

From: [herb](#)
To: [Planning Commission](#)
Cc: [Owen, Graham](#); [Lait, Jonathan](#); [Council, City](#); [Clerk, City](#)
Subject: February 14, 2018, Planning and Transportation Commission Meeting, Item #4 : Affordable Housing (AH) Combining District
Date: Wednesday, February 14, 2018 2:37:00 PM

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

February 14, 2018

Planning and Transportation Commission
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

**FEBRUARY 14, 2018, PLANNING AND TRANSPORTATION COMMISSION
MEETING
AGENDA ITEM #4
AFFORDABLE HOUSING (AH) COMBINING DISTRICT**

Dear Planning and Transportation Commission:

I support the adoption of a new AH combining district for projects that have 100% affordable housing.

Enacting a new combining district for 100% affordable housing projects is a better solution than relying on the State Density Bonus Law implemented by Chapter 18.15 of the Palo Alto Municipal Code.

A 100% affordable housing project begins to look less like an project that is 100% housing when it is really a mixed-use project.

When the City Council and its Regional Housing Mandate Committee were considering the language that would appear in Chapter 18.15 of the Palo Alto Municipal Code (PAMC), both the Committee and the Council rejected the idea of treating projects with 100% affordable housing differently than other projects when determining the bonuses and concession to include in Chapter 18.15 to implement the State Housing Density Law.

That is why a new PAMC Chapter is needed to provide more intensive development standards for a 100% affordable housing project.

However, Palo Alto Housing appeared before the Council for a prescreening of a housing proposal at 3709 El Camino Real [17PLN-00189] that was designed to take into account the neighborhood commercial land uses that are required in the CN zone district, and they then chose the option before you tonight as the best way to get approval for the project that they have already designed.

Staff and that applicant must also be aware that there has been

a pattern where developers have obtained more intensive development than an underlying zone district allows by getting some neighbors to advocate for the intensive development in exchange for a promise to keep some desired neighborhood retail use regardless of whether that use as designed for the project would be viable.

I hope you have learned by now that you shouldn't approve a more intensive use (in this case, the beneficial use of 100% affordable housing) in exchange for a promise of a retail use that is not feasible.

We already have Chapter 18.15 to make those tradeoffs, although that Chapter cannot be used to obtain as much housing relative to underlying zoning as the current proposal can.

If an affordable housing developer wants to develop a 100% affordable housing project, then the new district should be an all housing only zone district. Palo Alto Housing, for example, is not a developer of grocery stores or offices for non-profit organizations like the Palo Alto Chamber of Commerce.

For example, Palo Alto Housing is the developer of the five-story Eagle Park Apartments with 61 rental apartments at 1701 West El Camino Real in Mountain View that will be on the same block as market rate apartments and grocery stores, restaurants, pharmacies, and public transit.

Similarly, if Palo Alto Housing develops a 100% affordable housing project without any commercial component, that project would be in the vicinity of neighborhood serving uses.

It thus makes sense to apply the AH Combining District in response to specific applications, rather than broadly to a whole area of the City without relation to a specific application or applications.

I urge you to reject Section 2 of the proposed ordinance that proposes a wild card zoning provision.

If staff is not capable of telling you what other provisions of the Zoning Ordinance need to be changed to meet the objectives of the proposed ordinance, then I am sure some developer knows, especially if the non-residential use is retained in the ordinance.

I believe that Chapter 18.15 should also contain a statement that the provisions of Chapter 18.15 does not apply to the AH district.

Before you recommend that the Council adopt the proposed ordinance you should add a new section to amend PAMC Section 18.15.080 to change subsection "(d)" to "(e)", and to add a new subsection (d) to read:

"The Affordable Housing (AH) combining district provides flexibility in development standards that allow for a density increase that would in most cases exceed density bonuses under this Chapter 18.15. Therefore, this Chapter does not apply to

the AH combining district."

Staff should state on the record that the Midtown Shopping Center, the Charleston Shopping Center, and the properties along San Antonio Road shown in the map attached to the staff report would not be subject to the proposed ordinance.

Neither the GM zone district nor the RP zone district should be subject to the proposed ordinance.

The only properties zoned GM that are located within one-half mile of a major transit stop or high-quality transit corridor are those GM properties that are included in the area that is part of the North Ventura Community Area Plan (NVCAP) that is funded in part by a grant from the Valley Transportation Authority for a defined Priority Development Area.

We should await the results of the new NVCAP process before deciding on any zone district changes for those GM properties.

The only properties zoned RP that are located within one-half mile of a major transit stop or high-quality transit corridor are those that are in the Stanford Research Park that is owned by Stanford University and near the Stanford campus that is the subject of an application and Environmental Impact Report (EIR) for a new 2018 General Use Permit (GUP).

There is substantial evidence that Stanford has moved academic facilities to the Research Park and has announced plans to move additional academic facilities to the Research Park at the same time as Stanford is applying for a new GUP that would increase the allowable floor area for those facilities on the Stanford campus.

Also, there is substantial evidence that the requested GUP would not provide for enough faculty, staff, and student housing for the academic facilities authorized for the GUP, while Stanford has expressed an interest in building housing in the Research Park that could be used for, among others, Stanford faculty, staff, and students.

Accordingly, applying the AH combining district to the RP zone district would be part of the same California Environmental Quality Act (CEQA) project as the 2018 GUP application.

CEQA requires that the whole of a project be analyzed in the same EIR.

Separating an application to adopt the AH combining district for any part of RP-zoned Stanford Research Park from the application for the 2018 Stanford University General Use Permit would be segmenting the project in violation of CEQA and a prejudicial abuse of discretion.

The definition of "100% affordable housing project" in Section 18.30(K).030 of the proposed ordinance is not sufficient.

The City already has more specific definitions taken from, or referenced to State law for the income ranges and family sizes of moderate, low income, very low income, and extremely low

income individuals and families, and the City already has specific language available for establishing limits on resale prices for affordable for-sale units in the City's Below Market Rate program.

That specific language should be included in the proposed ordinance.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

From: brian.susan.anuskewicz
To: [Planning Commission](#)
Subject: tonight's meeting
Date: Wednesday, February 14, 2018 2:35:44 PM

Greetings Commissioners,

This evening during the public comment session, Fred Balin is planning to address the members of the PTC. It is important for the commissioners to understand that the message Fred Balin will speak about also concerns many members of this community, including those who cannot attend this meeting. To allow Fred Balin ample time to address you directly reflects the importance of this subject for those who value interaction with the city's process.

Please accommodate him this evening and know that his message is supported by us, who are not able to attend.

With best regards,

Brian and Susan Anuskewicz

brian.susan.anuskewicz
basdesigns@icloud.com

From: slevy@ccsce.com
To: [Planning Commission](#)
Cc: [Gitelman, Hillary](#); [Lait, Jonathan](#)
Subject: Affordable Housing Combining District
Date: Wednesday, February 14, 2018 12:36:08 PM

I write in support of moving this forward to the council with your comments and advice.

This proposal is essential for meeting the city's adopted goals with respect to BMR housing and only applies to 100% BMR projects. Staff has brought this proposal forward in order to overcome barriers that prevent Palo alto reaching a goal I believe we all support-- increasing the amount of BMR housing in our city.

As i read the ordinance it is enabling not prescriptive. All projects that become feasible under this ordinance still need to apply for a specific site and go through the PTC and council approval process for opportunity for community comment on each specific site application.

While I personally support reducing or eliminating the retail requirement for certain sites, the proposal simply allows council to make that determination if council feels it serves the common interest on a particular site.

I favor extending the area for which the combining district applies and increasing the FAR in downtown and Cal Ave for similar reasons. It expands our ability to add BMR housing while leaving site applicability decisions to the council.

We should listen and respect the financial feasibility advice of our non-profit developers and additional costs at worse will kill projects and at best simply reduce the amount of money available for future BMR projects.

Stephen Levy



From: [David Adams](#)
To: [Planning Commission](#)
Subject: Affordable Housing (AH) Combining District Draft Ordinance
Date: Wednesday, February 14, 2018 8:49:45 AM

Re: Affordable Housing (AH) Combining District Draft Ordinance

Honorable members of the planning and transportation commission,

This ordinance should be rejected for the following reasons:

1. This ordinance preempts the NVCAP and ECR Grand Blvd initiatives.

These other initiatives are being developed with community input, consideration of the surrounding area and representation from the Ventura community. Conversely, this ordinance appears as ill conceived, poorly thought out and rushed through in an attempt to avoid opposition.

2. This ordinance doesn't consider the impact of the zoning changes on adjacent properties and owners.

Many residents in Ventura are old and of limited financial resources. It is grossly unfair to inflict the relaxation of lot coverage, required parking, FAR and height limit on a demographic that is least able to speak out.

3. This ordinance doesn't consider the effect on the businesses and shops it would affect.

Many of the shops and businesses that would be affected are neighborhood serving and locally owned. This ordinance is an attempt to drive them out and replace them with beauty parlors, gyms, fast food outlets and fancy wine bars. On Cali Ave we have already lost a florist, stationers, camera shop and goodwill store to non-neighborhood serving businesses.

Of particular note is the fact that Gryphon Stringed Instruments is included in the ordinance. This shop is a city treasure which serves the community in unique ways including lessons for people of ALL ages. The authors of this ordinance obviously do not understand how difficult it is to run a musical instrument shop in the era of

eCommerce and the owners of Gryphon do not need the city, effectively, working against them.

4. The presumption, without justification, that ECR is a 'high quality transit corridor' is laughable. I see no analysis in the report of bus frequency or bus stop locations to back up this claim.

5. The pressure all this additional housing would put on the Ventura neighborhood services, and is not analysed. It would seem that a more equitable distribution of housing throughout the city has been rejected in favour of stacking as much as possible in Ventura.

For these reasons please reject this ordinance.

Thank you for your consideration
David Adams
Olive Ave (Ventura)

From: [Brown Jonathan](#)
To: [Planning Commission](#)
Subject: Agenda Item 4 Planning & Transportation Commission Regular Meeting February 14
Date: Wednesday, February 14, 2018 12:04:27 AM

Dear Planning and Transportation Commission,

I write to urge you **not** to recommend that City Council adopt the proposed ordinance that would add a new Affordable Housing Combining District chapter 18.30(K) (the "AHCD"). The AHCD does not meet the goals to which it purports to aspire, and any zoning change which did would need much more than a 12-day review by the public, including directly impacted neighbors. Further, the AHCD is not within scope of the Comprehensive Plan Environmental Impact Report (EIR) certified and adopted on November 13, 2017 by Council Resolution Nos. 9720 and 9721 (the "EIR").

The Commission Should Reject the Proposed Ordinance because It Represents a Significant Zoning Change that Demands More Time, Study and Community Input than this Proposal Has Received.

I have lived on Fernando Avenue for fifteen years, and I am Chair of the Ventura Neighborhood Association's Parks Committee. I cannot be present at this Valentine's Day hearing because I am helping coach the 7th and 8th grade Palo Alto National Junior Basketball teams that practice on Wednesday evenings. Most of my weekend was spent in my role as Co-Chapter Director of Palo Alto NJB helping to put on a successful basketball tournament for our 3rd through 8th graders. Full work days in my job as in-house counsel at Apple have left very little opportunity for me to review the information cited in this agenda item and prepare this opposition. Until a few days ago, I was unaware of this proposal, and to my knowledge there has been no outreach to the Ventura Neighborhood Association ahead of this hearing. On procedural grounds alone, the Commission should reject the Staff's recommendation. At the very least, the Commission should grant more time to collect feedback and public input.

The Commission Should Reject the Proposed Ordinance because the Proposed AHCD Boundaries Are Arbitrary.

The AHCD paints with too broad a brush, sweeping in the entire Ventura neighborhood under the dubious assumption that El Camino Real and Page Mill Road qualify as major transit stops or high quality transit corridors, while highway 101, I-280, Middlefield and Oregon Expressway do not. I have taken the hour-long walk-bus-walk trip to my job location in Sunnyvale when my car has been in the shop, and I can vouch that the El Camino Real public transit cannot be considered high quality. The Housing Element identified it as an area "planned for future public transit intensification," but that simply proves the point that it severely lacking in its current state. The Ventura neighborhood is the most historically underserved part of Palo Alto. Any proposal to increase density and degrade quality of life without any provision for added or enhanced amenities smacks of hypocrisy and unfairness at the most basic level. The goal to increase BMR housing in Palo Alto is laudable, but there is no reason why this effort should be not be extended city-wide.

The Commission Should Reject the Proposed Ordinance because It Contravenes the Comprehensive Plan and Is Unsupported by the EIR.

Section 3.2 of the Palo Alto Housing Element, attached as appendix H-1 to the Nov. 2017 Palo Alto Comprehensive Plan, concludes that "... the City can adequately accommodate the [Regional Housing Needs Allocation] RHNA **without any rezoning**" (emphasis added). To the extent the recently published Housing Work Plan makes any contrary suggestion, it directly conflicts with the Comprehensive Plan and wholly unsupported by the EIR. The AHCD was not included in the Housing Element or the Comprehensive Plan, so its corresponding EIR cannot possibly support the ADCH. Staff's statement that "the project is consistent with and implements several policies and programs previously reviewed in the EIR for the Comprehensive Plan Update" is grossly misleading at best, and in my view it is plainly false.

The Commission Should Reject the Proposed Ordinance because there Is No Demonstrated Need for It.

The Comprehensive Plan and the Housing Element that it embraced carefully reviewed sites within one half mile of Caltrain stations and within a quarter mile of El Camino Real. It identified over 1,000 units units that are already zoned at densities appropriate to accommodate affordable housing. We have just begun to think about the possibilities for the North Ventura Coordinated Action Plan, new and ongoing construction along Park Boulevard

and near California Avenue will bring more housing online, and the impact of the recently passed ADU changes. We ought to let these developments play out and, as the Comprehensive Plan suggests, fill in the vacant lots and under-utilized properties up to current zoning limits before we assess whether any zoning changes are needed. If zoning changes are needed, they should be based on a much more specific set of determinations that include neighborhood and environmental impact. As it currently stands, there is no evidence that developers are eschewing BMR units because Palo Alto lacks this proposed AHCD ordinance.

The Commission Should Reject the Proposed Ordinance because It Would Degrade Neighborhood Livability.

The Comprehensive Plan mentions required mitigation measures to “ensure that the intensity of future development would not adversely change the land use patterns or affect the livability of Palo Alto neighborhoods.” It instructs that where possible, the City should avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. Nothing in the proposed ordinance is consistent with these or many other provisions like it in the Comprehensive Plan. For example:

- Parking is already a problem on our street due to the presence of multi-unit rental properties, sub-standard lots, lax zoning enforcement, last-mile bicyclists who drive from far away and park in our neighborhood to receive alternative transportation credits, transients and vehicle dwellers who regularly visit neighbors, and nearby Bouwlaare Park. Taking steps to increase density without adequate parking will exacerbate an already unsatisfactory situation.
- Cut-through traffic on Fernando Avenue has never been adequately addressed. Each day children cross to get to the children’s play areas. The proposed ordinance makes no allowance for how increased traffic on Fernando will enhance, let alone maintain, the livability of our neighborhood.
- Noise pollution is a serious quality of life issue in Palo Alto, and the Comprehensive Plan adopts policies to protect residential properties from excessive and unnecessary noise. The proposed ordinance takes no account of the increase in noise that higher densities will create.
- Bouwlaare Park is already over-subscribed relative to the number of residents and area that it serves. Any change in zoning that increases residential density needs to increase the parkland available to the Ventura neighborhood. In this regard the proposed ordinance fails.

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The proposed ordinance is not the right vehicle for solving Palo Alto’s need for more affordable housing. Existing zoning in the Venutra neighborhood, particularly in light of the NVCAP and other ongoing and prospective developments, are sufficient to meet the needs identified in the Palo Alto Comprehensive Plan. Any increase would require more supporting evidence, review, and community input before it could be considered. The Commission should reject the proposed ordinance and not recommend it to the City Council.

Sincerely,
Jonathan Brown
Resident, Fernando Ave. in the Ventura Neighborhood

From: [E Nigenda](#)
To: [Planning Commission](#)
Subject: Affordable housing combining district
Date: Tuesday, February 13, 2018 5:09:28 PM

Dear Planning & Transportation Commissioners,

As the parent of a young adult with special needs, I am thrilled that you are considering a new affordable housing combining district in Palo Alto.

I have, however, two concerns:

1. I have not looked into other affordable housing communities but is a 0.3 parking space per unit for special needs residents adequate for this population? My son doesn't drive but he requires care 24/7. Some caregivers will need to travel at times when public transportation is not readily available. I hope a survey of other affordable housing communities shows that this is indeed adequate parking.

2. I know the need for affordable housing is great but as you consider relaxing development standards relating to how much of a lot is covered by development I hope you will also consider minimizing the possibility of flooding by requiring all developments to mitigate for the loss of permeable surfaces. This is a requirement for Stanford's 2000 GUP and one that I (and maybe others) requested for its 2018 GUP. With climate change predicted to increase the severity of winter storms, additional construction should not increase flooding risks for new or nearby neighborhoods.

Thank you for considering my comments,
Esther Nigenda
Palo Alto resident

From: [Elaine Uang](#)
To: [Planning Commission](#)
Subject: LOVE for the Affordable Housing Overlay!
Date: Tuesday, February 13, 2018 3:58:25 PM

Dear Planning Commission,

Tomorrow, on Valentine's Day, please give affordable housing a little love! Palo Alto Forward is a community group made up of Palo Alto residents who support the City's efforts for to create better housing and transportation options. We were highly supportive of the housing policies outlined in the Comprehensive Plan and are excited to see an Affordable Housing Zoning overlay so it can help the friends, neighbors and community members in our city who need housing the most.

We urge you to recommend moving the Affordable Housing overlay forward, but also ask for your consideration to strengthen and expand it by considering the following points.

- **Along El Camino Real, a 2.0 residential FAR and 0.5 parking spaces/unit** will support more housing and remain compatible with the shallow parcel sizes and lower densities in the surrounding neighborhoods.
- **For University Avenue and California Avenue sites, please consider increased residential FAR (at least 3.0) and selective height increases.** Cal Ave and University Ave have greater transit options (Both areas have a Caltrain stop and Univ Ave is the terminus for 3 regional bus lines) and the surrounding context has greater general density that are appropriate for larger projects with more housing units. This AH overlay can help us meet our housing needs for the next 10, 15, 20+ years, and we should offer greater flexibility for future affordable housing projects at the most transit-accessible, service-rich locations. *(Housing Policy 2.1.1, and Comp Plan Program L2.4.1.)*
- **Please expand the Affordable Housing overlay to the Research Park and General Manufacturing area.** This offers flexibility to support future affordable housing near Stanford Research Park along El Camino. *(Comp Plan Program L2.4.2)*
- **Please offer flexibility on the retail requirement for 100% affordable housing sites.** Retail makes 100% affordable housing projects difficult to finance - AH projects can be financed through tax credits, however there are no

tax credit dollars to support construction of a retail space. (*Housing Element policy H2.1.6*)

Thanks to your efforts, we look forward to seeing more affordable housing in the pipeline as soon as possible!

Sincerely,

Elaine Uang

On behalf of the Palo Alto Forward Board

From: [Rebecca Sanders](#)
To: [Planning Commission](#)
Subject: Affordable Housing Zone
Date: Tuesday, February 13, 2018 11:39:28 AM

Dear Planning and Transportation Commissioners:

I live in the Ventura Neighborhood, am moderator of the Ventura Neighborhood Association and am co-Chair of Palo Alto Neighborhoods. I am speaking for myself, and as a community advocate.

Palo Alto Housing Corporation is a great organization. My email is not about them or their mission. I welcome BMR housing in Ventura. We are the people's neighborhood after all.

I find the proposed earthquake of the Affordable Housing Combining District zoning ordinance not quite palatable particularly in light of the 2755 ECR project that your commission green-lighted just two weeks ago to up-zone away from public facility to benefit a private developer. That could have been all BMR built by PAHC.

Why did you recommend against capitalizing on an obvious property already zoned public facility perfect for low income housing while proposing an overhaul of our commercial zones to affect residential zones?

Even though you have have may already may up your mind about this new zone, based on your personal ideology, please read these observations:

Why push this through so fast without more time to study it? This proposal "came out of nowhere" as far as the citizens can tell, but obviously it's been in the works a long time. The surprise ambush on zoning throughout much of the city erodes public trust that the people we elected are working in the interests of the voters that put them there.

Relaxing the 35 foot height limit and the increase to 2.4 FAR will give us Mountain View and Redwood City massing and density along ECR and other affected areas — the canyonization aesthetic that NOT everyone agrees with.

This ordinance effectively undermines the ground floor retail protections we put in place. We need more retail, not less. What about those corner nodes of retail that the planning department talked about? Won't this make it harder for small business owners to find suitable locations for their businesses.

What's with the 0 to 0.5 parking spaces per unit? The grossly reduced parking will inevitably lead to cars parked up and down our streets, creating bad feelings between neighbors, pitting them against each other, like the Evergreen situation with the medical offices and the residents. Does that serve the city's purposes? To sow dissension where we want community? Do we really want to make people compete for the inadequate scraps offered?

When did the 22 Bus become high quality public transit? I have told the story many times about how I tried to take public transit to work from Ventura to my job site in South Palo Alto near San Antonio and 101. It took me 1.5 hours to go 3 miles! I could have walked it in half that time. In Richmond, VA where I am from, they are building an amazing new downtown trolley that will serve the downtown and connect to high quality transit in order to take people to and from the outskirts. The plan is they are building the supporting transit first and THEN then are building the housing. Isn't that a rich idea? It's quite obvious what is going on and the citizens are excited and can't wait to try out the downtown trolley. Let's see meaningful public transit first, please.

Finally, I hate to even think that there is an element of class discrimination. Ventura has several streets of modest rental properties plus the smallest homes in Palo Alto. And there are pockets of less affluent housing throughout the proposed zone. Would the city feel no compunction in [Justin Hermanizing](#) less affluent parts of the city? Would the ordinance even be on the table if the proposed zone impacted areas where high-end houses and high-powered folks live?

In light of all of these concerns that are whitewashed over in the zoning proposal, please do not recommend this zoning overhaul to the City Council.

Thank you.

Becky Sanders

From: [Art Liberman](#)
To: [Planning Commission](#)
Subject: Affordable Housing Combining Zoning District
Date: Monday, February 12, 2018 3:08:08 PM

I support the staff's proposed Affordable Housing Combining District. I do want to emphasize that affordable housing projects that may be constructed along the El Camino in commercial zones should not replace -and remove- retail from the neighborhood, but add housing in mixed retail/housing projects.

At the recent City Council meeting, a representative of the Palo Alto Housing Corporation (PAHC), in speaking of a proposal they are developing for the Ventura side of El Camino in South Palo Alto made a comment, requesting the the City wave ground floor retail when granting approval for an affordable housing project. I strongly object, for several reasons.

- First, having ground floor retail is important for both the neighboring Ventura and Barron Park neighborhoods, already starved of convenient stores and shops. It would also provide advantages for the affordable housing residents themselves, many of whom probably don't own vehicles themselves and so would appreciate being able to find services in their own building.
- Second, increasing the FAR for affordable projects would imply that the affordable housing building would not have setbacks from the relatively narrow sidewalks in this area, greatly reducing the privacy of residents from pedestrians and the street activity, and making life in homes on the ground floor particularly unpleasant.
- Third, while finding funding may be a bit tougher for PAHC for this site if it were to have ground floor retail, they should be able to find a way around it and not impose this requirement on the community. In fact, this is not a necessity for creating affordable housing in our area and as evidenced by the project currently under consideration in the City of Belmont proposed by LINC on El Camino. You can see the proposed buildings in this link, which was an attachment to their City Council presentation.

<http://ecmx.belmont.gov/ecmxclient/File.ashx?id=104222&x=pdf&v=1>

Arthur Liberman


Planning and Transportation Public Comment 2-14-18

From: [Miriam Madigan Brown](#)
To: [Planning Commission](#)
Subject: Ventura Neighborhood resident concerned about Affordable Housing Combining Zone proposal
Date: Monday, February 12, 2018 1:07:08 PM

Greetings:

I am a resident and homeowner in the Ventura neighborhood in Palo Alto. I have been following some of the discussion regarding the Affordable Housing Combining Zone, and the specific proposal at the corner of Wilton and El Camino, and would to make you aware of growing neighborhood concerns including my own.

This is quite simply too dense for the neighborhood to support- the plan for parking is grossly inadequate, for one thing. Our neighborhood already facing parking challenges and this would make it much worse.

Any place we introduce housing, it needs to come along with all the things residents need - including parking. One cannot come without the other - or we will destroy the very community we are looking to improve.

Please consider this and make revisions to the plans so that this is actually a livable, workable solution.

To help support that effort, I strongly encourage you to more actively engage the neighborhood in a dialogue around this -we have a very active neighborhood association and have been surprised not to be engaged in a discussion around a decision that will greatly affect our neighborhood.

Regards,
Ventura Resident Miriam Brown

From: [Angela Dellaporta](#)
To: [Planning Commission](#)
Subject: Affordable Housing Combining Zone
Date: Monday, February 12, 2018 11:26:58 AM

Dear Planning and Transportation Commissioners:

The proposed Affordable Housing Combining Zone is a wolf in sheep's clothing.

While its short term purpose seems to be to support the building of housing for the less-wealthy in Palo Alto, it is instead very likely to have the effect of increasing the property values of business owners (especially along El Camino Real) at the expense of the residents who live adjacent to El Camino, and in the shadow of the proposed buildings.

While a one-time waiver of the 35-foot limit might be appropriate for some properties, creating a new "zone" along El Camino will enrich the already-rich while reducing the property values of the residents who live there.

While I am strongly in favor of supporting housing for the less wealthy in our community, this can be done without creating a new zone affecting neighborhoods all along El Camino.

I urge you to prioritize Palo Alto neighborhoods and Palo Alto residents, not wealthy property owners.

Angela Dellaporta

From: kemp650@aol.com
To: [Planning Commission](#)
Subject: Against Affordable Housing Combining Zone proposal
Date: Monday, February 12, 2018 9:59:37 AM

Dear Planning and Transportation Commissioners:

I urge you to not recommend approval of the proposed Affordable Housing Combining Zone. First of all, it will result in the squelching of public input into developments impacting our neighborhood. Reducing public input is not democratic.

I believe the current 35 foot building limit should be preserved; I don't want a 50 foot building along El Camino in Ventura. This will promote the canyonization of ECR that we see in other cities. If the height limit needs to be higher, I urge wider setbacks to offset the impact on sidewalk and street aesthetics and to mitigate the canyon effect.

Throughout the proposed zone, increased FAR of 2.4 will not work while reducing parking requirements at the same time. Relaxed parking requirements will invite parking incursions into the neighborhoods and sow dissension between neighbors where we wish to promote friendship. The potential projects will be too large and will overwhelm neighborhoods abutting them, reducing livability standards for all neighbors.

Please find another way to increase the housing stock than imposing this zone on Ventura and the other neighborhoods along ECR.

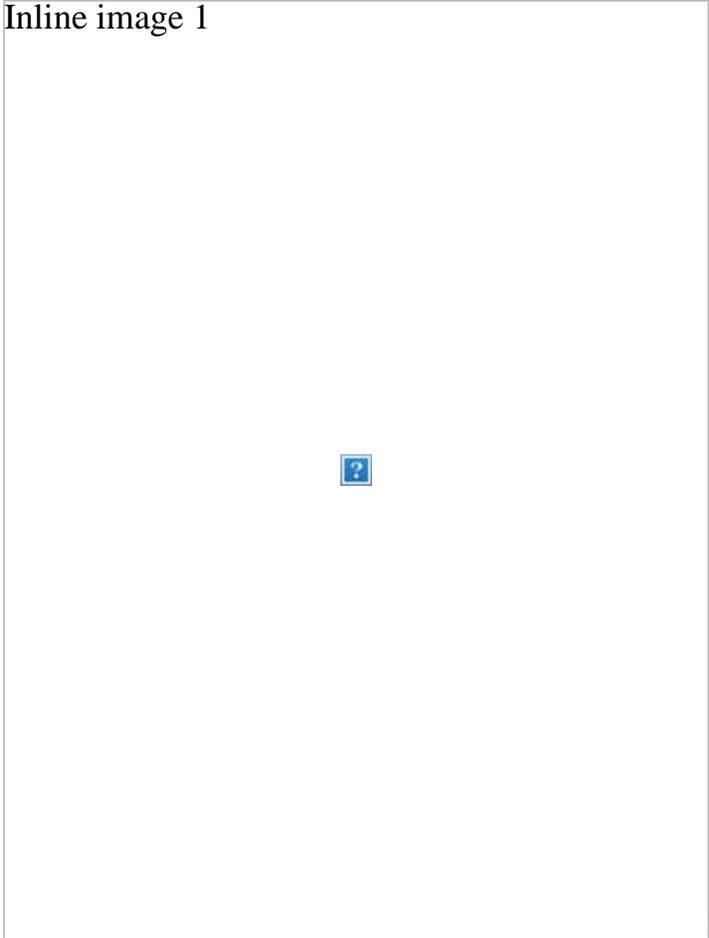
Thank you.

Susan Kemp

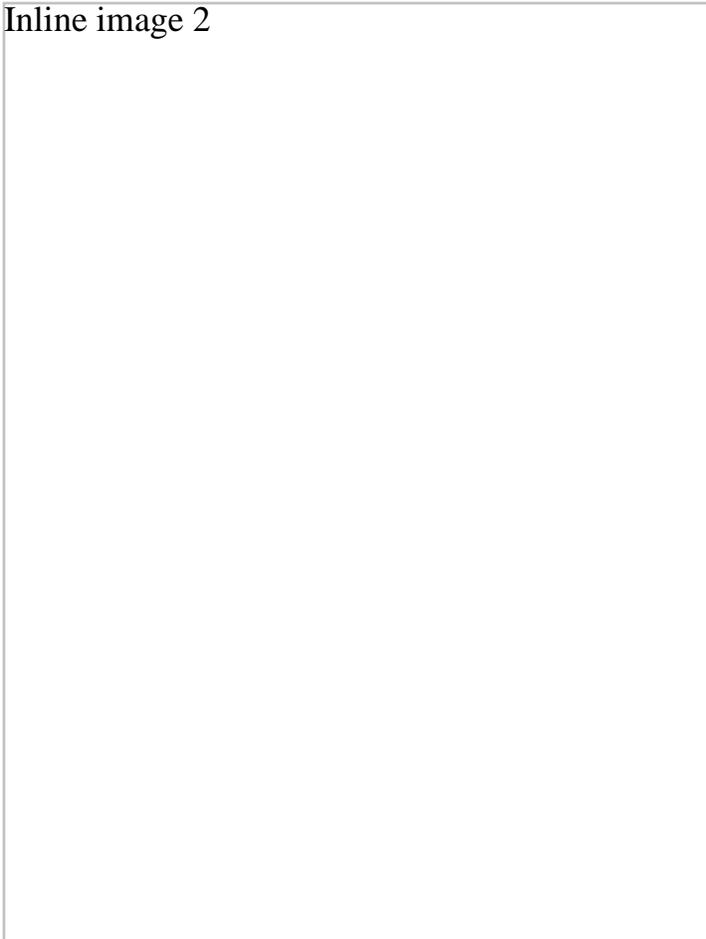
From: [Randy Mont-Reynaud](#)
To: [Planning Commission](#); [Fine, Adrian](#); [Diane Rolfe](#); [Eric Rosenblum](#)
Subject: Housing Overlays: For Seniors, Workers, Your neighbors, parents?
Date: Sunday, February 11, 2018 5:09:47 PM

Can we please see some action on behalf of seniors, and others, to enable more (and more affordable) BMR purchase possibilities? Thank you

Inline image 1



Inline image 2



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With warmest regards,

Randy Mont-Reynaud, PhD

ISAIAH 58: ""Is not this the kind of fasting I have chosen: to loose the chains of injustice and untie the cords of the yoke, to set the oppressed free and break every yoke?"

[650 858 1558](tel:6508581558) (cell)

Our 501 c-3 is "If Pigs Could Fly - Haiti" Visit us here:

www.ifpigscouldflyhaiti.org

And here is my blog: <http://www.haitinextdoor.com/>

And <https://www.gofundme.com/IfPigsCouldFlyHaiti>

From: [LWV of Palo Alto](#)
To: [Planning Commission](#)
Subject: Feb. 14, 2018, Agenda Item No. 4: Affordable Housing Combining District Draft Ordinance
Date: Friday, February 09, 2018 10:11:56 PM
Attachments: [PTC ltr AH Overlay.docx](#)

Dear Commissioners,

Attached please find our letter regarding Agenda Item No. 4: Affordable Housing Combining District Draft Ordinance.

Thank You.

Bonnie Packer
President
League of Women Voters of Palo Alto
3921 E. Bayshore Road
Palo Alto, CA 94303
[\(650\) 903-0600](tel:6509030600)



February 10, 2018

Palo Alto Planning and Transportation Commission
250 Hamilton Ave.
Palo Alto, CA 94301

Dear Chair Lauing and Commissioners,

Re: February 14, 2018, Agenda Item No. 4: Affordable Housing Combining District Draft Ordinance

The League of Women Voters of Palo Alto (LWVPA) supports efforts by the City to increase the supply of housing for all, particularly for those with lower incomes.

The Affordable Housing Combining District Draft Ordinance will go a long way to increase the supply of affordable housing in Palo Alto and LWVPA urges you to recommend its adoption to the City Council. However, in the interest of ensuring more affordable housing opportunities and units, we also urge you to consider the following changes to this draft ordinance.

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

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

Thank you.

Very truly yours,

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

Bonnie Packer
President, League of Women Voters of Palo Alto

Planning and Transportation Public Comment 2-14-18

From: [John McGraw](#)
To: [Planning Commission](#)
Cc: jamie@windyhillpv.com
Subject: 2755 El Camino Work Force Housing-Letter of support
Date: Thursday, February 01, 2018 9:21:23 PM
Attachments: [John Signed-2755 El Camino Real Support Letter v1 r1 \(1\)-signed.pdf](#)

To whom it may concern,

Please see my letter of support
for the 2755 El Camino Workforce Project

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

January 2018

RE: 2755 El Camino Real Workforce Housing

Dear Ms. Hodgkins,

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

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

- **Work-Force Units** - Smaller residential units, comprised of studios and one-bedroom units are proposed, which are more affordable by design and size to serve an unmet need in Palo Alto
- **Income Restricted Units** - 20% of the units will be income-restricted at levels to serve the local work force (140%-150% AMI)
- **Palo Alto Employee Preferences** - Palo Alto employees will be given a preference for a portion of the units, so that employees within the city have a greater opportunity to live, work and play within the city
- **Sustainable, High Quality Design** - sustainable and attractive building that provides for a high-quality design at a very visible corner.
- **Transit Proximity**-Residential units that are proximate to transit (within 1/2 mile walking distance of the California Avenue train station; direct access to multiple bus routes and shuttle service; as well as being within walking and bike riding distance to employers and retail and dining amenities.
- **Robust TDM Plan**-A robust TDM plan that reduces vehicle trips by 35% compared to a typical residential project. TDM measures include Cal Train Go Passes and VTA Bus Passes; construction of a new Bus Shelter; a Bike Share program; and a monthly stipend to encourage the use of services like Uber and Lyft to those residents not owning a vehicle
- **GreenTRIP Certification** - The project meets GreenTRIP standards for daily vehicle miles driven per household, a reduced parking ratio, the provision of a traffic reduction strategy and bicycle parking. The project will also participate in GreenTRIP's Transportation and Parking Survey for annual monitoring.

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

Sincerely,

John McGraw

John McGraw

Planning and Transportation Public Comment 2-14-18

From: [Leandro Vera](#)
To: [Planning Commission](#)
Cc: jmie@windyhillpv.com
Subject: 2755 El Camino Work Force Housing-Letter of support
Date: Thursday, February 01, 2018 7:12:30 PM
Attachments: [Leo-2755 El Camino Real Support Letter.pdf](#)

To whom it may concern:

Please see my letter of support for the 2755 El Camino Workforce Project.

Sincerely,

Leo Vera

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

February 1, 2018

RE: 2755 El Camino Real Workforce Housing

Dear Ms. Hodgkins,

I am writing to you in support of this project and ask that you forward this letter to both the Planning and Transportation Commission as well as the City Council, as they consider this project at future meetings. I have followed this project since it was first proposed in 2016 and I continue to support it as it has evolved and additional amenities and benefits have been included in the project. I am local and frequent the area nearby, especially Mayfield soccer fields and Stanford Research Park. This would serve as a big benefit to people like me that are looking for smaller, more affordable housing in the area.

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

- **Work-Force Units** - Smaller residential units, comprised of studios and one-bedroom units are proposed, which are more affordable by design and size to serve an unmet need in Palo Alto
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I encourage the PTC to support this project for our city

Sincerely,



Leo Vera

From: [Loy Martin](#)
To: [DuBois, Tom](#)
Subject: First Baptist Church of Palo Alto
Date: Wednesday, January 31, 2018 8:46:49 PM

Dear Mr. Dubois,

After stints as both an undergraduate and a faculty member at Stanford, I moved to Palo Alto for good thirty five years ago. This is the first time I have written a letter to the governing council of the city I consider my home. I write now after learning that our next door neighbor, the First Baptist Church of Palo Alto, has applied for a conditional use permit as a “community center.”

We bought our house at 349 North California Avenue in the spring of 1983. The First Baptist Church next door was a thriving church then and went about its business without unduly disturbing its neighbors. In addition to church services there were occasional weddings and other activities, mostly church related or charitable in nature. The congregants coming and going were, for the most part, familiar to the residents nearby.

About a decade ago, things began to change, gradually at first, and in ways that it took us a few years to understand. We now know that this was around the time a new pastor, Randle Mixon, arrived on the scene. We also now know that the original healthy congregation of around eight hundred has, over the intervening years, and by Mr. Mixon’s own estimate, lost nearly ninety percent of its membership. This loss, again according to Mr. Mixon, left the church unable to meet its financial obligations.

In recent years the church has addressed its fiscal problems by accumulating secular tenants, renting the church buildings out on several days, and especially evenings, each week, for events often lasting until 11:00 PM. The main activities hall lies less than fifty feet from our home so my wife and I have had ample opportunity to observe the range of tenants involved. These tenants have included a restaurant, a school for ballroom dancing, a folk dancing group, a rock group, a venue for political rallying, a children’s music school and a girls’ choral group—all secular uses having nothing to do with the church as a religious institution. This growth of the property as a commercial business occurred without any municipal permits and, therefore, without regulation. The city government’s recent objection to this practice has resulted in the current application for a conditional use permit to restore the church’s full range of rental options.

It’s hard to find words to describe the magnitude of the intrusion into our home and lives brought about by the unrestrained uses of the church in recent years. Times of illness, times of pleasure, times of friendship and the ordinary peaceful times of domestic life—all have been repeatedly interrupted by the persistent clamor of the tenants renting the church’s facility next door. With it’s windows and doors wide open, its amplified sound and its total disregard for the community around it, the church makes a very great difference in the quality of life possible in this neighborhood. These effects are not a secret. They are widely known and, if one of us were to place our home on the market for sale, these unusual conditions would have to be disclosed to prospective buyers as a relevant nuisance. Left unregulated, in other words, activities at the church would materially compromise the property values of the homes that surround it.

I hope the council members will understand that our complaint implies no judgment of the value of the various organizations that rent the church facilities. We object to their placement in an area that, in terms of traffic, parking and noise, is inadequate to accommodate them. In his application for a permit, Mr. Mixon asks to be allowed to continue these activities every day and night for as many as five hundred people. He makes this application “under protest” because he seems to believe that a church should not be subject to normal municipal regulations under the city’s zoning ordinances. Please consider carefully the logic of this position. Mr. Mixon is saying, in effect, that the further the church declines as a religious institution the more it is entitled to privileges that are unique to religious institutions and would be denied to any secular property in the community.

I am familiar with the argument that the role of churches has changed over time, that churches need to become more integrated into the values and activities of the community at large and that this integration necessarily involves activities on their premises that are not specifically religious. The mistake would be to identify the First Baptist Church as representative of Palo Alto churches in general. It is not true that most of our churches have declined in their membership as the First Baptist Church has during Mr. Mixon’s stewardship. Indeed some have enjoyed robust gains in the sizes of their congregations during the same period. It is also not true that Palo Alto churches all occupy spaces as physically constrained as this church does. Many have large parking facilities and buildings well separated from surrounding homes.

Finally we need to ask what this debate is actually about. It is not about the church’s tenants. As the New Mozart School has amply demonstrated, it is always possible to find alternative, and more appropriate, venues for our community’s worthy activities. And it is not about the needs of a robust congregation of worshippers. Mr. Mixon and his supporters wish to use the church property as a commercial business for their own purposes. My argument is that they should not be allowed to do so to the detriment of the surrounding neighborhood.

I respectfully request that you deny the First Baptist Church’s application to become a community center.

Thank you for your attention,

Loy D. Martin

[REDACTED]

[REDACTED] CA 94301

Loy D. Martin
170 Glenn Way, #11
San Carlos, CA 94070
loymartin@icloud.com
www.loymartinfurniture.com

From: Neilson Buchanan
To: [Dennis Buchanan](#)
Subject: Real data on car light housing
Date: Wednesday, January 21, 2015 7:50:42 PM

This project is immediately adjacent to California Ave train station. Thanks for looking into this situation

Car light works sometimes but not always. Neilson Buchanan



Sent from my iPhone