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Charisse Ma Lebron <charisse@wpusa.org> **15 JAN 15 AM 10:53**
Sent: Wednesday, January 14, 2015 4:55 PM
To: ecrbrt@vta.org; Council, City; Council@sunnyvale.ca.gov; citycouncil@mountainview.gov; MayorAndCouncil@santaclaraca.gov; council@losaltosca.gov
Cc: Gonzalez-Estay, Manolo R
Subject: RE: Comments on Draft Environmental Impact Report for El Camino BRT Project
Attachments: DEIR Comment Letter 1-14-15.pdf
Importance: High

Dear Chairperson Kalra, Honorable Members of the VTA Board of Directors, and General Manager Fernandez:

Working Partnerships USA is pleased to express our strong support for the Valley Transportation Authority El Camino Bus Rapid Transit project. Please accept the attached comment letter.

Best,

Charisse Ma Lebron
Director of Health Policy & Community Development
Working Partnerships USA (WPUSA)
2102 Almaden Road, Suite 112
San Jose, CA 95125
Direct: 408-809-2124
Facsimile: (408) 269-0183
charisse@wpusa.org
www.wpusa.org



WORKING PARTNERSHIPS USA

WORKING PARTNERSHIPS USA

January 12, 2015

Honorable Members of the VTA Board of Directors
3331 North First Street
San Jose, CA 95134-1927
Sent Via Email: ecbrt@vta.org

RE: Comments on Draft Environmental Impact Report for El Camino BRT Project

Dear Chairperson Kalra, Honorable Members of the VTA Board of Directors, and General Manager Fernandez:

Working Partnerships USA (WPUSA) is pleased to express our strong support for the Valley Transportation Authority (VTA) El Camino Bus Rapid Transit (BRT) project. WPUSA urges the VTA Board of Directors to select option 4c for the El Camino BRT implementation, which will provide fast, frequent and reliable bus service in Silicon Valley.

Working Partnerships USA is a community-labor organization with a vision for an inclusive regional economy where workers and communities of color thrive. We employ research and policy advocacy to advance innovative campaigns for equitable growth, healthy communities, and quality jobs.

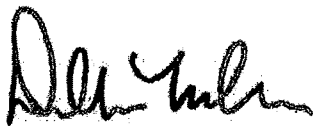
After a review of the Draft Environmental Impact Report, WPUSA concludes that BRT Project alternative 4c is the most optimum option with transit-only lanes from Santa Clara through Palo Alto, because it would allow bus travel to be competitive with the automobile, increase transit ridership, and reduce vehicle miles traveled. BRT with transit-only lanes from Santa Clara to Palo Alto (Alternative 4c) will generate a 22 percent increase in ridership, while mixed flow BRT (Alternative 2) will only see a modest 5 percent increase in transit use. Because future BRT with transit-only lanes would be travel time competitive with the automobile and reduce vehicle dependency, it would reduce traffic congestion and greenhouse gas emissions in the south bay, and also allow the region to better accommodate future growth. In particular, as a designated Priority Development Area (PDA), El Camino Real will accommodate a sizeable portion of the population growth in Silicon Valley. Future cities' development along El Camino Real will include mixed-use retail, office, and housing. Thus, BRT with transit-only lanes will allow south bay residents to travel efficiently and frequently to such high-value destinations, supporting a vision for a vibrant corridor.

Equally important, BRT with transit-only lanes would provide affordable, state-of-the-art public transit to traditionally underserved working families and low-income populations. These populations are often those whose voices are excluded from public debate and policymaking. Through Working Partnerships' ongoing community organizing of busriders, we found that most

busriders are mostly low-income (58 percent earned under \$25K in 2013), young (majority under age 35), and people of color (76 percent). WPUSA surveyed more than 500 busriders along El Camino from May – July of 2014. When asked what would encourage them to use the bus more often 58 percent cited the need for more frequent bus service, 52 percent wanted faster service, and 35 percent expressed needing more reliable service. Thus, BRT with long dedicated lanes from Santa Clara to Palo Alto would meet the transit needs of thousands of busriders and their families who rely on public transit every day to get to their jobs, schools, medical centers, and other high-value destinations.

In the interest of advancing transit equity and access, as well as ensuring that the south bay makes the necessary transportation investments, Working Partnerships strongly supports option 4c for the El Camino BRT implementation. Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the El Camino Bus Rapid Transit Project. WPUSA looks forward to working with VTA, cities, and community members to ensure that the corridor will embody thriving, vibrant, and complete streets.

Respectfully,

A handwritten signature in black ink, appearing to read "Derecka Mehrens".

Derecka Mehrens
Executive Director
Working Partnerships USA

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Parth Pusegaonkar <p.pspparth@gmail.com>
Sent: Wednesday, January 14, 2015 3:38 PM
To: Council, City
Subject: Who is In Charge Of Transportation ?

15 JAN 15 AM 10:52

I was wondering who is in charge of transportation in Palo Alto, I know he was present at the Monday Jan 12th Council meeting but I don't really have any way of contacting him. Is there any website or place I can go to get his information?

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Keene, James
Sent: Wednesday, January 14, 2015 12:18 PM
To: Minor, Beth; Cheryl Lilienstein
Cc: Council, City; Carnahan, David; Lunt, Kimberly; Boatwright, Tabatha
Subject: RE: excellent website changes

15 JAN 15 AM 10:52

Great Beth!

-----Original Message-----

From: Minor, Beth
Sent: Tuesday, January 13, 2015 2:49 PM
To: Keene, James; Cheryl Lilienstein
Cc: Council, City; Carnahan, David; Lunt, Kimberly; Boatwright, Tabatha
Subject: RE: excellent website changes

Ms. Lilienstein,

Thank you for your email, the Clerk's Office is actually going to take this one step further, actually a few steps shorter. We are eliminating several mouse clicks, so you can get to the Council and Council Standing Committee agendas quicker (more directly), when accessing through the events calendar on the City's main webpage. When you try this, please let me know if you have any issues.

Thanks,

Beth D. Minor
Acting City Clerk
City of Palo Alto,
(650) 329-2379
250 Hamilton Avenue
Palo Alto, CA 94301

City Clerks Rock!!

-----Original Message-----

From: Keene, James
Sent: Monday, January 12, 2015 10:30 PM
To: Cheryl Lilienstein; Council, City
Subject: RE: excellent website changes

Ms. Lilienstein,

On behalf of the Council, thanks for the shout out and feedback. I will be sure to share with our staff.

Jim

-----Original Message-----

From: Cheryl Lilienstein [mailto:clilienstein@me.com]
Sent: Monday, January 12, 2015 5:08 PM

To: Council, City

Subject: excellent website changes

Just a shout out to whoever made the city website's calendar SOOO much easier to find and navigate, and continue to find and navigate...

I leaned back in my seat with relief and amazement at how intuitively easy it was to find tonight's agenda, for one thing!

Please forward with my gratitude to whoever is responsible, I'd like to know who it was, and cheer them on!

Sincerely,
Cheryl Lilienstein

**Please Contact the Clerk's Office
to View Additional Pages,
Attachments, or Images Related
to this Document**

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Carnahan, David

From: Jill Thompson <thompsonjill23@yahoo.com>
Sent: Saturday, January 17, 2015 2:11 PM
Cc: Council, City; Jill Thompson; Carole Hyde
Subject: Palo Alto Animal Services
Attachments: IMG_1638.JPG; IMG_0245.JPG; IMG_1637.JPG

15 JAN 20 AM 8:38

Dear Palo Alto Community Leaders,

My name is Jill Thompson and I am a 12 yr. resident of Palo Alto, dog owner, photographer and veteran animal shelter volunteer (I have volunteered at numerous shelters in the bay area). After volunteering at PAAS for the last 10 months I have made a decision to leave. I am gravely disappointed in a shelter that has so much untapped potential. PAAS is failing our community and here is what I see....

- ...key staff members are resistant, defensive and distrustful
- ...volunteers are continuously turned away where help is needed (blame cannot be placed on budget cuts)
- ...no outreach to community in advertising, off site adoption events, corporate sponsors, anemic social media postings, and notification of spay/neuter services and vaccinations.
- ...no visible foster network
- ...lack of cooperation with community.
(example...see attached files that display an art project in the palo alto elementary schools where students draw portraits from adoption photos of shelter dogs. Rather than embrace the project and its ability to increase awareness and compassion for their community shelter...they acknowledged the project with indifference and made access to photographing current adoptable dogs very difficult)
- ...minimal collaboration with other shelters in their consortium
(example...kennels sit empty for extended periods of time when they could be pulling dogs from overcrowded partnering shelters)
- ...hours of operation are missed opportunities for adoption
(example...on a holiday weekend the shelter may be open only 1 out of 4 days. The shelter is closed every other Friday, and closed Sundays and holidays. These holiday weekends are optimal times for families to adopt.)
- ...and last, but not least, dogs are unnecessarily being euthanized!
dogs sit in back kennels long past their 7 day holding period, sometimes for months.
during this waiting period volunteers are not allowed to walk them and it is easy for behavioral issues to arise.
only two pit bull type dogs (both puppies) have been successfully adopted in a year....the rest have been euthanized or pulled by other shelters. pit bulls are extremely common in shelters and every shelter should have staff that are knowledgeable and equipped to enable adoption of these type of dogs.
PAAS has not proven they can handle larger, more physically demanding dogs.
(see attached photos of Sam who has been waiting to be adopted for 7 months)

Thank you for your attention on this matter. It is my belief that PAAS has the potential to be a great resource in this community but its inflexibility and archaic methods get in the way. The community cares about animals and deserves better. I would like to speak further on any, or all, of aforementioned issues.

Jill Thompson
650-283-0190

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Jo Ann Mandinach <joann@needtoknow.com>
Sent: Monday, January 19, 2015 6:25 PM
To: Council, City
Cc: Rodriguez, Jaime; Gitelman, Hillary; Keene, James
Subject: Town & Country Light??? Fwd: Palo Alto Weekly: Palo seeks citizen input on growth, traffic.

15 JAN 20 AM 8:36

Hello again.

I last wrote you in **August** to find out what's happening with the Town & Country **traffic light** after the PA Weekly reported that the fix was imminent (see link below). They reported the same thing again in **November**.

Now we're told that more **bike** projects are in the works but there is **NOTHING** about **fixing the light in either of the two upcoming city council agendas**.

I've read the two 160+ page RFP's issued in December that contain **NO** textual project descriptions and were largely **boilerplate shovelware**. To make matters worse, prospective bidders were given only two weeks to respond, the most recent being due just before the Christmas Holidays!

It appears that the city is more interested in Check Off items -- we put out RFPS -- than in getting anything done. which appears to give you a Check Off item **WITHOUT** getting any serious responses or getting anything **DONE!**

An update on the progress would be appreciated.

Gridlock is up 65% in the 2009-2013 period. What is it now?? And when are you going to do something about a **KNOWN** problem on one of our busiest roads?

Most sincerely,
Jo Ann Mandinach
1699 Middlefield Road
Palo Alto, CA 94301

Hello.

It has been 9 months since I wrote you about the gridlock at Embarcadero and Town & Country and all I hear is promises that the traffic lights are going to be synchronized at Town & Country, that the cross-walk light may be turned off "soon:".

Still nothing has been done about planning to synchronize the light at El Camino beyond saying community input and RFP's **will** be requested **THIS** coming January, a full YEAR later.

How many years and how many millions of dollars does it take to synchronize traffic lights on one of our busiest streets??? How many consultant studies do you need?

This sounds like a bad joke about changing light bulbs. Unfortunately, the gridlock and accidents are STILL real and increasingly frustrating.

For the record, I again urge you to **read and respond** to the growing frustration that nothing has been done, that more studies are planned on how to change traffic lights continue and that more costly consultants will be hired. Please read and respond to the citizen frustration in the comments section at

http://www.paloaltoonline.com/news/2014/08/29/embarcadero-road-fixes-coming-to-palo-alto#comment_form

If the City Council and our city Management can't even change simple traffic lights about which the community has repeatedly complained, why should we ever have faith in our leadership for anything complicate

Jo Ann Mandinach
1699 Middlefield Road
Palo Alto, CA 94301
650 329-8655

Date: Thu, 23 Jan 2014 18:30:56 -0800

To:

From: Jo Ann Mandinach <JoAnn@NeedtoKnow.com>

Subject: Palo Alto Weekly: Palo seeks citizen input on growth, traffic.

Hello.

It would be great if the article had spelled out specifically HOW the city will seek citizen input.

Until you do, I'd urge you to read and respond to Town Talk suggestions and comments from California Avenue business owners, citizens and frustrated drivers offering specific suggestions about traffic light timing, how traffic "calming" simply infuriates drivers and how lane closures create more backup, especially when turn lanes are eliminated.

Also please note that many express skepticism that you will actually listen to citizens and business owners, citing how you've ignored advice in the past.

I urge you to look at all the business closures in Los Altos during their very long construction period as a harbinger for California Avenue. Just because a grant is available for California Avenue does not mean that the city has to go for it, especially against the wishes of the community.

Please read the comments and respond to show this isn't yet another make-work exercise where you'll again ignore comments and concerns and continue to do what you want, no matter how frustrated we are at being backed everywhere, especially on Embarcadero and around Town & Country.

<http://www.paloaltoonline.com/square/index.php?i=3&d=&t=22566&e=y>

Most sincerely,
Jo Ann Mandinach
1699 Middlefield Road
Palo Alto, CA 94301

PS: Kids are NOT in school at midnight so the traffic light near the high school crosswalk is really unnecessary.

Jo Ann Mandinach
Need To Know Info Solutions
[http:// www.needtoknow.com](http://www.needtoknow.com)
650 329-8655 or cell 650 269-0650
Palo Alto, CA 94301

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Bhushans@aol.com
Sent: Saturday, January 17, 2015 6:53 PM
To: Council, City
Cc: akananth@stanford.edu; mila.zelkha@gmail.com; trey@hhcollab.org; chuckjagoda1@gmail.com; lynn_huidekoper@hotmail.com; lsa1o@aol.com; edie.keating100@gmail.com; abjpd1@gmail.com; stephanie@dslextreme.com; gailt1225@earthlink.net; ngrench@aol.com; robertaahlquist@yahoo.com
Subject: Resending...

15 JAN 20 AM 8:36

Dear City Council Members,

Below is an excerpt from an earlier e-mail that I sent to you regarding Use Fee Permits on local non-profit churches...

"You need to Re-examine and Remove and/or reduce the **onerous \$4,400** Use Fee Permits charges on local non-profit churches that are helping our homeless by providing Cold Weather Shelter to women via the non-profit Heart and Home Collaborative which was organized by Stanford Students. It really is reprehensible to charge this exorbitant fee on an agency that is trying to help the poorest of the poor. For shame..."

Please respond to my request fro removal of this fee.

Cybele LoVuolo-Bhushan
3838 Mumford Place
Palo Alto, CA. 94306

From: Aram James <abjpd1@gmail.com>
Sent: Friday, January 16, 2015 4:38 PM
To: Timothy Gray; Doug Minkler; JIM MINKLER1
Subject: Fwd: Equal Access Needed

15 JAN 20 AM 8:36

Letters to the editor Jan 16, 2014

Palo Alto Weekly

Editor,

A recent article in the Daily Post ("Cop car cams fight crime," Dec. 27-28) provoked me to do some thinking about the public's right to access police videos. The updated video system that the Palo Alto Police Department (PAPD) has recently purchased, and are now using in their patrol cars, sounds excellent. It is great that the updated video equipment allows for the wider and more accurate capture of activity by alleged criminals, as well as the police. Moreover, it is important that the tapes content can be accessed by defense attorneys representing someone charged with a crime, pursuant to criminal law discovery practice.

However, if a citizen is not arrested and charged with a crime, but still believes they have been abused, beaten or in some other fashion treated unfairly by the police, there is no policy in place to allow the videos to be viewed by the complaining party, police watchdogs or representatives of the press.

Notwithstanding the fact that the police can release a video as evidence that they have been falsely accused of police misconduct, the alleged victim of police abuse has no equal right to demand access to the tapes. Gaps in the California Public Records Act, and special protections afforded by the Peace Officers Bill of Rights, must be closed to ensure public access to this valuable tool.

The same legal dilemma will apply to the use of body-worn cameras, when the PAPD implements them in the future. The lack of a firm policy allowing full access to police videos undercuts the credibility of the video program. It leaves the public feeling manipulated and mistrustful of the police. With a more equal policy in place, we can ensure that Palo Alto takes a leadership role in police transparency and community police relations.

Aram James

Los Robles Avenue, Palo Alto

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Bhushans@aol.com
Sent: Friday, January 16, 2015 8:15 PM
To: Council, City
Subject: Redevelopment Agency Helps Transform a Trailer Park into a Vibrant,

15 JAN 20 AM 8:36

Redevelopment Agency Helps Transform a Trailer Park into a Vibrant, Affordable Housing Community for Families in South San Fra

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Bhushans@aol.com
Sent: Friday, January 16, 2015 7:00 PM
To: susierich@earthlink.net; jihirschpa@earthlink.net; gwmoberg@gmail.com; ragni@soleil.com; wjmjmcfall@yahoo.com; slevy@ccsce.com; crobin@stanford.edu; Mulvey, Trish; clecks@earthlink.net; frenchelmore@yahoo.com; BOBMELTZ@aol.com; olivia.solemate@gmail.com; Victre@earthlink.net; brenda@brendagreene.org; Clerk, City; Council, City
Subject: Four ways Martin Luther King Jr. wanted to battle inequality

15 JAN 20 AM 8:36

[Four ways Martin Luther King Jr. wanted to battle inequality | MSNBC](#)

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Jeff Hoel <jeff_hoel@yahoo.com>
Sent: Thursday, January 15, 2015 5:49 PM
To: Council, City
Cc: Hoel, Jeff; UAC
Subject: President Obama focuses on municipal broadband.

15 JAN 20 AM 8:36

Council members,

On 01-14-15, President Obama flew to Cedar Falls, IA, to give a speech about municipal broadband. Please see video here:

01-15-15: "National Press Follows President Obama to Cedar Falls, Iowa"

<http://www.muninetworks.org/content/national-press-follows-president-obama-cedar-falls-iowa>

And full transcript of the speech here:

<http://www.whitehouse.gov/the-press-office/2015/01/14/remarks-president-promoting-community-broadband>

Please see also this document from the Executive Office of the President:

"Community-Based Broadband Solutions" (37 pages):

http://www.whitehouse.gov/sites/default/files/docs/community-based_broadband_report_by_executive_office_of_the_president.pdf

This document has an appendix (19 pages) that lists 418 municipal networks. Palo Alto's dark fiber network is one of the 121 dark fiber networks listed.

Thanks.

Jeff

Jeff Hoel
731 Colorado Avenue
Palo Alto, CA 94303

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Keene, James
Sent: Monday, January 19, 2015 1:07 PM
To: robert/marycarlstead; Council, City
Cc: Sartor, Mike; Hospitalier, Jon; Bobel, Phil; Keith, Claudia
Subject: RE: Street Sweeping

15 JAN 20 AM 8:35

Mary,

On behalf of the Council, we continue to sweep streets weekly in residential areas. As discussed with Council last fall we will be reducing our sweeping schedule in residential areas after the "leaf season" sometime in the February/March time frame. As you may recall the Council approved changes to our street sweeping program, which included the residential sweeping frequency reduction and contracting out most of our sweeping, is saving the Refuse Fund (and our customers ultimately) over \$500k annually. We do have plans to address areas that continue to drop leaves after the "leaf season" by staff inspecting the street conditions and deploying additional sweeper crews to pick up leaves and debris in the spring and summer. Hope this helps with your concern.

Thanks Jim

-----Original Message-----

From: robert/marycarlstead [mailto:rhmlcar7@att.net]
Sent: Friday, January 16, 2015 9:26 PM
To: Council, City
Cc: robert/marycarlstead
Subject: Street Sweeping

Subject: Street Sweeping

In the past few years the City hired an "arborist" and other 'experts' in horticulture. Do they really know local trees??? (Years ago the city didn't know much either or some species would never have been planted.) The new city street sweeping regulations will be 'weekly during "leaf season" which the city designates as "mid-October through mid-February" then bi-weekly. Did the City 'ask the trees'? Ask residents who are 'blessed' or 'cursed' with the king species of leaf dropping - the camphor tree - which starts and continues anytime from early January through March, even April. Then little 'sticks' and other leaf debris continue. It's a 'messy' tree. During the flood of February '97, flood waters on Walter Hays were severely impacted by an early monumental camphor tree leaf drop, and the city finally had to send crews to help unclog the flooded street and drains by shoveling leaves. Often the 'drop' is much later. The city should immediately review this decision - and learn about the street tree leaf drop schedule. It is nature's schedule, not the City of Palo Alto's schedule. Thank you.

Respectfully,
Mary Carlstead, 147 Walter Hays Drive resident.

Carnahan, David

15 JAN 20 AM 8:30

From: Keene, James
Sent: Monday, January 19, 2015 12:57 PM
To: Council, City
Cc: Minor, Beth; Svendsen, Janice; Gitelman, Hillary; Reichental, Jonathan; Fong, Valerie
Subject: Questions from Council regarding Jan 20 agenda.

Dear Mayor and City Council Members:

City staff received some background and context questions related to items on Tuesday's agenda

Item 1. - Bike Boulevard Program

El Camino Way – It's very dangerous during morning bike commute with lots of car traffic, packed parked on both sides of the street, and multiple driveways. Currently most students bike on the sidewalk, which seems like a good, safe decision.

Can we route bikes on sidewalks for the few blocks between Meadow and Maybell?

The California Vehicle Code makes it legal for students 12 and under to ride on sidewalks and for adults anywhere they don't feel safe being on the streets, which essentially makes it legal to ride on the sidewalk anywhere unless there is a local ordinance restricting such behavior. Currently we only have an ordinance(s) restricting bikes on sidewalks in the two business districts (Downtown and Cal Av).

With the Charleston-Arastradero Corridor project and the next phase of the Maybell bicycle boulevard project, the City will need to begin discussions with Caltrans for improvements at both El Camino Real intersections. In that context, we can talk to Caltrans about formally signing "Bikes on Sidewalks OK," which would encourage (rather than require) bicycles to use the sidewalk.

Item 4. Calnet3 telecomm

As a new councilmember, this is a historical background question. I am not suggesting we change anything, just want to understand the process that got us here.

Was Voice over IP (VOIP) considered as an option? Can we use our own fiber ring for voice communications? What is the plan to determine how many lines are actually being used?

Was Voice over IP (VOIP) considered as an option?

The City telephone system is VoIP. We own and maintain our own VoIP infrastructure. When voice leaves our network onto AT&T's system, we use their TDM offering. We plan to explore SIP in the future for the City (in the 3-year time horizon). Until recently we didn't have the necessary equipment and the industry did not consider it robust enough—particular for mission critical services such as public safety. We do maintain a few necessary POTS lines.

Can we use our own fiber ring for voice communications?

We use our own fiber ring for voice communications today.

What is the plan to determine how many lines are actually being used?

We monitor and manage the number of lines that the City requires. It is our judgment that we have the optimum number today.



James Keene | City Manager
250 Hamilton Avenue | Palo Alto, CA 94301
O: 650.329.2563 | T: @PaloAltoCityMgr
E: james.keene@cityofpaloalto.org

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

8

COUNCIL MEETING

1/20/15

Placed Before Meeting
CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Carnahan, David

From: Robert Neff <rmneff@sonic.net>
Sent: Monday, January 19, 2015 8:24 PM
To: Council, City
Subject: Maybell Bike Boulevard and Churchill Enhanced Bikeway projects

15 JAN 20 AM 8:36

Dear Council,

I urge you to pass item 8 at the Jan. 20 council meeting, to approve the project plan lines and move forward with the implementation of the Maybell Avenue Bicycle Boulevard and Churchill Avenue Enhanced Bikeway.

As a member of PABAC, and as a community member who has attended the outreach meetings for these projects, I've been positively impressed with the presentation of the new visions for these streets, plus the incorporation of community feedback. I think these resulting plans, up for approval Tuesday night, are a strong step forward for our bike and pedestrian network.

Thank you,
Robert Neff
3150 Emerson Street
Palo Alto

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Lowys <lowys@jps.net>
Sent: Monday, January 19, 2015 9:06 PM
To: Council, City
Cc: 'Lowys'
Subject: Maybell Bicycle Boulevard Concept Plan re: STOP sign removal "consideration"

15 JAN 20 AM 8:36

Dear Palo Alto City Council,

We just heard there is a 'consideration' [going around] about removing the stops signs on Maybell and replacing them with yield signs. We are shocked to hear that such a thing is even being considered. Neither Mike Lowy or I [Ruth Lowy], can attend the Council meeting Tuesday Jan. 21, and therefore we are sending our statement below.

We think it would be inappropriate in the extreme to remove any stop signs from Maybell! Who would be yielding to who [or whom]?

The stop signs give extra seconds for motorists to stop, look and see who is [or is about to] cross and who is walking/biking along the way. We don't want moving cars 'yielding'[as in a Hollywood Stop] into pedestrians and our children on bicycles. Their collective lives will be put further into jeopardy.

Yielding is not stopping!
We strongly say 'NO' to removing the stop signs on Maybell.

Ruth and Mike Lowy

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: eugene zukowsky <eandzz@stanford.edu>
Sent: Tuesday, January 20, 2015 2:52 PM
To: Council, City
Cc: Lowys Lowy
Subject: Fwd: [mag-leader] Maybell Bicycle Boulevard Concept Plan re: STOP sign removal "consideration"

15 JAN 20 PM 3:34

We concur with the sentiments expressed below by the Lowys. They make a strong statement regarding safety, particularly for our children. We have lived on Maybell Way since 1969, have raised our children here who attended our neighborhood schools, and have seen the gradual overdevelopment of our neighborhood and the consequent loss of our quality of life. Please listen to the concerns of our neighbors.

Zita and Gene Zukowsky

Begin forwarded message:

From: "Lowys" <lowys@jps.net>
To: <city.council@cityofpaloalto.org>
Cc: "Lowys" <lowys@jps.net>
Subject: [mag-leader] Maybell Bicycle Boulevard Concept Plan re: STOP sign removal "consideration"
Date: January 19, 2015 at 9:05:38 PM PST
Reply-To: lowys@jps.net

Dear Palo Alto City Council,

We just heard there is a 'consideration' [going around] about removing the stops signs on Maybell and replacing them with yield signs. We are shocked to hear that such a thing is even being considered. Neither Mike Lowy or I [Ruth Lowy], can attend the Council meeting Tuesday Jan. 21, and therefore we are sending our statement below.

We think it would be inappropriate in the extreme to remove any stop signs from Maybell! Who would be yielding to who [or whom]?

The stop signs give extra seconds for motorists to stop, look and see who is [or is about to] cross and who is walking/biking along the way. We don't want moving cars 'yielding' [as in a Hollywood Stop] into pedestrians and our children on bicycles. Their collective lives will be put further into jeopardy.

Yielding is not stopping!
We strongly say 'NO' to removing the stop signs on Maybell.

Ruth and Mike Lowy

--
You received this message because you are subscribed to the Google Groups "Maybell action group leadership" group.
To unsubscribe from this group and stop receiving emails from it, send an email to MAG-leader+unsubscribe@googlegroups.com.

To post to this group, send email to MAG-leader@googlegroups.com.

For more options, visit <https://groups.google.com/d/optout>.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Adina Levin <aldeivnian@gmail.com>
Sent: Tuesday, January 20, 2015 12:28 PM
To: Council, City; Rodriguez, Jaime
Subject: Bicycle boulevards, Churchill improvements

15 JAN 20 PM 3:34

Dear Council Members,

As someone who rides a bicycle on Palo Alto streets on a regular basis, thank you very much for the excellent progress on the Bicycle Boulevard program.

In particular thank you for the work on the Churchill connection, which will provide increased safety for young people going to and from Palo Alto High School, as well as people going from downtown to Cal Ave, between Palo Alto and Stanford, and other routes served by that route.

Overall, these improvements to Palo Alto's bicycle infrastructure will help increase cycling in Palo Alto, broadening cycling to a wider range of the community, to help address environmental goals and traffic/parking issues.

As an individual, I look forward to lower-stress and safer travel.

Thanks,

Adina Levin

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: recycler100@sonic.net
Sent: Tuesday, January 20, 2015 11:29 AM
To: Council, City
Cc: greenacres2@yahoogroups.com
Subject: Maybell Bicycle Corridor

15 JAN 20 PM 3:34

Dear Council,

Congratulations to the new Mayor and Vice Mayor. I am taking the time (when time is tight) to send this message today, where in the past I might not have for lack of faith at being heard.

Generally, the way the City communicates with the public is still problematic. Many people cannot physically go to all the many City, County, school, environmental, etc, meetings even over issues that directly concern them. Even when people can and take the time to give input, there is no way to solve problems in dialog, which can straighten out misunderstandings before they snowball. Please bring our city into the 21st century when it comes to communication. When I used Google to try to get information on this issue, there was no interactive resource on this issue, and no clear up-to-date informative resource. I only found the staff report because of an informational email sent out to the neighborhood by Lydia Kou.

My comments about the Maybell - Donald - Georgia bike improvements:

1) The plans appear to be geared to facilitating passing through the neighborhood by older students, who present safety problems and infrastructure use problems for families with young children who are usually the least able to engage civically over such issues. That should be addressed before moving forward on this plan. Safety should be improved for the high school cyclists with the younger kids, most of whom walk to school, as much in mind.

The staff report makes no mention of the OH at Juana Briones or any dialog with families who use the OH or the county rehabilitation center for disabled students that faces Maybell. Taking away the parking spaces on the street there *could* (has anyone looked into it?) pose safety problems for those who need to pick up their kids from the OH, especially since the plan seems to simultaneously take away stop signs in front of the school. A dialog should be opened with affected families that does NOT require dedicated evenings at physical meetings.

2) As someone who lives here, the only reason I can think that anyone would want to remove those signs on Maybell at Amaranta and Coulomb is the expense caused by people constantly knocking them down and the embarrassment the City experienced when that issue came up when it tried to continue to develop that area beyond reasonable. Those stop signs should remain. They slow traffic. They are regularly needed by kids going to and from the park and schools.

3) The Gunn pathway at Georgia to the bike path and high school is an impossible and dangerous nightmare for pedestrians, especially those needing to go in the opposite direction to teenaged cyclists. There should be a raised pedestrian crossing there ONLY if there is also a separated pedestrian-only path there that is cognizant of actual usage patterns.

4) PLEASE no green on Maybell, Donald, or Georgia. The staff report mentions no green on Donald and Georgia due to residential characteristics, but treats Maybell differently. As a neighbor who just endured that awful need to go to referendum to prevent upzoning of my neighborhood, I feel this is once again the City, people who do not live here, misunderstanding the character of this area and making decisions that are essentially a self-fulfilling prophesy. Maybell should not have green sharrows either. If you want to make Maybell safer, underground the utilities along it so those stripes where the utility poles currently sit can be used as free pedestrian and bike ways.

I would further add that adding street markings at all, green or not, is ill advised on Donald and Georgia due to residential characteristics, too. Something I was surprised to hear from older residents but was born out by experience, is that a lot of street markings of any kind (nevermind the color) cause increase in usage and speeds on our residential streets that are already under stress because of overdevelopment around us, much of it still not completed.

Donald as a street especially looks quite different during pick up and drop off at the schools. Between all the cars parked and all the cars milling around, **the markings will be useless anyway**, and all the markings will do is indicate to people at non-school-drop-off times that the road is more of a thoroughfare than it is and the experience of longer-term residents is that traffic speeds and recklessness increase. We get too much through traffic already. (No one in the neighborhood owns that many Teslas - the overflow traffic is not a debatable point, if you live here.)

5) El Camino Way is a different matter and really needs overhaul. That effort, however, should start with the long-term parking problem, since the street is so narrow. The City should attempt to figure out where all the cars are from, and how to make BOTH sides (and for sure at least one) no parking, without just sending the parking problem into the neighborhood and along East Meadow where it already is somewhat of a problem and will be equally unsafe to the bicyclists. The patterns of harsh light and dark along that segment because of building up in recent years has created momentary blinding of drivers that make that crosswalk at the Subway dangerous. It needs flashing lights and a button for those who wish to cross there. That should probably happen at East Meadow and El Camino Way, too.

Once the parking problem on El Camino Way is solved, THEN plans should be made for how best to make it a connector, as it should be, for bikes and pedestrians.

6) The crosswalks at El Camino and El Camino way desperately need to be improved, made nicer and more obvious. I couldn't tell if that was being considered, maybe I just missed it. Please refer to my opening comment. As a City, we need to better consider how to handle lights and left turns when pedestrians are crossing. We've already had tragic accidents that could have been prevented if the lights didn't put pedestrians and dedicated left-turners onto a collision course. Because unfortunately there is no consistency nationally in how that is handled, we should err on the side of just removing that conflict, especially on busy streets.

7) We desperately need a crossing guard at Donald and Maybell. No matter what you put on the street, the large numbers of bikes going to the high school are a safety problem for small kids walking and biking to the elementary school. More education has not worked and will not solve the problem, and neither will a more obvious cross walk, although improved, nicer crosswalks (that take into account the residential character) are needed, too.

8) I saw this in the staff report but no image to show where: "A total of three to five (3 to 5) new speed tables are proposed along Maybell Avenue between Donald Drive and Arastradero Road," Maybell doesn't run to Arastradero. The segment of Donald and Maybell between Arastradero and El Camino is already busy with speed tables. I can't see where you would put more and be effective, without compromising access by emergency vehicles, a concern that doesn't seem to be considered except in isolation, so problems are never found. Please refer to a recent article in the Weekly about delays to a home fire and regional fire department's concerns about traffic affecting response times because of development.

9) I'm concerned about the way all this planning is proceeding with no understanding of how it fits in the broader scheme of development. During the Maybell debates, we were told the City had a policy of heightened scrutiny of developments on school commute corridors, yet that translated to no actual steps or evaluations, no actual scrutiny with objective information, no actual policies the residents could enforce to ensure safety. I attended an initial meeting about this corridor, and was told by staff that they were NOT ALLOWED to incorporate impacts or potential impacts by developments along the corridor in the planning with the public, and there seems absolutely no coordination when it came to school planning. (Whether Cubberly is reopened and Gunn becomes smaller or Gunn expands to 2500 students has a huge impact on needs and traffic patterns here.)

We need a tool for assessing impact of development along the corridor, any corridor, for taking a systems look at our decisions, or all this work may create more problems than it solves. We need a tool for reaching out directly to those with experience in using the exact places being changed. Don't tell me about the "outreach" efforts, I barely have time to get a broken washing machine fixed (hasn't been in two months), who has time to go to all these meetings? And even when you do, it's not clear we aren't wasting our time -- neighbor who had been involved with the first Maybell overhaul in the last decade asked where was the information from all the work they did on that, so they didn't have to waste time finding out the same limitations again like they did before, and was told the City just wasn't going to use any of that information. So she stopped going to those meetings and left in disgust. There aren't that many people directly involved in some of these decisions. Like I said, in regards to removing the stop signs on Maybell (bad idea), I don't see the OH at Juana Briones mentioned anywhere in the staff report. Did anyone bother to go over there and talk to the staff and families? (Hint: They are usually busier even than families of young children normally are. You'll have to put some effort and thought into how to best reach out without burdening them further. And it will need to be personal and sincere. But the effort will inform future, hopefully more effective and targeted outreach efforts.)

Sorry to send such a long email, but it was a lot more work and time for me to write than it will be to read and consider. Thank you for considering my input.

Regards,
Anne

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Kenneth Scholz <kenscholz@pacbell.net>
Sent: Tuesday, January 20, 2015 8:47 AM
To: Council, City
Subject: Maybell traffic change considerations

15 JAN 20 PM 3: 35

Dear Council Members:

I have the following concerns and comments about the changes to Maybell that are under consideration:

1. Please don't remove the stop signs: I feel the present signs effectively perform the necessary job of "calming" traffic. At many times of day there can be unpredictable pedestrian and vehicle traffic around Briones Park and Briones School - people stepping (or running) into the road way, traffic pulling out, etc. and the fact that drivers are required to stop both slows traffic and heightens driver's attention in precisely the necessary places in a way that yield signs would not.

Although I don't know where the yield signs would be placed, at high traffic times the present stop signs also allow drivers entering and exiting the neighborhood from the side streets an equal opportunity to enter Maybell whereas yield signs would favor one flow of traffic over another and could make it more difficult to access or exit some parts of the neighborhood.

2. I don't particularly care whether Maybell receives "sharrows", whether colored or not as I feel that it is unlikely that they can enhance safety on this unfortunate street. Moreover I fear that additional signage in this area will add more to visual clutter than to heightened awareness. It should be obvious to all that Maybell is shared by cars, bikes, and in places pedestrians and additional signage will do little to help with the main problem which is overuse and congestion.

3. Sharrows in general: As both a long distance bike commuter and driver I have mixed feelings about "sharrows"- I interpret them as indicating that a road has been recognized as a particularly dangerous. And I doubt that they have much effect on drivers' behavior.

I do feel that sharrows and accompanying signage can serve as useful reminders at transition points, such as where a road narrows or a dedicated bike lane terminates.

In interpret sharrows mainly as a "feel good" measure taken by traffic designers when they are unable to implement truly useful steps such as traffic separation. Heaven help the cyclist whom sharrows make feel safer.

Regards,

Kenneth Scholz
Palo Alto

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CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

15 JAN 14 AM 11:56

Herb Borock
P. O. Box 632
Palo Alto, CA 94302

January 20, 2015

Palo Alto City Council
250 Hamilton Avenue
Palo Alto, CA 94301

JANUARY 20, 2015, CITY COUNCIL MEETING (BLUE AGENDA)
AGENDA ITEM #10: COUNCIL SALARIES

Dear City Council:

I urge you to take one of the following actions:

either (1) reject the committee recommendation to increase Council salaries,

or (2) remove Council Members from the Management and Professional Personnel Compensation Plan for the purpose of limiting Council Members compensation to salary, thereby eliminating Council Members' medical benefits, pension, and other benefits, and then increase Council salaries as recommended by the Policy and Services Committee.

For most Council Members, compensation in the form of the cash value of medical benefits exceeds their Council salaries.

For example, for calendar year 2013, the most recent year for which data is available online, only two Council Members received medical benefits that were less than their annual Council salary of \$7,200, while the other seven Council Members had annual medical benefits valued at between \$8,223.09 and \$24,717.79, with three Council Members receiving medical benefits of over \$20,000 for the calendar year 2013.

Council Members have other options to receive medical benefits if they don't receive them as part of their compensation for their service on the Council.

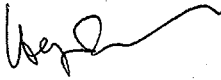
Medical benefits are available to Council Members as part of their compensation for their other jobs, as part of their retirement benefit (including Medicare) from other private

sector or government jobs, or as a right due to their low income (Medical or Affordable Care Act).

The cities and towns of Atherton, Half Moon Bay, Monte Sereno, Santa Clara, Portola Valley, and Woodside do not pay medical benefits. (See packet pages 719, 725, 728, 732, and 735.)

Thank you for your consideration of these comments.

Sincerely,



Herb Borock

2/2

1/20/15

 Placed Before Meeting Received at MeetingPALO ALTO CITY
LIBRARYCITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

15 JAN 20 PM 4:45

2

January 20, 2015

TO: City Council
Jim Keene, City Manager

FROM: Monique le Conge Ziesenhenné, Library Director

RE: Volunteer Recognition for Mitchell Park Library & Community Center
Grand Opening Event

The Grand Opening at the Mitchell Park Library & Community Center was, as you know, a success, with at least 5,500 people in attendance. The day would not have been a success without the volunteers who helped and we wanted to give you and the staff a chance to recognize and thank them for their efforts.

Of the 77 Volunteers we had at the event:

- o 45 Teens & 32 Adults
- o Roughly 345 Total Hours Served
 - Cost of Volunteer Time = \$4076

**According to handsonnetwork.org & based on 2012 salary wages:*

Job Description	Hours Served	Total Saved
Parking Lot Attendants	73 Hours	\$767
Custodial Services	25 Hours	\$300
Library Clerical Assistance	81 Hours	\$1,022
Misc. Recreation Assistance	166 Hours	\$1,987
Total Saved	345 Hours	\$4,076

The library has had a volunteer program in place for teens and adults for many years, to enhance what the staff is able to provide. Once construction is completed, the library staff again will be working to make opportunities available that were not possible while we were in smaller temporary locations.

Some volunteers will again be needed to assist with the Opening of the Rinconada Library on Saturday, February 14. Please check the library's website for more information.

COUNCIL MEETING1/20/15 Placed Before Meeting Received at Meeting

. 5 .

Carnahan, DavidCITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Emily Renzel <marshmama2@att.net>
Sent: Tuesday, January 20, 2015 3:18 PM
To: Council, City
Subject: Concrete Paving at Sailing Station Item 5

15 JAN 20 PM 3:34

Dear Mayor Holman and Members of the City Council: I note that the paving in the Baylands in quotes below, is proposed to be with concrete. I hope that some design review will take place before this project is started. Over the years we have tried very hard to make certain that improvements in the Baylands are compatible with natural open space and in the past we have tried to use more natural and pervious surfaces. I'm not sure what you can do with this part of the overall contract at this point in time, but I hope that you will insist that proper design review be done before proceeding. Thank you. Emily Renzel, Coordinator, Baylands Conservation Committee.

"The Baylands Sailing Station parking lot maintenance work will be funded in part by a \$40,000 grant awarded by the California Coastal Commission to the Community Services Department for ADA improvements to the parking lot. The acceptance of this grant and related Budget Amendment Ordinance will be brought forward separately for City Council consideration for the January 26, 2015 City Council meeting."

COUNCIL MEETING1/20/15 Placed Before Meeting Received at MeetingCITY OF PALO ALTO, CA
CITY CLERK'S OFFICE**Carnahan, David**

15 JAN 20 PM 4:43

8

From: Penny Ellson <pellson@pacbell.net>
Sent: Tuesday, January 20, 2015 3:52 PM
To: Council, City
Cc: SaferCommutePTA@yahoogroups.com
Subject: Comments re: Maybell & Churchill Plans

Importance: High

Honorable City Council Members,

Thank you to members of Council and staff who previously have worked on and supported the bike boulevard program. Tonight Council will take action on two elements of that important network--Churchill and Maybell. I encourage you to approve the Maybell Avenue Bicycle Boulevard Project and Churchill Avenue Enhanced Bikeway Concept Plan Lines and Implementation Plans.

I am writing as an individual because, although the City School Traffic Safety Committee reviewed these plans last week with no objections, there has not been adequate time to take the plans to individual site PTA Councils for discussion and vote.

I support these projects, but I have a question and a few comments that I hope staff will consider as they move forward through the next, more detailed phase of planning.

Question:

The staff report states, "The Maybell Avenue Bicycle Boulevard project is not yet funded for environmental review and final design. The Phase 2 improvements for both projects are included in the Infrastructure Plan as approved by Council in June 2014." Would you please ask staff to clarify anticipated timing for funding of the Maybell project and related timelines for the project's implementation?

Comments re: Maybell

Alternatives for the Thain to Donald segment depict either sharrows in both directions or sharrows in one direction with a shared-use path the other direction. I like the shared use path very much. It responds to requests we have heard from many neighborhood residents and Juana Briones Elementary School families for years about the need for better pedestrian accommodations on this school route. The shared use path also would provide space for bicyclists to move out of the way of drivers. However, I don't think the shared-use path, by itself, goes far enough.

During the morning school commute time, large packs of teen bicyclists—sometimes as many as thirty or more at a time, use the Maybell corridor to get to Gunn and Terman. When these large packs encounter a pedestrian on the shared-use path, they will be required to yield to that pedestrian which will require the bicyclists to move off the path into the roadway. (When they are riding in a large pack, it can be difficult to just stop unexpectedly without creating a pile-up.) I think that sharrows are needed in BOTH directions ALONG WITH the new shared use path. This will notify drivers to expect bicyclists to take a lane.

I view the shared-use path primarily as an accommodation for pedestrians. A sidewalk would be ideal, but it seems impossible at this point. Sharrows in two directions would make this path safer for pedestrians and will help the corridor work better for all modes.

I'd be very interested in hearing staff's thoughts on this idea.

Besides Charleston/Arastradero, East Meadow/El Camino Way/Maybell is the only rail crossing south of Oregon Expressway that is suitable for youth bicyclists. Improving this route is very important.

Comments re: Churchill

Overall, I like this plan very much. In the City School Traffic Safety Committee meeting last week we noted that student bicyclists have developed the habit of exiting Paly along the campus "stadium path" and turning left onto the existing multi-use trail that connects to the Alma/Churchill intersection. This maneuver, of course, puts bicyclists on the wrong side of Churchill at the very busy Alma intersection.

I like the new striping which will encourage bicyclists to properly exit the Paly driveway as a vehicle, putting them on the correct side of EB Churchill. Here again, I think more is needed. Really, it is important for there to be some improvement to the bike facility on the Paly driveway exit. This, of course, would be PAUSD's purview—but I raise it so that Council will be aware of what I

see as a PAUSD need to complete the project with a better campus connection. That is something for all of us--PTA, CPA, PAUSD-- to consider in partnership.

Again, I encourage you to approve the Maybell Avenue Bicycle Boulevard Project and Churchill Avenue Enhanced Bikeway Concept Plan Lines and Implementation Plans.

Thank you for considering my question and comments.

Best,

Penny Ellson