

From: [Tirumala Ranganath](#)
To: [Planning Commission](#)
Cc: [ranguranganath](#)
Subject: Downtown Office Cap should not be removed from the municipal code !
Date: Wednesday, July 25, 2018 5:39:30 PM

Dear Planning Commission Members,

I wish to register my strong opposition to removing the Downtown Office Cap from the municipal code of our city. I find the recommendation by the " city staff " surprising. Why is it that a private citizen (Jeff Levinsky) was the one, who bothered to read the fine print to point out that grandfathering rules governing conversion of oversized buildings cannot be changed in the case of the President Hotel property? Isn't it the job of the city staff and city manager Mr. Keen to be on top of such fine points? The Downtown Cap ordinance originally enacted by the city in 1986 was due to concerns about the impacts of unfettered commercial growth in that area. The cap was for a cumulative total of 350,000 sq.ft. Once this total was reached, there was supposed to be a 1 year moratorium to let the city evaluate the impacts and design new policies as appropriate. Am I to understand that the staff recommendation is the result of such a moratorium and subsequent evaluation procedure. If this is the case, one would expect to see a thorough accounting of the impacts, including all of the appropriate developed areas, whether parking areas or common areas for the many new buildings. Thanks to Mr. Jeff Levinsky once again, I am finding that if these parking areas and common areas are included, the 350,000 sq.ft cap has already been reached! I would expect the building moratorium to kick in, right now. The Council's opposition to including the Downtown cap in the Comp plan, notwithstanding, the moratorium needs to kick in and a thorough evaluation needs to be instituted. The 1.7 million sq.ft office cap that the city council passed last year on a close 5-4 vote is itself being challenged in a proposition set for the November election, should not be assumed to be cast in concrete. Arguing that downtown is close to the University Avenue train station and so takes care of any traffic problems is wishful thinking, not borne out by the facts in the streets of the area. Is there any study that shows the actual numbers of people who come into the area by train, go to their work areas, make use of downtown businesses like eateries and promptly leave by train in the evening. An accounting of this sort, has it been done or contemplated by the city?

It is my responsibility as a city resident to raise the above points, to remind the city staff that they need to be thorough in their studies, to back up any recommendations they make to the city council. The consequences are very significant on a daily basis and are for the long term, for us the residents.

Thank you for your patient consideration.

Sincerely,

Ranganath

From: [Beth Rosenthal](#)
To: [Planning Commission](#)
Subject: Public hearing on downtown cap
Date: Wednesday, July 25, 2018 5:43:24 PM

Dear PTC Commissioners:

Unfortunately I cannot attend tonight's meeting. However, I wanted to register my outrage that the PTC is involved in attempting to circumvent the citizens' Initiative to limit office construction in Palo Alto. PTC commissioners are not elected officials. Yet some of you have the temerity to go against the voices of 3000 Palo Altans who have expressed their wish to have this Initiative put on the ballot for people to vote on in November. Your efforts on this matter belie the name of the office you were designated to fill. You are doing neither planning nor traffic management but instead this stealthily created agenda item is making the nightmare of gridlocked traffic, loss of retail and parking as well as skyrocketing residential and commercial rents so much worse. I am appalled that you would act in such a surreptitious and authoritarian manner.

Sincerely,

Beth Rosenthal, PhD

From: [Tina Peak](#)
To: [Planning Commission](#)
Subject: Downtown development cap
Date: Wednesday, July 25, 2018 6:02:52 PM

Dear Planning Commission,

I will not be able to attend your meeting tonight but wanted to register my opinion. I believe that the city council in 1986 was prescient and understood that there are limits to growth.

Every environment has its limits and this city is way past its limits. The downtown area is no exception. There are too many people, not enough parking places and not enough road space to hold them. The excess is leading to massive pollution and destruction of quality of life for residents.

Please maintain and strengthen the cap. We need to set an example that when you are overcrowded you need to stop building.

Regards,
Tina Peak
[REDACTED] Palo Alto Ave.

From: [Beth Gmail](#)
To: [Planning Commission](#)
Subject: Tonight's meeting
Date: Wednesday, July 25, 2018 8:45:20 PM

Commissioner Lauing,

I thought it was inappropriate that Commissioner Alcheck used the bully pulpit to attack Elaine Meyer, a member of the community, who spoke at Oral Communication. Whether she was present in the audience or not, she would have no opportunity to respond to him. This is not the way the podium should be used and it is your job to make sure that correct protocol is observed.

Beth Rosenthal, PhD
Sent from my iPad

From: [dedra](#)
To: [Planning Commission](#)
Subject: Don't eliminate the Downtown Development Gap
Date: Thursday, July 26, 2018 7:41:48 AM

Don't wait until we have reached total gridlock to slow down construction downtown! As a resident of Evergreen Park, I am reluctant to enjoy our downtown because it has become so congested and parking has become impossible. Through friends I'm sorely aware of the housing shortage and tired of local politicians spouting empty rhetoric about creating affordable housing. Instead you're trying to eliminate rules that protect long term housing like the President Hotel. The rapid development of this area is not sustainable and seems to only consider the priorities of the developers and businesses that benefit from uncontrolled growth, including Stanford University. You call this planning?

From: [Melanie Cross](#)
To: [Planning Commission](#)
Subject: Downtown Development Cap
Date: Thursday, July 26, 2018 4:17:19 PM

Dear Planning Commission,

I am so sorry I missed the PC meeting yesterday. I hope that you can accept my comments today.

I have lived in this community since 1977 and experienced the growth in number of workers and residents both in Palo Alto and in the surrounding communities. I am concerned that the carrying capacity of our cities cannot sustain this pace of growth, and that the unequal ratio of jobs to housing is pushing lower income residents out of the area. It seems obvious to me that the growth cannot continue; we are losing the quality of life we once had and the people who provide necessary services of all kinds but who are not highly paid (much less our children and elderly) can no longer afford to live here, or even within a reasonable commute.

My overall plea to all governmental levels is please, please, **stop the growth**. I know we all love the tax money that comes with development, but for our area to remain livable, we needed to cut back on growth years ago. Now it is urgent that we stop adding jobs, not just cut back on the rate of growth.

Please retain a cap, and consider cutting that.

Melanie Cross

From: brucecrocker
To: [Planning Commission](#)
Cc: crocker1@pacbell.net
Subject: Retain current Downtown Development Cap
Date: Wednesday, July 25, 2018 12:12:32 PM

Suzanne and I both feel strongly that the cap should be retained. Continued traffic congestion and parking issues should make the decision obvious to any elected representative looking to their constituents best interests. Staff should reflect the will of the people who elect their leaders and pay the taxes that pay their salaries.

Thank you, Suzanne and Bruce Crocker

Bruce E Crocker

Bruce E Crocker

██████████ Hamilton Ave
Palo Alto, CA 94301

████████████████████
████████████████████

Bruce.c@pitango-us.com

From: [Elizabeth Fama](#)
To: [Planning Commission](#)
Subject: In support of development
Date: Wednesday, July 25, 2018 12:03:43 PM

Dear Planning Commission,

I received the email below from my neighbors, encouraging me to voice my opinion regarding the removal of the downtown development cap.

I would, in fact, like to voice my opinion, but it's IN FAVOR of eliminating the cap.

I believe in density and development to keep Palo Alto vibrant and relevant. If there were a referendum, I'd vote for more, taller multi-unit apartment buildings, and to allow expanded, tall office spaces for the companies that have put Palo Alto on the global map.

It's no accident that companies are moving to Austin and L.A.--we're chasing them away with our heavy restrictions and the time it takes to get any changes made.

I especially cringe at any arguments that involve parking and traffic, which are entitled, backward-thinking complaints.

Thanks!
Elizabeth Fama
██████████ Bryant Street

<http://www.elizabethfama.com/>

Plus One (Farrar, Straus and Giroux, 2014)

Monstrous Beauty (FSG, 2012)

Overboard (Cricket Books, 2002)

Dear City Council and Planning Commissioners

Subject: Changes to the Downtown Office Cap

1. Take no action until all residents in the Downtown RPP are fully notified and informed about parking impact including the unknown funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.
2. Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Your name

Thank you, Neilson

Email or call me on 650 537-9611 if you have any questions. Complete info is below.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

Please see the following:

Important Meeting Wednesday on Residence Protection and Downtown Growth

The fate of the 75 apartments in the Hotel President building may be impacted this Wednesday evening at 6 pm when Palo Alto's Planning and Transportation Commission discusses whether to end the Downtown Development Cap, a 32-year old law limiting new hotels, offices, and other nonresidential growth downtown.

Back in 1986, the City worried that traffic and parking problems might arise if commercial activity increased Downtown. To provide a chance to evaluate and potentially stop detrimental commercial growth, they enacted the Downtown Development Cap, which halts for a year new Downtown nonresidential space once 350,000 square feet has been authorized. The conversion of the Hotel President Apartments into a hotel is one such project the Cap would halt, as a hotel is a new nonresidential use. The one-year moratorium gives the public and City government time to craft new policies, such as a permanent limit on new commercial Downtown space.

City records show we are close to or have perhaps reached the 350,000 square foot limit, thanks to a recent surge in Downtown office construction. The City's running total has not added in parking and common areas of many new buildings, even though the Cap does not say to exclude those. If such areas are included, the 350,000 square foot limit has been reached.

In January of 2017, a slim majority of Council members acted to eliminate the Downtown Development Cap and its protections, with "slower growth" Councilmembers DuBois, Filseth, Holman, and Kou voting to retain it. The majority claimed that Downtown would still be protected by the city's 50,000 square foot annual limit on new office buildings, but that limit has loopholes and allows Downtown offices to grow far faster than they have on average over the last 32 years, leading to even worse traffic and parking problems. The annual office limit also allows apartments to convert to hotel and offices, unlike the moratorium imposed by the Downtown Development Cap.

The 2017 Council vote affected only the City's Comprehensive Plan, which is a policy document, but left the actual Downtown Development Cap in effect. Just this month, after the proposed Hotel President conversion was announced, City staff began a push to eliminate the Cap by removing it from the Municipal Code.

We urge you to come to Wednesday's Planning Commission meeting at City Hall to support retaining the Downtown Development Cap. Here are three important reasons to keep and strengthen it:

First, it is an important protection for Downtown residents whose buildings might otherwise

be converted to commercial space. This includes not only the Hotel President Apartments but also the Laning Chateau at 664 Gilman. Although city “grandfathering” rules that govern oversized buildings should also prevent these conversions, the new owners of the Hotel President Apartments claimed just this week those laws do not apply.

Second, the concerns back in 1986 about Downtown growth’s impact on traffic and parking have unfortunately proven prescient. Rush hour traffic is creating enormous problems for nearby neighborhoods. Parking has become a nightmare, thanks to numerous exemptions from parking laws granted to developers and to more workers being packed into existing buildings. The City is issuing up to 1,200 permits to Downtown employees so they can park all day in front of residential homes many blocks away. These problems are far worse than in 1986 and the City has not even studied how eliminating the Cap could further worsen traffic and parking.

Third, vastly more office space has been built than housing, increasing commute times, rents, greenhouse gases, and the jobs/housing imbalance. Every new square foot of Downtown offices takes away the opportunity to utilize that same square footage for housing there instead. Making the Downtown Development Cap permanent would benefit housing enormously by prioritizing residential development.

If you can’t attend this Wednesday’s meeting, please email the Planning Commission at Planning.Commission@CityofPaloAlto.org a message in your own words.

Links:

Staff Report Advocating Removing the

Cap: <https://www.cityofpaloalto.org/civicax/filebank/documents/65986>

Agenda for Wednesday’s Planning

Meeting: <https://www.cityofpaloalto.org/civicax/filebank/documents/65988>

From: [TC Rindfleisch](#)
To: [Planning Commission](#)
Subject: Please Retain the Downtown Development Cap
Date: Wednesday, July 25, 2018 11:27:04 AM

Dear Planning and Transportation Commission Members,

Please vote to retain the Downtown Development Cap ordinance. With the manifest serious problems that have only increased over the past decade to the point of crisis -- housing shortage, traffic congestion, and inadequate parking -- the last thing we need is still more office space. In my view the cap should be zero, not as much as you can build.

Respectfully, Thomas C. Rindfleisch
■ Tevis Place
Palo Alto, CA 94301

From: [Michelle Cooley](#)
To: [Planning Commission](#)
Subject: Please retain the Downtown Development Cap
Date: Wednesday, July 25, 2018 10:22:55 AM

I read Rita C. Vrhel letter in the Daily Post this morning. I urge the Planning Commission to retain the cap on Downtown Development and protect the needs of Palo Alto renters (particularly at the Hotel President).

From: [Patricia Jones](#)
To: [Planning Commission](#)
Subject: Downtown Office Cap
Date: Wednesday, July 25, 2018 9:18:26 AM

Please maintain the Downtown Office Cap.

Downtown commercial growth is exacerbating the jobs/housing imbalance, creating major traffic and parking problems, and contributing to spiking rents by squeezing out housing. If the President Hotel owners prevail in challenging the grandfathering rules governing conversion of oversized buildings, the downtown cap may be the only way to preserve that housing stock and prevent the conversion of other downtown residential buildings.

Patricia Jones

Patricia Jones
www.pkjones.com
pkjones1000@icloud.com

From: [Larry & Francine Geller](#)
To: [Planning Commission](#)
Cc: [Larry Francine Geller](#)
Subject: Preserve the Downtown Development CAP
Date: Wednesday, July 25, 2018 9:08:50 AM

Dear Commissioners:

As a resident of Ventura, I offer my support to the downtown recents and adjacent neighborhoods. I ask that the Downtown Development Cap be preserved. We Palo Altans are all too familiar with the traffic, parking, congestion, public safety threats and pollution impacts brought about by too many cars on our streets caused by the recent surge in commercial development. The Downtown Development Cap was put in place for just this reason, to halt growth downtown in order to study implications and impacts. Please keep the DDC.

On a related topic, I also want to voice support for the residents of the President Hotel. The City Council and various commissions say they want to preserve housing. The President Hotel represents 70 units downtown and is a golden opportunity for the Council and Commissions to follow through on their promises. Please make sure that current laws are upheld and that the President stays as an apartment building.

Thank you.
Francine Geller
Larry Geller
Ventural Neighborhood

From: [Rebecca Sanders](#)
To: [Planning Commission](#)
Subject: People first not Corporations
Date: Wednesday, July 25, 2018 7:56:19 AM

Dear Planning and Transportation Commission Members:

Please put people first before corporations. The Downtown Development Cap is in place to serve the interests of people. The CAP is only for a year - so let's not dramatize this as a moratorium. It is designed to keep Palo Alto from driving off a cliff. Let's stop before we drive Palo Alto off the cliff. What is wrong with waiting for a year? It seems prudent, wise and kind.

By scrapping the cap, we immediately put in danger the residents of the President Hotel, as the new owner seeks to undo the laws that interfere with its profit making. Why should profits trump people? The new owner is proceeding with evictions even though the owner's path to redevelopment is in no way clear. What kind of organizations puts people out on the street? A bully.

[\(https://www.mercurynews.com/2018/07/24/palo-alto-hotel-president-tenants-fight-planned-evictions/\)](https://www.mercurynews.com/2018/07/24/palo-alto-hotel-president-tenants-fight-planned-evictions/)

Did you folks see the traffic last night in and around downtown last night? Deadlock (worse than gridlock) on Middlefield, University, Hamilton, Center and Crescent. Ten years ago, kids could skateboard and ride their bikes on a Friday night on the latter three streets. To undo the CAP in the current conditions of traffic, congestion, public safety, parking, cut-through, speeding commuters carnage would be the height of folly and would be a reckless disregard of our elected officials' duty to protect people.

As a resident of Ventura, I stand with my friends and neighbors in Downtown North and South, Professorville and in Crescent Park. Please don't scrap the CAP.

Finally I would like to point out and applaud the efforts of Jeff Levinsky, citizen watchdog and Co-Chair of Palo Alto Neighborhoods Committee on Zoning, Development and Enforcement. Despite having a job and the usual obligations we all have, Jeff has devoted himself to researching the issues behind the CAP and the President Hotel. A gentle reminder that citizen activists and volunteers act from their deep belief in the democratic process, and not out of a devotion to their pocket books. And we certainly do not relish the role of gadfly. But people like Jeff are absolutely necessary to the functioning of our democracy.

Don't you think that given all the options, that you should recommend keeping the CAP and to do everything that the rule of law allows to preserve the 70 apartments in downtown? Furthermore, I urge you to be of service to the apartment residents, to Palo Alto's residents -- and not to investors who are gambling with the lives of the tenants -- people, who by the way, are our friends and neighbors.

Thank you.

Becky Sanders
Concerned Citizen

Ventura Neighborhood

From: [Tricia Dolkas](#)
To: [Planning Commission](#)
Subject: Expanding Office Cap
Date: Tuesday, July 24, 2018 11:43:30 PM

Dear members of the Planning Commission,

I urge you not to expand the development limit of office space in Palo Alto. Ever since I was in the CPAC committee in 1992-1994, our community has struggled to have a balanced housing-commercial ratio. And we have RARELY gotten it right.

Why make getting to a balance more difficult now??

With homeless continuing to be a challenge, with income requirements of \$117k to afford to live in the Bay Area, now is the moment to put REAL policies in place to move the needle on these issues! More office space is not as high a priority!!!

Tricia Dolkas
[REDACTED] Everett Ave

Sent from my iPhone

From: [Jim Colton](#)
To: [Planning Commission](#)
Subject: Office cap
Date: Tuesday, July 24, 2018 10:01:10 PM

I can hardly believe that anyone is even thinking about doing away with the office cap. The biggest problems in Palo Alto, traffic and lack of affordable housing, is because we have allowed more office growth than we can handle. Please leave the current cap in place until we solve the most important problems

Jim colton
Georgia ave

--

JimColtonPhotography.com

From: [Neilson Buchanan](#)
To: [Planning Commission](#)
Subject: Another don't drive toward University night
Date: Tuesday, July 24, 2018 8:30:40 PM
Attachments: [Screen Shot 2018-07-24 at 6.17.38 PM.png](#)

in case you missed this traffic event....

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

----- Forwarded Message -----

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
To: Neilson Buchanan <cnsbuchanan@yahoo.com>
Cc: Ed Shikada <ed.shikada@cityofpaloalto.org>; Robert De Geus <robert.degeus@cityofpaloalto.org>;
Joshuah Mello <joshuah.mello@cityofpaloalto.org>
Sent: Tuesday, July 24, 2018, 7:07:01 PM PDT
Subject: Another don't drive toward University night

In case you are wondering..... I am sending blind copy of this email to my ten best friends who are concerned about Palo Alto's future. Please read email below from my trusted friend John Guislin.

How in the world can the City Council consider downtown development limits with no objective information furnished by city staff? On what basis can Ed Lauing govern his restless PTC?

Tonight's traffic situation, whatever it may be, is simple marker of what is ahead. Can you imagine grade crossing congestion coming down the track soon?

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

----- Forwarded Message -----

From: John Guislin <jguislin@gmail.com>
To: Sue Dremann <sdremann@paweekly.com>
Cc: Greg Welch <welgreg@gmail.com>
Sent: Tuesday, July 24, 2018, 6:22:58 PM PDT
Subject: Fwd: [CPNA] Another don't drive toward University night

Sue,

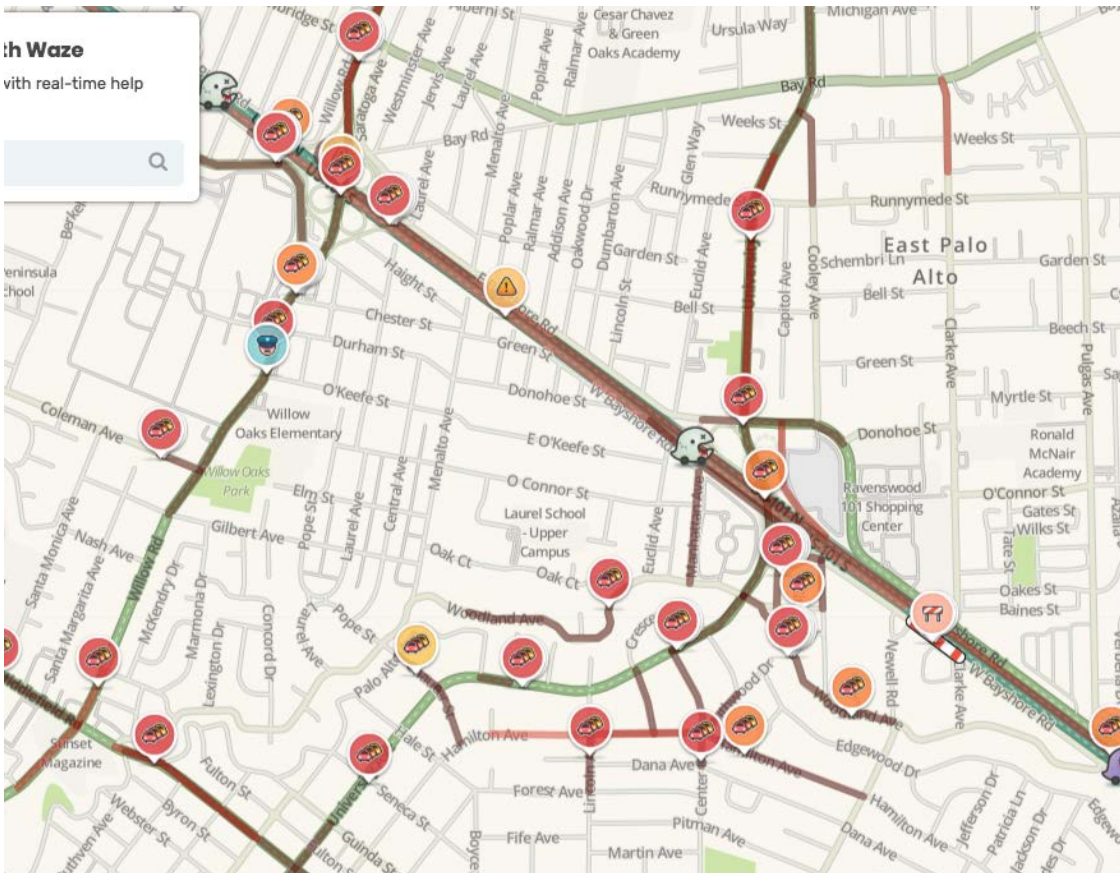
It may not be Carmageddon, but we have a significant traffic backup tonight near downtown. The traffic in front of my house (Middlefield) has been stopped in both directions since 4:30pm.

See note below from Crescent Park neighbor who reports traffic stopped on Crescent, Center and Hamilton.

Waze map from 6:17pm pasted below.

Time for another article just before PTC looks at ending downtown CAP???

John



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

From: **Mandy Lowell** <mndlowell@gmail.com>

Date: Tue, Jul 24, 2018 at 6:05 PM

Subject: [CPNA] Another don't drive toward University night

To: CPNA CrescentPark <crescent-park-pa@googlegroups.com>

Hamilton, Crescent, and Center are completely backed up. I asked some people in standing still cars where they were coming from-- Some had come up from El Camino to Newell. Some were on Freeway and got off for seeking better route, None said downtown, Anyway, its a nice night for a stroll but don't go toward University Ave unless you want to inhale a lot of exhaust.

I don't know if there is a light out.

--

You received this message because you are subscribed to the Google Groups "Crescent Park PA" group. To unsubscribe from this group and stop receiving emails from it, send an email to crescent-park-pa+unsubscribe@googlegroups.com.

To post to this group, send email to crescent-park-pa@googlegroups.com.

Visit this group at <https://groups.google.com/group/crescent-park-pa>.

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

From: kemp650@aol.com
To: [Planning Commission](#)
Subject: Please keep the Downtown Development Cap in place
Date: Tuesday, July 24, 2018 8:02:28 PM

Dear Commissioners:

As a resident of Ventura, I offer my support to the downtown residents and adjacent neighborhoods. I ask that the Downtown Development Cap (DDC) be preserved. I believe that the concerns in place in 1986 when the City Council voted to establish the DDC are very pertinent today, including traffic and parking impacts, among others. We Palo Altans are all too familiar with the traffic, parking, congestion, public safety threats and pollution impacts brought about by too many cars on our streets caused by the recent surge in commercial development. The Downtown Development Cap was put in place for just this reason, to halt growth downtown in order to study implications and impacts. Please keep the DDC in place.

On a related topic, I also want to voice support for the residents of the President Hotel. The City Council and various commissions say they want to preserve housing. The President Hotel represents 70 units downtown and is a golden opportunity for the Council and Commissions to follow through on their promises. Please make sure that current laws are upheld and that the President stays as an apartment building.

Thank you.

Susan Kemp
Ventura

From: [Shawna Doughman](#)
To: [Planning Commission](#)
Subject: Cap on Office Development
Date: Tuesday, July 24, 2018 7:43:03 PM

I am writing to urge the city council to take the time to realize that we are tapped out on growth in our town. The traffic into and out of here, the parking situations leaking into all the neighborhoods, and the road rage being witnessed on a regular basis as people are locked into all our neighborhood streets at the end of a work day are evidence that we are not equipped to shove more office space into this city. Please be responsible to your constituents and to maintaining the character of this city.

Thank you,

Shawna Doughman

From: [Waldek Kaczmarski](#)
To: [Planning Commission](#)
Cc: [Rebecca Sanders](#)
Subject: The Downtown Development Cap
Date: Tuesday, July 24, 2018 6:31:59 PM

Dear Commissioners:

As a resident of Ventura, I offer my support to the downtown recents and adjacent neighborhoods. I ask that the Downtown Development Cap be preserved. We Palo Altans are all too familiar with the traffic, parking, congestion, public safety threats and pollution impacts brought about by too many cars on our streets caused by the recent surge in commercial development. The Downtown Development Cap was put in place for just this reason, to halt growth downtown in order to study implications and impacts. Please keep the DDC.

On a related topic, I also want to voice support for the residents of the President Hotel. The City Council and various commissions say they want to preserve housing. The President Hotel represents 70 units downtown and is a golden opportunity for the Council and Commissions to follow through on their promises. Please make sure that current laws are upheld and that the President stays as an apartment building.

Thank you.

Waldemar Kaczmarski
Ventura Nighbourhood

From: [Greg Welch](#)
To: [Planning Commission](#)
Subject: Don't remove the Downtown Development Cap!
Date: Tuesday, July 24, 2018 4:33:08 PM

The NCS Citizen Survey was crystal clear: the two overriding concerns of Palo Alto residents are: affordable housing and traffic congestion & safety. The ballot measure to impose tighter restrictions on new office development provides further evidence of the degree to which residents view these issues as affecting their daily lives and their lack of faith in their elected representatives to put the concerns of residents ahead of the financial interests of developers.

Given that background, how is it that the Planning Commission and City Council can possibly be considering removing the Downtown Development Cap? Further development downtown threatens to reduce housing stock (e.g. the President Hotel sale) and add to vehicle commute traffic that already spills into residential neighborhoods.

The electorate is watching and will judge the Members' "residentialists" claims by their actions on this issue.

From: [Roberta Ahlquist](#)
To: [Planning Commission](#)
Subject: No more office zoning
Date: Tuesday, July 24, 2018 4:19:52 PM

Dear Commissioners:

We have a serious need to build low income housing for the people who work here and travel 45 min in order to get to work. Do not modify zoning laws that undo the existing restrictions on office development.

Sincerely,

Dr. Roberta Ahlquist
PA resident

From: [Sue Dinwiddie](#)
To: [Planning Commission](#)
Subject: RE: Downtown Development Cap
Date: Tuesday, July 24, 2018 1:15:44 PM

Honorable Members of the Planning Commission:

We strongly recommend that you keep the Downtown Development Cap as is . Palo Alto has witnessed substantial growth in office and space in the last two or three years. This increase has coincided with increasing traffic slow-downs and delays as well as huge parking shortages which then spill over into residential areas. The increase in traffic also impacts neighborhoods streets with speeding cars endangering the streets for children and elders.

Palo Alto has always prided itself on being a lovely place to live. That condition is deteriorating each year as more and more office development looms leading to more and more traffic and parking problems.

This office space is also taking away from opportunity to build needed housing in our city. Before we increase any development cap, we should make sure we are handling demands on traffic, parking and housing well within the scope of the present cap.

Sincerely,

Kendall and Sue Dinwiddie
■ Jackson Drive
Palo Alto, CA 94303
Sent from my iPhone

From: [Soroush Kaboli](#)
To: [Planning Commission](#)
Subject: Repeal downtown development Cap
Date: Tuesday, July 24, 2018 11:47:12 AM

Repeal the Cap and allow newer, larger buildings to keep Palo Alto in forefront of tech industry.

Most of the traffic in Palo Alto is due to Stanford Hospital, University and Research park. Any mitigation should be directed at those.

Regards,

Soroush Kaboli



Barbara Drive
Palo Alto, CA 94303

The information contained in this communication is confidential, and may be legally privileged. It is intended only for the use of the addressee(s).

Unauthorized use, disclosure, distribution, copying, or any action taken or omitted to be taken in reliance on this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately and destroy this entire communication and all copies thereof.

From: [JIM POPPY](#)
To: [Planning Commission](#)
Subject: Please respect the democratic process and let voters decide on commercial development
Date: Tuesday, July 24, 2018 10:33:34 AM

Planning Commission,

Please let the democratic process proceed with regard to the commercial development initiative. You have no business meddling in this to try to attain your private agenda. You are eroding the faith of the citizenry in the abilities of their elected and appointed officials. You've become an embarrassment.

Jim Poppy

■ Melville Ave

From: [Vijay Varma](#)
To: [Planning Commission](#)
Subject: Downtown Development Caps
Date: Tuesday, July 24, 2018 9:29:02 AM

Dear Commissioners:

As a resident of Ventura, I offer my support to the downtown recents and adjacent neighborhoods. I ask that the Downtown Development Cap be preserved. We Palo Altans are all too familiar with the traffic, parking, congestion, public safety threats and pollution impacts brought about by too many cars on our streets caused by the recent surge in commercial development. The Downtown Development Cap was put in place for just this reason, to halt growth downtown in order to study implications and impacts. Please keep the DDC.

On a related topic, I also want to voice support for the residents of the President Hotel. The City Council and various commissions say they want to preserve housing. The President Hotel represents 70 units downtown and is a golden opportunity for the Council and Commissions to follow through on their promises. Please make sure that current laws are upheld and that the President stays as an apartment building.

Thank you.

Vijay Varma

Mid Town

From: [John Guislin](#)
To: [Mello, Joshua](#)
Cc: [Planning Commission](#)
Subject: Corrected 2017 Traffic Safety and Operations Report?
Date: Tuesday, July 24, 2018 9:21:38 AM

Josh,

The 2017 Traffic Safety and Operations Report contained many "data discrepancies" confirmed by staff to the PTC on June 13, 2018. These include erroneous accident totals resulting from challenges in querying the SWITRS database.

Has staff issued a corrected report? If yes, can you please provide a current link?

Thank you,
John

From: [Angela Dellaporta](#)
To: [Planning Commission](#)
Subject: Downtown Development Cap
Date: Tuesday, July 24, 2018 9:18:09 AM

Dear Planning Commission:

The Downtown Development Cap was put into place for a good reason -- to put a common-sense rein on development in order to address traffic congestion, pollution and parking issues before our city becomes unpleasant to live in and visit.

The entire Bay Area, and especially Palo Alto, is in dire need of more housing, as the City Council and the Planning Commission is well aware. It does not make any sense at all to allow the owner of the President Hotel to eliminate 70 housing units downtown -- and the resulting violation of the Downtown Development Cap can be invoked as the legal reason to disallow this conversion.

There is no need at all to violate the Cap in order to eliminate housing in this city.

Thank you,
Angela Dellaporta
Ventura Neighborhood

From: [Annette Ross](#)
To: [Planning Commission](#)
Subject: Downtown Cap
Date: Tuesday, July 24, 2018 8:16:40 AM

Re: Agenda item #3 for the July 25, 2018 PTC Meeting

Tomorrow night you will be taking up the issue of implementing the removal of the downtown cap, approved 5-4 by City Council on January 30, 2017. I am writing to urge you to NOT take that fateful step. At this point, our built environment tilts much too heavily towards office development. You are well aware of the myriad problems this causes. And you must be aware of a critical event, the sale of the President Hotel, that has happened since Council voted as they did. We do not need to make matters worse.

My plea to you is simple: it is time to stop building what we do *not* need and start building what we *do* need. You are in a position to take a positive step towards at least improving our jobs:housing imbalance by not doing something that can only make it worse.

Also, any action you take must be consistent with the Comp Plan obligation to preserve all existing housing opportunities. Should you approve Council's recommendation to remove the cap, you create jeopardy for properties such as the President Hotel and the Laning Chateau.

I reluctantly accept that politics play a part in Palo Alto leadership, the Council (of course) and even Commissions, but nonetheless appeal to your sense of fairness and ask that you set politics aside and simply do the right thing by Palo Alto and Palo Altans. It's long past time to protect existing housing and what's left of the functionality of this city.

Sincerely,

Annette Portello Ross
College Terrace

From: [Carina Rossner](#)
To: [Planning Commission](#)
Subject: No more offices until low income housing built
Date: Tuesday, July 24, 2018 7:45:38 AM

And disability housing is built!!!
Carina Rossner

From: [Margo](#)
To: [Planning Commission](#)
Subject: Nightmare Palo Alto
Date: Tuesday, July 24, 2018 7:41:17 AM

Dear Commission,
Please stop our town from more nightmare development by retaining the “Cap”!

Sent from my iPhone

From: [Ron Celaya](#)
To: [Planning Commission](#)
Subject: NOT in support of ending Cap for downtown development
Date: Tuesday, July 24, 2018 6:59:49 AM

Planning commission of Palo Alto,

I urge you to not end the cap for downtown commercial development. As it stands today our town has been forever changed for the worse. My wife and I realize that there will always be change and one cannot stop growth however downtown Palo Alto has become Walnut Creek. Is that what you all want?

I urge you to get a grip on the damage that's already been done and stop development until you can solve some problems. Traffic congestion, employee parking, traffic caused by trucks feeding the growth, road construction traffic, road closures from construction.

If this trend of growth continues you will only have tourists visiting local restaurants and businesses.

Please do not end the cap.

Respectfully,

Ron Celaya
[REDACTED] Center Dr.
[REDACTED]

From: [Karen Chakmakian](#)
To: [Planning Commission](#); [Council, City](#)
Subject: NOT in support of ending Downtown Development Cap
Date: Tuesday, July 24, 2018 5:11:17 AM

Dear City Council and Planning Commission,

I understand there has been an attempt to end the Downtown Development Cap, a 32-year old law limiting new hotels, offices, and other nonresidential growth downtown.

Now, more than ever, this cap needs to stay in place. Growth is expected and understood, but our city has grown in an incredibly irresponsible way. I could list 100 reasons why this is destructive to our community and the environment, but most of you already know all of these reasons so I'll just leave it at that.

Kind regards,
Karen Chakmakian
■ Center Drive

From: [Jo Ann Mandinach](#)
To: [Planning Commission](#); [Council, City](#)
Cc: [Lait, Jonathan](#); [Lee, Elena](#); [Lydia Kou](#); [Tom Dubois](#); [Elaine Meyer](#); [Filseth, Eric \(external\)](#); [Holman, Karen \(external\)](#)
Subject: I totally oppose RAISING the office cap when there's a ballot initiative to lower it
Date: Monday, July 23, 2018 9:31:44 PM

Hello,

An alert council and commission watcher spotted your latest attempt to raise the office cap when public sentiment seems to favor lowering it so I'm writing to let you know my thoughts.

I am totally opposed to raising the office cap at a time when we are already over-run with commuters and have one of the highest jobs/housing imbalance in the state. The transportation, gridlock and parking problems are much worse than when previous "plans" were adopted and citizens finally started paying attention to the degradation of our quality of life.

I am even more opposed to your actions since they appear to be an end-run around the grassroots ballot initiative to CURB office growth that will come before the voters in November. If I'm wrong about that, please clarify.

More upsetting is the waste of city resources on this new tactic when you have a ballot initiative on the table. Did your silly push poll suggest that you'd lose in November and hence this new move?

It's upsetting at how much time we residents/ taxpayers have to spend trying to ensure that OUR appointed officials aren't subverting the will of the voters.

I hope you take resident sentiment to heart for a change. We're paying attention. And we vote.

Most sincerely,
Jo Ann Mandinach
[REDACTED] Middlefield Road
Palo Alto, CA 94301
650 329-8655

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

From: [Irv Brenner](#)
To: [Planning Commission](#)
Subject: Downtown Development Cap
Date: Monday, July 23, 2018 9:28:58 PM

Dear Council Members:

Our traffic and parking woes are a direct result of unbridled downtown development over the past several decades. Our council exacerbated our misery by eliminating the Downtown Development Cap last year and instead relied on the annual square footage limit, although it is filled with loopholes.

I urge you to keep and strengthen the Cap since not doing so will clearly result in even worse traffic and parking nightmares for both businesses and residents alike.

Respectfully,

Irv Brenner
[REDACTED] Byron Street
PA 94301



Virus-free. www.avast.com

From: [f. liu](#)
To: [Planning Commission](#)
Subject: No More Downtown Development
Date: Monday, July 23, 2018 9:13:09 PM

Dear Planning Commission Members:

I have been a resident in Palo Alto since 1963. Our community has drastically altered, not for the better. Please don't allow any more development in downtown Palo Alto or on California Ave. We have too many traffic snarls and cars already. The new developments are not contributing to a better quality of life.

Thank you.

Sincerely,

Fran

From: [Rita Lancefield](#)
To: [Planning Commission](#)
Subject: downtown office cap
Date: Monday, July 23, 2018 8:40:04 PM

Please do NOT raise the downtown office cap until:

- a.) the citizens have a chance to weigh in on the upcoming ballot measure and
- b.) We have taken tangible steps to address the jobs/housing imbalance.

Thank you.

Rita (Mary G) Lancefield
■ Walter Hays Dr

From: [John H. Cochrane](#)
To: [Planning Commission](#)
Subject: Development
Date: Monday, July 23, 2018 8:28:19 PM

Sorry, the attachment was missing from my last email.
John Cochrane

From: Sandy Peters <peterssandyj@pacbell.net>
Date: Monday, July 23, 2018 at 4:59 PM
To: John Cochrane <john.cochrane@stanford.edu>, Beth Fama <fama.elizabeth@gmail.com>, Fu-Mei & Victor Liang <fumeilang@sbcglobal.net>, Jason & Nerija Titus <jason.titus@gmail.com>, Jason & Nerija Titus <nerija@gmail.com>, Peter & Lisa Sullivan <psul1048@yahoo.com>, Peter & Lisa Sullivan <lisagsullivan@aol.com>, Jeff and Cindy Traum and Family <cintraum@pacbell.net>, Jeff and Cindy Traum and Family <Jeffrey.Traum@morganstanleypwm.com>, Ron and Mina Laurie <ronlaurie@ip-strategy.com>, Ron and Mina Laurie <mina.laurie@gte.net>, Rita and Taylor Whitney <Ravrita@gmail.com>, Marc and Anita Abramowitz <Marc.Abramowitz@gmail.com>, Marc and Anita Abramowitz <AnitaA94957@aol.com>, Hal Luft & Susie Richardson <Hal.Luft@gmail.com>, Michael Hodos <mehodos@mac.com>, Marshall and Irene Deitsch <garliclady@aol.com>, "nearlyblue@earthlink.net" <nearlyblue@earthlink.net>
Subject: Fwd: Super urgent request

Sent from my iPhone

Begin forwarded message:

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
Date: July 23, 2018 at 8:43:00 AM PDT
To: Neilson Buchanan <cnsbuchanan@yahoo.com>
Subject: Super urgent request

Like many citizens of Palo Alto, I have been busy this summer with personal matters. I have not been following all of the growth antics at City Hall. At the bottom of this email is a full explanation of what is at stake.

I strongly urge you to get involved today and send an email to the City Council and Planning Commission to table any action on reducing or eliminating the downtown office cap.

Ask politely or demand strongly, the choice is yours! Please make at least two request such as below. And dont forget to ask your friends and neighbors to get involved.

city.council@cityofpaloalto.org
planning.commission@cityofpaloalto.org

Dear City Council and Planning Commissioners

Subject: Changes to the Downtown Office Cap

1. Take no action until all residents in the Downtown RPP are fully notified and informed about parking impact including the unkonwn funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.
2. Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Your name

Thank you, Neilson

Email or call me on [REDACTED] if you have any questions. Complete info is below.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

Please see the following:

Important Meeting Wednesday on Residence Protection and Downtown Growth

The fate of the 75 apartments in the Hotel President building may be impacted this Wednesday evening at 6 pm when Palo Alto's Planning and Transportation Commission discusses whether to end the Downtown Development Cap, a 32-year old law limiting new hotels, offices, and other nonresidential growth downtown.

Back in 1986, the City worried that traffic and parking problems might arise if commercial activity increased Downtown. To provide a chance to evaluate and potentially stop detrimental commercial growth, they enacted the Downtown Development Cap, which halts for a year new Downtown nonresidential space once 350,000 square feet has been authorized. The conversion of the Hotel President Apartments into a hotel is one such project the Cap would halt, as a hotel is a new nonresidential use. The one-year moratorium gives the public and City government time to craft new policies, such as a permanent limit on new commercial Downtown space.

City records show we are close to or have perhaps reached the 350,000 square foot limit, thanks to a recent surge in Downtown office construction. The City's running total has not added in parking and common areas of many new buildings, even though the Cap does not say to exclude those. If such areas are included, the 350,000 square foot limit has been reached.

In January of 2017, a slim majority of Council members acted to eliminate the Downtown Development Cap and its protections, with "slower growth" Councilmembers DuBois, Filseth, Holman, and Kou voting to retain it. The majority claimed that Downtown would still be protected by the city's 50,000 square foot annual limit on new office buildings, but that limit has loopholes and allows Downtown offices to grow far faster than they have on average over the last 32 years, leading to even worse traffic and parking problems. The annual office limit also allows apartments to convert to hotel and offices, unlike the moratorium imposed by the Downtown Development Cap.

The 2017 Council vote affected only the City's Comprehensive Plan, which is a policy document, but left the actual Downtown Development Cap in effect. Just this month, after the proposed Hotel President conversion was announced, City staff began a push to eliminate the Cap by removing it from the Municipal Code.

We urge you to come to Wednesday's Planning Commission meeting at City Hall to support retaining the Downtown Development Cap. Here are three important reasons to keep and strengthen it:

First, it is an important protection for Downtown residents whose buildings might otherwise be converted to commercial space. This includes not only the Hotel President Apartments but also the Laning Chateau at 664 Gilman. Although city "grandfathering" rules that govern oversized buildings should also prevent these conversions, the new owners of the Hotel President Apartments claimed just this week those laws do not apply.

Second, the concerns back in 1986 about Downtown growth's impact on traffic and parking have unfortunately proven prescient. Rush hour traffic is creating enormous problems for nearby neighborhoods. Parking has become a nightmare, thanks to numerous exemptions from parking laws granted to developers and to more workers being packed into existing buildings. The City is issuing up to 1,200 permits to Downtown employees so they can park all day in front of residential homes many blocks away. These problems are far worse than in 1986 and the City has not even studied how eliminating the Cap could further worsen traffic and parking.

Third, vastly more office space has been built than housing, increasing commute times, rents, greenhouse gases, and the jobs/housing imbalance. Every new square foot of Downtown offices takes away the opportunity to utilize that same square footage for housing there instead. Making the Downtown Development Cap permanent would benefit housing enormously by prioritizing residential development.

If you can't attend this Wednesday's meeting, please email the Planning Commission at Planning.Commission@CityofPaloAlto.org a message in your own words.

Links:

Staff Report Advocating Removing the Cap:

<https://www.cityofpaloalto.org/civicax/filebank/documents/65986>

Agenda for Wednesday's Planning

Meeting: <https://www.cityofpaloalto.org/civicax/filebank/documents/65988>

|

From: [John H. Cochrane](#)
To: [Planning Commission](#)
Subject: Development cap
Date: Monday, July 23, 2018 8:16:20 PM

Dear Planning Commission:

I received the attached email. I write to let you know that I support removing the development cap. We are a city, not a museum of 1950s suburbia. We need to be a vibrant city. Thanks to the stringent zoning law, every one of the writers has on-site parking. The one good point they have is that more commercial development without more residential development leads to more commuting. Great. Allow more residential development, especially upwards.

You probably only hear from the negative side, I hope some voice on the positive side is helpful.

John Cochrane

█ Bryant Street.

From: Sandy Peters <peterssandyj@pacbell.net>

Date: Monday, July 23, 2018 at 4:59 PM

To: John Cochrane <john.cochrane@stanford.edu>, Beth Fama <fama.elizabeth@gmail.com>, Fu-Mei & Victor Liang <fumeilang@sbcglobal.net>, Jason & Nerija Titus <jason.titus@gmail.com>, Jason & Nerija Titus <nerija@gmail.com>, Peter & Lisa Sullivan <psul1048@yahoo.com>, Peter & Lisa Sullivan <lisagsullivan@aol.com>, Jeff and Cindy Traum and Family <cintraum@pacbell.net>, Jeff and Cindy Traum and Family <Jeffrey.Traum@morganstanleypwm.com>, Ron and Mina Laurie <ronlaurie@ip-strategy.com>, Ron and Mina Laurie <mina.laurie@gte.net>, Rita and Taylor Whitney <Ravrita@gmail.com>, Marc and Anita Abramowitz <Marc.Abramowitz@gmail.com>, Marc and Anita Abramowitz <AnitaA94957@aol.com>, Hal Luft & Susie Richardson <Hal.Luft@gmail.com>, Michael Hodos <mehodos@mac.com>, Marshall and Irene Deitsch <garliclady@aol.com>, "nearlyblue@earthlink.net" <nearlyblue@earthlink.net>

Subject: Fwd: Super urgent request

Planning.Commission@CityofPaloAlto.org

From: [Carl Van Wey](#)
To: [Planning Commission](#)
Cc: carl.vanwey@gmail.com; [FRAZE BETH](#)
Subject: Downtown Development Cap
Date: Monday, July 23, 2018 6:43:24 PM

Dear Planning Commission,

We are unable to attend the upcoming meeting, but wanted to express our strong support for retaining the Downtown Development Cap.

thank you,
Carl Van Wey
Elizabeth Frazee
[REDACTED] University Ave.
Palo Alto

From: [Jan Holliday](#)
To: [Planning Commission](#)
Subject: Wednesday Meeting Re: Retaining sensible growth for Palo Alto
Date: Monday, July 23, 2018 5:12:44 PM

Please stop adding to our stress and diminished quality of life by approving more and more buildings and expansion of existing buildings which bring more and more people, traffic, impact on schools, and other public services.

ENOUGH NOW..... Palo Alto has always led by example, i.e. Public utilities run by the City.

Now it feels like you are trying to keep up with the other greedy cities who, only see revenue, not quality of life choices. Do not let us add another four letters to our name: **Palo Alto**

More. Preserve our legacy of leading not following the \$\$\$\$\$

Less growth is preferable to diminished quality of life.

Jan Holliday, Resident since 1972

From: [Julianne Frizzell](#)
To: [Planning Commission](#)
Subject: downtown building cap
Date: Monday, July 23, 2018 4:50:47 PM

To the members of the Planning Commission,

I support the Downtown Development Cap, a 32-year old law limiting new hotels, offices, and other nonresidential growth downtown. I would like to see this cap document renewed NOT ended.

Thank you

Julianne Adams Frizzell

 *Channing Ave*

julianneasla@sonic.net



From: [Carol A. Munch](#)
To: [Planning Commission](#)
Subject: removal of cap on non-residential growth downtown
Date: Monday, July 23, 2018 4:27:01 PM

Dear Planning Commission members,

Please do not remove the Downtown Development Cap from the municipal code! Do not pass an ordinance removing it. We do not need more development of non residential buildings downtown, nor on California Avenue. In fact we do not need more commercial development within Palo Alto! We should be encouraging companies to develop where there is more land available; to the East and South in California, or in other less congested areas of the country. Just because a start-up begins in Palo Alto does NOT mean they have the right to change our community into a megapolis when their companies want to grow. They can grow elsewhere where costs will be lower for them and they can build a new city.

Palo Alto was a reasonable sized city when we moved here 40 years ago. Now we are expected to have our neighborhoods in-built with granny units, garage conversions with people parking their cars on the street day and night to accommodate more growth. This is not reasonable! The traffic problems that existed back in the 1970's have not been ameliorated, but have increased asymptotically over the years. The planning commission and the traffic commission should be working on making our city more residential friendly for the taxpayers who live here, not for commuters or developers who do not. If the City says that we need more revenue and that growth is the only way to get it then we who live here need to sit down and find items we can remove from the budget to bring the costs in line. Mandating growth will, in the long run, destroy the quality of life in Palo Alto. It will not lessen the quest for more building growth by each new company that chooses to begin life in our city. It is time for us to curtail growth, not appease it.

Sincerely,

Carol A. Munch
Hamilton Avenue

From: [jaclyn schrier](#)
To: [Planning Commission](#)
Subject: Downtown Development Cap
Date: Monday, July 23, 2018 4:09:06 PM

Planning & Transportation Commission Members:

The agenda for your July 25th meeting includes an item surrounding repeal of the downtown nonresidential development cap.

Please do **not** support repeal of this cap.

As you well know, a citizens initiative to limit commercial development citywide has been approved for the ballot. It would be counterproductive to take action to enable increased development before the voters have spoken on this issue.

Thank you.

jaclyn schrier
Alma Street
Palo Alto

From: egas1044@aol.com
To: [Planning Commission](#)
Subject: Please retain the Downtown Development Cap
Date: Monday, July 23, 2018 3:11:10 PM

Palo Alto needs less commercial office space, not more. Please retain the Downtown Development Cap

The last few years have seen much adverse impact on neighborhoods surrounding the downtown area in terms of traffic and parking problems. We need to provide housing to address the jobs/ housing imbalance rather than make it worse by encouraging commercial growth.

I lament the loss of a rich balance of retail options required to keep my sales tax dollars in the city I lived in for the last 25 years. I have to venture to Menlo Park, Mountain View or online to obtain everyday necessities. The traffic rage that occurs daily outside my home on Hamilton Avenue because commuters are fed up waiting to get to 101 is ridiculous. Every few hours, some impatient soul floors the accelerator and peels around a corner looking for a short-cut, or else blows the car horn so loud that it disturbs everyone with a mile radius of the offending vehicle. More disturbing is the very likely possibility that the driver will hit something or someone in his attempt to speed around traffic impediments.

Raising the cap will only make these problems worse. Since most of the tech companies that are likely to be tenants of such space contribute very little in terms of sales tax revenue to offset their adverse impact on traffic and housing, I hardly see any positive effects other than making the developers money at the expense of residents and property taxpayers.

The planning commission and city council talk a good story about sustainability, and housing, but always end up making decisions that go against these issues. It's time to walk the talk. Vote against raising the Downtown Development Cap.

Sincerely,

Eileen Skrabutenas
[REDACTED] **Hamilton Avenue**
Palo Alto, CA

From: [Neeraj Pendse](#)
To: [Council, City: Planning Commission](#)
Subject: Changes to the Downtown Office Cap
Date: Monday, July 23, 2018 3:05:09 PM

Dear City Council and Planning Commissioners

I am a resident of Downtown North, and have been involved in several local activities related to traffic, safety and neighborhood quality of life. I urge you to:

1. Take no action on downtown office cap until all residents in the Downtown RPP are fully notified and informed about parking impact including the unknown funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.
2. Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Thank you,

Neeraj Pendse
(Downtown North resident for 11 years)

From: [iris.korol](#)
To: [Planning Commission](#)
Subject: Downtown Development Cap
Date: Monday, July 23, 2018 2:42:34 PM

I am against eliminating the Downtown Development Cap.

Iris Korol

█ Dana, 94301

From: [Suzanne Keehn](#)
To: [Neilson Buchanan](#); [John Guislin](#); [Norman H. Beamer](#); [Michael Hodos](#); [Allen Akin](#); [Elaine Meyer](#); [Mary Gallagher](#); [Mary Dimit](#); [Furman, Sheri](#); [Becky Sanders](#); [Gabrielle Layton](#); [Christian Pease](#); [Carol Scott](#); [Paul Machado](#); [Wolfgang Dueregger](#); [David Schrom](#); [Marion Odell](#); [Kleinberg, Judy](#)
Cc: [Shikada, Ed](#); [De Geus, Robert](#); [Mello, Joshua](#); [Jocelyn Dong](#); [dprice@padailypost.com](#); [Planning Commission](#)
Subject: Re: request for public information submitted July 23
Date: Monday, July 23, 2018 1:23:18 PM

Thank you Nielson, You are much appreciated. Suzanne

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
To: John Guislin <jguislin@gmail.com>; Norman H. Beamer <nhbeamer@yahoo.com>; Michael Hodos <mehodos@mac.com>; Allen Akin <akin@arden.org>; Elaine Meyer <emeyer3@gmail.com>; Mary Gallagher <marygallagher88@gmail.com>; Mary Dimit <marydimit@sonic.net>; Sheri Furman <sheri11@earthlink.net>; Becky Sanders <rebsanders@gmail.com>; Gabrielle Layton <strop@redjuice.com>; Christian Pease <cgpease2016@gmail.com>; Carol Scott <cscott@crossfieldllc.com>; Paul Machado <plmachado@gmail.com>; Wolfgang Dueregger <wolfgangdueregger@gmail.com>; David Schrom <david@ecomagic.org>; Marion Odell <marionodell7@gmail.com>; Judy Kleinberg <judy@paloaltochamber.com>
Cc: Ed Shikada <ed.shikada@cityofpaloalto.org>; Robert De Geus <robert.degeus@cityofpaloalto.org>; Joshua Mello <joshuah.mello@cityofpaloalto.org>; Jocelyn Dong <jdong@paweekly.com>; dprice@padailypost.com; Planning Commission <planning.commission@cityofpaloalto.org>
Sent: Monday, July 23, 2018 11:15 AM
Subject: request for public information submitted July 23

Today I filed a request of public information to continue improvement of the Downtown RPP and to integrate the missing commercial core parking data to RRP analyses. A recent decision by the PTC clearly reflects lack of information to manage parking in the commercial core and neighborhoods.

In my opinion stakeholders among the residents and business community will be forever stressed and divided by the lack of data to manage Univ Ave commercial core parking/traffic and its negative impact upon the adjacent neighborhoods.

Resident leaders have in the past been unable to get this data into public debate but now I am resolved to bring these issues into light of day. Based on past experience I anticipate a difficult process to obtain this data and I have budgeted personal resources to pursue the attached request for public records. Two different requests for public information are being drafted by experts who can expedite the city process.

I appreciate all the support from residents across Palo Alto who are feeling these pressures. I am confident that focus on University Ave commercial core and its neighborhoods will benefit many other neighborhoods impacted by commercial parking spillover and traffic.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301
[REDACTED]



cnsbuchanan@yahoo.com

From: [Neilson Buchanan](#)
To: [John Guislin](#); [Norman H. Beamer](#); [Michael Hodos](#); [Allen Akin](#); [Elaine Meyer](#); [Mary Gallagher](#); [Mary Dimit](#); [Furman, Sheri](#); [Becky Sanders](#); [Gabrielle Layton](#); [Christian Pease](#); [Carol Scott](#); [Paul Machado](#); [Wolfgang Dueregger](#); [David Schrom](#); [Marion Odell](#); [Kleinberg, Judy](#)
Cc: [Shikada, Ed](#); [De Geus, Robert](#); [Mello, Joshua](#); [Jocelyn Dong](#); dprice@padailypost.com; [Planning Commission](#)
Subject: request for public information submitted July 23
Date: Monday, July 23, 2018 11:15:29 AM
Attachments: [July 18 2018 Request for public information Buchanan.pdf](#)

Today I filed a request of public information to continue improvement of the Downtown RPP and to integrate the missing commercial core parking data to RRP analyses. A recent decision by the PTC clearly reflects lack of information to manage parking in the commercial core and neighborhoods.

In my opinion stakeholders among the residents and business community will be forever stressed and divided by the lack of data to manage Univ Ave commercial core parking/traffic and its negative impact upon the adjacent neighborhoods.

Resident leaders have in the past been unable to get this data into public debate but now I am resolved to bring these issues into light of day. Based on past experience I anticipate a difficult process to obtain this data and I have budgeted personal resources to pursue the attached request for public records. Two different requests for public information are being drafted by experts who can expedite the city process.

I appreciate all the support from residents across Palo Alto who are feeling these pressures. I am confident that focus on University Ave commercial core and its neighborhoods will benefit many other neighborhoods impacted by commercial parking spillover and traffic.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

https://cityofpaloalto.org/gov/depts/clk/public_records_request.asp

I am following up on the June 25 Council meeting during which Josh Mello made a statement about garage wait lists. He referenced wait list information for garage(s) provided by Mr. Cintz. For reference please see the video of the Council meeting commencing around 2:02:37.

Please consider this email as three formal requests for public records.

A. All documents, correspondence and studies related to wait list information for city garages: Bryant Street, Cowper/Webster and High Street R & Q. Time period January 1, 2017 to July 18, 2018. Rationale: The status of wait lists by garage is essential data for all stakeholders, especially for Council, to evaluate utilization of non-resident neighborhood parking. The degree of misinformation has created unnecessary confusion between residents and key members of the business community.

B. Wait list information from other sources: If similar data has been compiled and submitted to city officials by other sources such as downtown property owners, stakeholders in the PAD and/or other business associations, please provide that data in whatever formats are available for period January 1, 2017 to July 18, 2018. Mr. Cintz apparently has access to wait list information. If he created his own report, please provide any such report submitted to city staff and/or Council.

C. Various city councilpersons and staff have alluded to data detailing the show rates in the Downtown RRP zones and the three garages noted above. Please provide 2017 and 2018 reports, correspondence and studies describing show rates. Include survey dates and methodology.

CONTEXT:

This is not a frivolous request upon staff. This issues covered by this request have been avoided for too many years.

The Downtown RPP cannot be analyzed and evaluated without garage wait list and show rate data. Management of downtown parking resources and neighborhood impact has consistently been faulty.

I want to make resident stakeholders' opinions clear - the Downtown RPP is not stable as it is currently administered and reported to the public. Later this summer neighborhood leaders will be submitting thorough resident-generated data about unused capacity in two garages. We will highlight what has been excellent management of the High Street garage with its valet service. We urge city staff to

initiate parallel surveys so that city staff data can be reconciled with data generated by residents.

NEW STAKEHOLDER PROCESS:

Residents appreciate the intent of senior city staff to convene a RPP stakeholder process soon. Please address concerns below as soon as possible.

1. The current permit issuance and management system is marginally functional and hopefully will be replaced soon at a date uncertain. Estimates for an operational new system range from permit years beginning April 1, 2019 to April 1, 2020. Valet services in three garages is an essential reform component. What are the latest timelines for implementation?
2. City staff has once again suffered major turnover and one person cannot deal with everyday problems and move forward with system design/bidding, implementation of new permits systems, garage guidance, staff replacement, valet expansion, etc. What positions are budgeted and funded for replacement? What is estimated timeline to increase staffing to work on backlogged projects.
3. Based on staff recommendations to Council on June 25, staffing shortages may marginalize decisions to adjust permit sales among the zones. Pressure from the business community for zone preferences can only increase. How will staff "adjustments" of zone limits be communicated publicly and to City Council?
4. The city budget is subject to \$4 million potential cuts and nobody knows how or when funding will be allocated for systematic parking management for RPPs and commercial cores. Residents look forward to a renewed stakeholder collaboration to match residents' expectations with city staff's ability to deliver results.
5. During the last five years resident leaders have respectfully asked for city ordinances, guidelines, policies or procedures regulating eligibility of downtown employees to apply for and receive downtown garage parking permits. This concern will be addressed by an upcoming request for public information.
6. Also residents have repeatedly asked city staff to explain the role of the Downtown Parking Assessment District as it relates to parking permit eligibility and allocations. Additionally residents will be seeking for city ordinances, guidelines, policies or procedures governing parking requirement for PAD properties (Parking Assessment Benefits). This concern will be addressed by an upcoming request for public information.

7. The stated goal of Palo Alto RPPs is to regulate non-resident parking loads. Managing non-residential parking loads without quality standards is counter-productive to the Comp Plan which states that City Council promotes commerce but not at the expense of residential neighborhoods.
8. Furthermore, best practices all over the world are available for adoption. There is no need to reinvent wheels. Please place Stanford's best practices on the upcoming agenda. <https://transportation.stanford.edu/news/stanford-parking-permits-go-virtual-new-resources-and-updates>

BOTTOM LINE

Downtown RPP must be managed in context of parking capacities and utilization within the University Avenue commercial core. Delay in providing and analyzing this data will result in misallocation of operating and capital budgets.

From: [abby.boyd](#)
To: [Planning Commission](#)
Subject: Retain the Downtown Development Cap
Date: Monday, July 23, 2018 11:09:47 AM

And make it permanent.

I don't want more office space opening in Palo Alto.

I want traffic improved.

The president Hotel should remain housing and not be converted to office space. Also the Laning Chateau.

Stop offering parking permits in front of residences.

Abby Boyd
[REDACTED] Bibbits Dr.

From: [Paul Karol](#)
To: citycouncil@cityofpaloalto.org; [Planning Commission](#)
Subject: RPP
Date: Monday, July 23, 2018 9:49:40 AM

Dear City Council and Planning Commissioners

Regarding changes to the Downtown Office Cap, please(!)

Take no action until all residents in the Downtown RPP are fully notified and informed about parking impact including the unknown funding of the programs to manage the RPP. Staffing and budgets to manage permit parking are on the shakiest grounds in the past two years.

Take no action until neighborhood traffic solutions are fully discussed with neighbors currently challenging safety and traffic issues on Middlefield, Hamilton, Lincoln and Addison.

Paul J. Karol
Bryant St

From: zbrcp1@comcast.net
To: [Council, City: Planning Commission](#)
Subject: Downtown Office Cap
Date: Monday, July 23, 2018 9:37:11 AM

Respectfully urge you to postpone action on staff recommendation to reduce or eliminate subject cap. Take no action without clear, quantified study of impact on neighborhoods of staff's questionable proposal.

Thank you.

Joseph Baldwin

██████████ Webster St ██████████

Palo Alto CA 94301

████████████████████

zbrcp1@comcaast.net

From: [Steven \[REDACTED\]](#)
To: [Planning Commission](#)
Subject: Remove the Cap, please
Date: Monday, July 23, 2018 8:51:27 AM

Hi,

I am not sure if I will be able to attend on Wednesday night, but I wanted to express my strong support for removing the cap on development. Frankly, I am appalled at how Palo Alto officials reneged on their agreement with AJ Capital Management in the context of the Hotel President. To me, it represents a direct taking of property rights and reeks of a corrupt city government. There will certainly be negative reputational damage to Palo Alto among other potential developers, which will only slow the fantastic progress and improvement the city has enjoyed over the last two decades.

Best,

Steven [REDACTED]

From: [Emily Renzel](#)
To: [Planning Commission](#)
Cc: [Council, City](#)
Subject: Retain the Downtown Development Cap
Date: Monday, July 23, 2018 6:44:35 AM

Dear Members of the Planning Commission: I was serving on the City Council that passed the Downtown Development Cap. There were studies and documentation supporting that Development Cap then and their conclusions were valid then and continue to be valid now. Palo Alto is like the frog in the pot of cold water. The temperature slowly rises and the frog never jumps out of the pot but eventually overheats and dies. Those of us who have lived in Palo Alto for a while, are well aware that past predictions of traffic congestion and parking shortages were on the mark. As has been pointed out by others, downtown development has been receiving a huge parking subsidy in the form of local residential neighborhood parking that gives downtown employees (and their employers/property owners) valuable city real estate. The fees paid for that parking simply pay the costs of enforcement - probably not even street maintenance.

With all the hullabaloo about housing shortages, abandoning the Downtown Development Cap is clearly impacting housing that exists in the downtown. The President Apartments is the current most visible victim, but many smaller apartments have already fallen victim as well.

The whole concept of Comprehensive Planning is to make sure that ALL of the Planning Elements are in balance with each other and that the City's Land Use and Transportation actually function efficiently. Palo Alto has been reaching toward a point of no return for some time, but you, the Planners, need to affirmatively take charge to make a difference.

Please retain and enforce the Downtown Development Cap.

Sincerely,

Emily M. Renzel
Councilmember 1979-91
[REDACTED] Forest Avenue (now providing parking for downtown)
Palo Alto, CA 94301

From: [Larry and April Alton](#)
To: [Planning Commission](#)
Subject: Downtown Cap: Do not Repeal PAMC Chapter 18.18.040
Date: Sunday, July 22, 2018 8:05:06 PM

Dear Planning Commission,

As a downtown Palo Alto resident I have witnessed the degradation of the environment in the downtown area. Too many buildings built with not enough parking. Traffic is horrendous. Please keep the cap on building in Palo Alto; we have enough work to do to restore a decent environment in our formerly high class city.

Thank You for your efforts to make Palo Alto a wonderful place to live,

Larry Alton

From: [Liz Kniss](#)
To: [Neilson Buchanan](#)
Cc: [Lait, Jonathan](#); [Shikada, Ed](#); [De Geus, Robert](#); [Mello, Joshua](#); [Planning Commission](#); [Council, City](#); [Michael Dorricott](#); [Dena Mossar](#); [Michael Hodos](#); [Dave Price](#); [Gennady Sheyner](#); [John Guislin](#); [KJ and Fred Kohler](#); [Sandy Peters](#)
Subject: Re: 999 Alma and neighborhood quality
Date: Saturday, July 21, 2018 12:59:27 PM

Thx for letting us know.
Liz

On Jul 21, 2018, at 2:30 PM, Neilson Buchanan <cnsbuchanan@yahoo.com> wrote:

On behalf the neighbors concerned about 999 Alma parking and traffic impact, I want to communicate their reluctant option to not pursue the appeal. Nevertheless, there is strong opinion that staff and PTC overlooked basic stewardship responsibilities to protect neighborhood quality and failed to analyze the cumulative impact on adjacent businesses who may be competing for very scarce parking.

In the allocation of upcoming budgets, we urge Council to assure Transportation Department receives full funding for staff and programs to manage parking and traffic proactively.

Unfortunately the staff and PTC decision to avoid a required parking study means that management of neighborhood parking continues in its remedial, retro mode*** contrary to the comp plan.

Since the Transportation staff is so over-committed, then the burden of neighborhood quality falls solely on nearby neighbors. I hope this situation will be addressed by the next City Council and City Manager,

***For example, we urge that staff communicate to resident leaders by early August about staff plans and timelines to correct the lack of signage impeding enforcement of non-resident vehicles within the 10 RRP zones.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

From: [Neilson Buchanan](#)
To: [Lait, Jonathan](#); [Shikada, Ed](#); [De Geus, Robert](#); [Mello, Joshua](#); [Planning Commission](#); [Council, City](#)
Cc: [Michael Dorricott](#); [Dena Mossar](#); [Michael Hodos](#); [Dave Price](#); [Gennady Sheyner](#); [John Guislin](#); [KJ and Fred Kohler](#); [Sandy Peters](#)
Subject: 999 Alma and neighborhood quality
Date: Saturday, July 21, 2018 11:30:48 AM

On behalf the neighbors concerned about 999 Alma parking and traffic impact, I want to communicate their reluctant option to not pursue the appeal. Nevertheless, there is strong opinion that staff and PTC overlooked basic stewardship responsibilities to protect neighborhood quality and failed to analyze the cumulative impact on adjacent businesses who may be competing for very scarce parking.

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***For example, we urge that staff communicate to resident leaders by early August about staff plans and timelines to correct the lack of signage impeding enforcement of non-resident vehicles within the 10 RRP zones.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

From: [Neilson Buchanan](#)
To: [Michael Dorricott](#); [Kleinberg, Judy](#)
Cc: [Michael Hodos](#); [John Guislin](#); [Norman H. Beamer](#); [Planning Commission](#); [Mello, Joshua](#); [De Geus, Robert](#); [Gennady Sheyner](#); [Dave Price](#)
Subject: Re: RE: follow upB
Date: Tuesday, July 10, 2018 9:40:21 PM

see my notes appended below.. Comments are in all caps so you can find them easily. I have made it very clear that I was not a formal spokesperson for Professorville residents closest to gym, med offices, new school and pipeline projects. It is important to hear back from them.

I often serve as a resource to neighborhoods in Palo Alto and have no powers delegated to me.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

On Tuesday, July 10, 2018, 7:18:42 PM PDT, Judy Kleinberg <Judy@paloaltochamber.com> wrote:

Thanks Neilson. You've done a lot of work to get these issues aired and to make a good faith effort to work with Michael about how his business approach can resolve your main concerns.

It would help if you would provide a little more clarity about the status of the challenge at this point.

Given your own review (including Josh's feedback) and especially the commitments that Michael has made to you and others about how he intends to conduct his business there, I take your statement "Your project in my opinion can move forward despite my reservations about neighborhood quality," to mean that as far as you're concerned, you no longer feel you need to challenge this new use, and are willing to withdraw it. Is that correct? I PERSONALLY THINK THAT THE APPEAL IS FUTILE BASED ON LACK OF SUPPORT FROM STAFF AND PTC. ISSUES OF QUALITY FOR NEIGHBORHOOD SIMPLY ARE NOT IN DEBATE OR CONSIDERATION. IN THIS CASE THE THREAT IS CLEAR: GREATER AND GREATER COMMERCIAL PARKING AND TRAFFIC UPON FRAGILE PROFESSORVILLE. PROACTIVE CITY MANAGEMENT OF NEIGHBORHOOD QUALITY IS NOT FORTHCOMING IN THE SHORT TERM.

THE THREAT IS NOT ONE BUSINESS PER SE. THREAT IS ACCUMULATED COMMERCIAL DEVELOPMENT, TRAFFIC AND PARKING UPON PALO ALTO' S NEIGHBORHOODS. IRONICALLY PROFESSORVILLE IS JUST THE CURRENT ISSUE. I CAN ACCEPT THAT YOU, AS LEADER OF CHAMBER OF COMMERCE, DONT ACCEPT MY PREMISE.

IT WAS SMALL MIRACLE THAT COMP PLAN WAS ADOPTED WITH A KEY PROVISION AT THE LAST MOMENT. THE KEY PHRASE: COMP PLAN STATES THAT COMMERCE IS PROMOTED BUT NOT A EXPENSE OF RESIDENTIAL NEIGHBORHOODS. THIS IS THE PERPETUAL SEASON OF DISCONTENT.

If so, will you be recommending that the others listed on your challenge agree to withdrawal? Is the "consensus report" you're waiting for, a response from the others listed on your challenge? When do you realistically expect to receive such a report? I AM MAKING NO RECOMMENDATION. I DONT HAVE A DEFINITE TIME LIMIT. I AM AND HAVE BEEN URGING A TIMELY RESPONSE. AS YOU KNOW, I AM OUT OF STATE; BUT, I WILL BE CHECKING EMAIL AND VOICE MAIL FREQUENTLY.

Thanks so much for clarifying. MIKE AND JUDY, IF THIS IS NOT CLARIFYING, EMAIL ME. I WOULD LIKE TO WRITE AN OPINION PIECE FOR ONE OF THE NEWSPAPER BECAUSE THIS CUTS TO THE SOUL OF PALO ALTO.

I appreciate it.

Judy

From: Neilson Buchanan [mailto:cnsbuchanan@yahoo.com]
Sent: Tuesday, July 10, 2018 6:49 PM
To: Michael Dorricott <michaeldorricott@gmail.com>; Judy Kleinberg <Judy@paloaltochamber.com>
Cc: Jonathan Lait <jonathan.lait@cityofpaloalto.org>; Joshua Mello <joshuah.mello@cityofpaloalto.org>; Robert De Geus <robert.degeus@cityofpaloalto.org>; Dena Mossar <dmossar@gmail.com>
Subject: follow up

I had intended to give you information today about other residents' response to the appeal of 999 Alma CUP.

I dont have control of a private neighborhood email/contact list of those neighbors.

As a result, I have not heard back from them.

I personally am satisfied with one response I received from Transportation(Parking) leader Josh Mello. He answered my remaining question but, of course, Josh and city process do not address the primary issue.

My primary issue is that a parking study was not part of the the city's process to protect neighborhoods and the Downtown RPP designed to reduce volume and distribution of non-resident vehicles. Reluctantly I realize that city staff and Planning Commission have concluded retrospective parking studies may be necessary as quality assurance for this residential neighborhood. Your project in my opinion can move forward despite my reservations about neighborhood quality.

During coming months residents will initiate their studies and will be urging city staff to conduct independent studies.

As soon as I get a consensus report from those neighbors, I will pass those comments to you and city staff.

Neilson Buchanan

■ Bryant Street

Palo Alto, CA 94301

■

■

cnsbuchanan@yahoo.com

From: [Neilson Buchanan](#)
To: [Planning Commission](#)
Cc: [Lait, Jonathan](#); [Michael Dorricott](#); [Norman H. Beamer](#); [John Guislin](#); [De Geus, Robert](#)
Subject: 2012 and 2014 RPP Editorials
Date: Thursday, June 28, 2018 9:42:33 AM
Attachments: [140815 Overdue Parking Initiative Editorial PA Weekly Aug 15 20.pdf](#)
[121116 Kicking The Can Editorial PA Weekly 001.pdf](#)

I have been hesitating to bring these editorials forward, but now the time is right. Please re-enter them into the PTC archives. Last night they would have been instructive for the 999 Alma discussion.

I want to put these issues and others into stronger context at your next meeting.

Useful history is being overlooked. Facts are not fully on the table. We all are repeating mistakes.

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301

[REDACTED]
cnsbuchanan@yahoo.com

Weekly

Editorial

A long overdue downtown parking initiative

Technology will play key role in easing downtown parking mess

What a difference a week can make. After Monday's ill-advised 5-4 decision to spend \$180,000 to conduct studies of a poorly conceived plan to shuttle workers from parking places east of Bayshore Freeway to downtown Palo Alto, the city council will have a chance for redemption.

At next Monday's meeting, the council will consider a proposal for implementing state-of-the-art technology tools that have the potential of revolutionizing the way parking is managed and paid for downtown.

The recommendations, based on a study recently completed for the city by a national parking and transportation consulting firm called SP+, include the use of electronic parking sensors that monitor how many spaces are available and where, dynamic signage and smartphone apps that convey that information to drivers, online permit processing, the ability to quickly pay for parking via smartphones, and several innovative and technology-based options for enforcement.

After years of tired and repetitive debate over the inefficiency and underutilization of downtown garages and staff resistance to change and innovation, these proposals catapult the discussion to a level worthy of a city whose residents are such intense consumers (and developers) of technology.

We hope the City Council endorses this direction with all the enthusiasm they withheld last week when Mayor Nancy Shepherd and council members Greg Scharff, Gail Price, Marc Berman and Liz Kniss voted to move the "satellite" parking concept forward.

With the parking technology recommendations being released just two days after that vote, one has to question why the mayor and city manager didn't make sure the council either dealt with both proposals together or at least knew of the latest proposal while debating the first.

Had that happened, we believe at least one of the five supporting the satellite parking concept would have felt safe joining council members Pat Burt, Larry Klein, Greg Schmid and Karen Holman in rejecting it. Councilman Klein raised that exact point, and we hope he makes a motion Monday for the council to reconsider its earlier action.

Part of the unspoken problem is that the council and staff are feeling immense pressure to respond to public frustration over the parking problems after years of inaction. The staff is responding to this pressure by serving up multiple strategies and options, which adds more pressure on the council to act merely for the sake of appearances rather than in response to sound ideas.

The frustration of both staff and council members was obvious Monday night. Staff was bringing back a plan that the council had earlier asked them to pursue, yet only one council member, Price, expressed any real enthusiasm for it. The four others who supported moving forward with the satellite parking concept were quick to point out their support was only for learning more information, not for the plan itself.

Good decisions aren't made under pressure, and ideally not piecemeal. In the long run, the community is better off taking a bit more time to tackle this problem in a well-thought-out, integrated way. It is great that the council and staff are responding to public demands for action on parking, but it is essential that our goal not be to simply create a list of disconnected "accomplishments" of dubious value.

Next Monday night's discussion on technology's role in helping to fix our parking problems is another opportunity for the council to weigh the trade-offs of quick action versus a more integrated solution.

The consultant recommends moving forward with both a parking guidance system (keeping track of and helping people find available parking spots) and a "revenue and access control" system (the process of controlling access to parking spots based on whether a driver or car has been issued a permit or paid a fee, and tied to how long the car is parked.)

By having a single vendor undertake the implementation of these two systems at one time, there is full integration and accountability, compared to phasing the project and potentially using two different vendors.

The consultant recommends a complete overhaul of the current system. It urges abandonment of the color zones, which do little more than legitimize employees moving their cars from one zone to another during the day, incentive and variable pricing to obtain full utilization of parking spots, the elimination of burdensome permitting rules and extensive use of online tools.

It's a good and overdue plan, and we hope the council repeals last week's action and supports the full scope of the consultant and staff's innovative recommendations.



Nov 16
2012

Editorial

Kicking the can down the road

Council approves more studies on downtown parking problems, leaving residents waiting for relief, again

Once again, residents of downtown neighborhoods have been told to be patient about the impacts of employee parking spilling onto their streets. That's been the city's consistent refrain for years as neighborhoods have been increasingly inundated with employees working in bustling downtown offices who opt against purchasing parking permits for city lots and garages.

On Tuesday, the City Council complicated and delayed the day of reckoning by combining efforts to address the current parking problems with an evaluation of overall future development downtown and an assessment of future parking needs as more development occurs.

To city residents, it's just more of the same. The study plans adopted by the Council will likely delay any further action on residential parking issues for at least a year, probably longer.

To be sure, the dynamics of downtown parking are complicated and affected by many different variables. And some good work is being done to improve the utilization of existing city garages.

But relief for downtown residents can't wait for the financing and construction of hypothetical future parking garages years from now.

After a long discussion Tuesday, the council voted 8-1 to assess the potential parking needs for new downtown development and to look again at utilization of parking-garage space and whether construction of another garage is warranted.

While these studies will shed some light on what the city can do to provide adequate parking downtown in anticipation of more development, there is nothing in either one to provide direct relief for the neighborhoods. The only minor help came when the council narrowly approved short-term measures creating some loading zones and issuing permits for the few Professorville residents whose homes do not have any off-street parking.

As they have before, council members acknowledged that solving the long-standing parking shortage will be a challenge. Mayor Yiaway Yeh said the action is "the start of what I know is a significant undertaking."

But perhaps a more telling assessment is the varying points of view offered by business and neighborhood representatives, who have been working over the last two years with city planners to find a solution. Russ Cohen, executive director of the Downtown Business and Professional Association, expressed support for the parking study and the city's effort to solve the parking problem.

Richard Brand, who lives on Addison Avenue in Professorville, was decidedly less enthusiastic. The council should focus on parking shortages in the neighborhood, he said, rather than relating the problems in Professorville with the downtown as a whole.

Member Karen Holman picked up the neighborhood torch, calling downtown parking a "systemic problem" that needs a solution soon, adding that the city should act soon to create a residential permit-parking program in the downtown neighborhoods. She cast the lone no-vote on the plan, which she said was due to her dissatisfaction that the plans did not have a specific timeline.

Council member Greg Schmid said the staff should do more work to accurately assess the scope of the downtown parking problem. Schmid called parking a "critical" issue that will require staff resources be spent on finding out whether the city has a "systemic deficit" in parking.

The council and staff's reluctance to implement a residential parking-permit system is in part based on the fear that it will leave employees with insufficient places to park, and then deprive shoppers of easily accessible short-term parking in city lots as employees move around their cars.

Those are important concerns, but until there is 100 percent utilization of all permit-only parking spaces in city lots and garages, the city is not managing its parking program to maximum efficiency.

That's why the highest priority, as Schmid suggested, should be to focus on defining just how big a parking shortage we have. Without that knowledge, the city has no idea how many spaces it will take to meet downtown demand, present or future, and also entice downtown workers away from parking in neighborhoods.

Some overdue improvements in the permit system are coming soon in response to direction given by council in July. Just a year ago studies showed that 1,200 of the city's 3,000-plus downtown parking spaces were vacant much of the time due to an unwieldy and poorly managed permit system and to an unwillingness of employees to buy permits when they can park free in the neighborhoods. An online management system is about to be implemented that will enable the city to release permits weekly, rather than on the old quarterly schedule that increased wait times. It should improve utilization of available parking space and make it easier for employees to acquire permits.

But the patience of downtown residents is understandably running out, and the council should be including the development of a residential permit-parking system in the staff's work plan. Otherwise, a year from now we could be no closer to actually solving this problem, in spite of a large pile of consultants' reports.

999 Alma

PTC Hearing
June 27, 2018

Nearby Parking is a Major Problem



Monday, June 25, 2018 11:08 am
High Street between Addison and Lincoln
3 vacant spaces / block is 85% saturated



From the Gym's Own Numbers

Monday ~ 200 members	
6-8a	40
8-10a	10
10a-12p	20
12-2p	40
2-4p	10
4-6p	50
6-8p	30

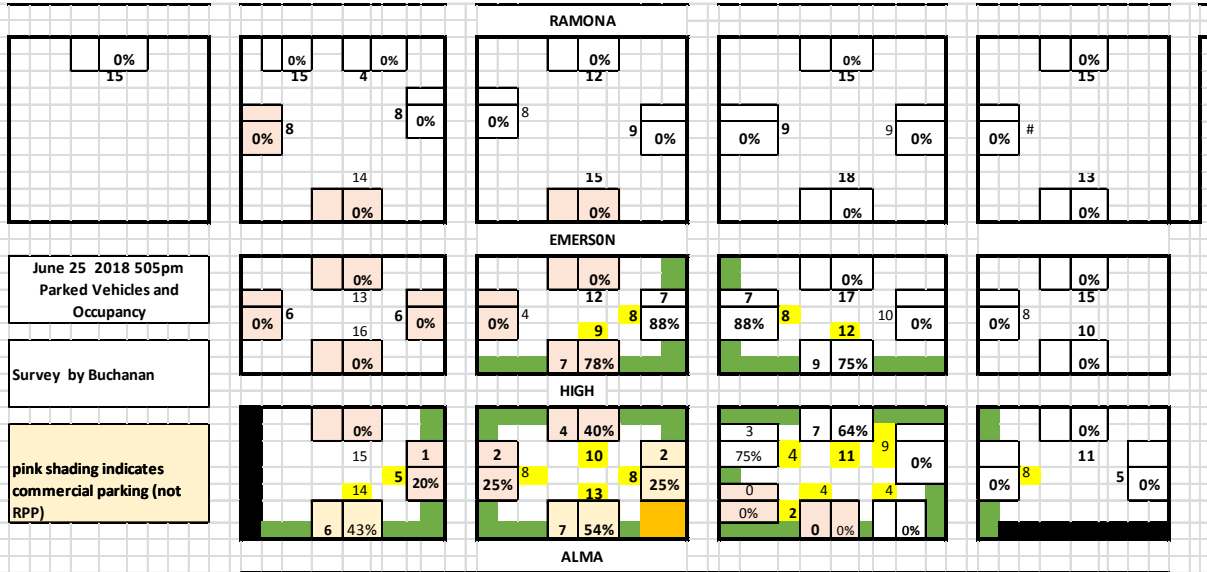
The peak time will be during the 4-6pm period when, at maximum, we project 50 members plus 20 trainers or 70 people in total. Most likely this attendance will be staggered over the course of the two-hour period so a more likely total will be approximately 60 people. The overall maximum

We anticipate alternate transportation for 30% of those coming to the site.

60 people
less 30% with alternate transportation
= 42 cars

Parking Survey

Monday 5 pm, June 25, 2018



June 25 2018 505pm
Parked Vehicles and
Occupancy

Survey by Buchanan

pink shading indicates
commercial parking (not
RPP)

Yellow indicates "nearby" parking

	Capacity	In Use	Available
Nearby Commercial	73	29	44
Nearby Residential	64	33	31

At 5 pm, assume Office is closed

Assume gym is fully in use, needing 28 spaces

That's less than the 43 available commercial spaces, so in theory it's OK?

If one tightens the parking area, maybe it will impact residential

- Legend:
- Gym location
 - Block faces where people will park
 - Block face counts used in calculations above

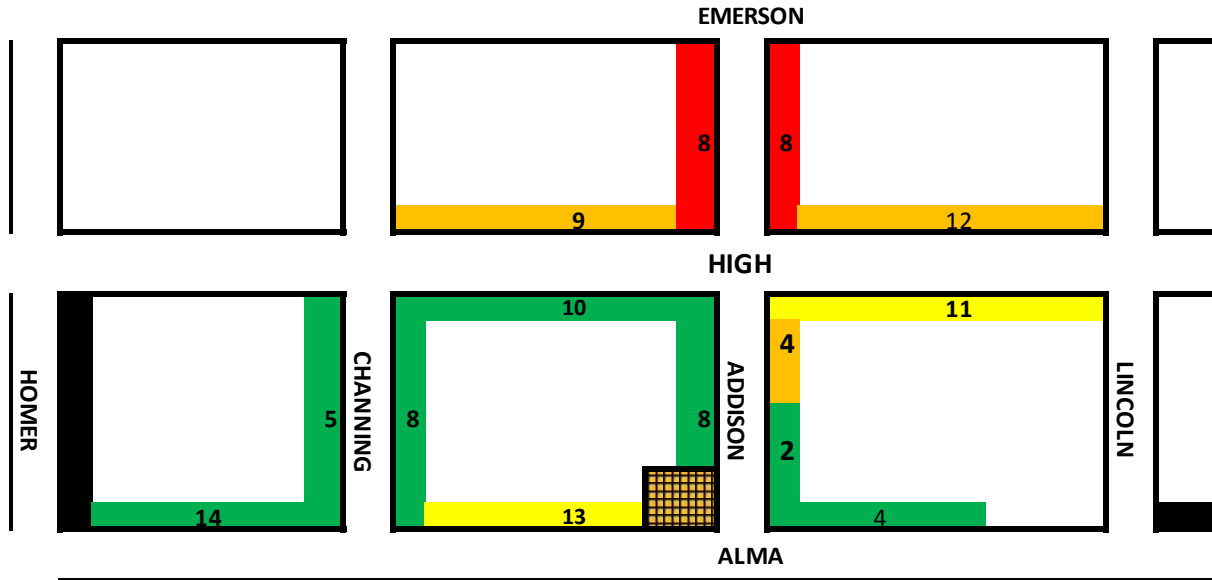
Found 62 available parking spaces near the gym

Monday 5 pm Scenarios

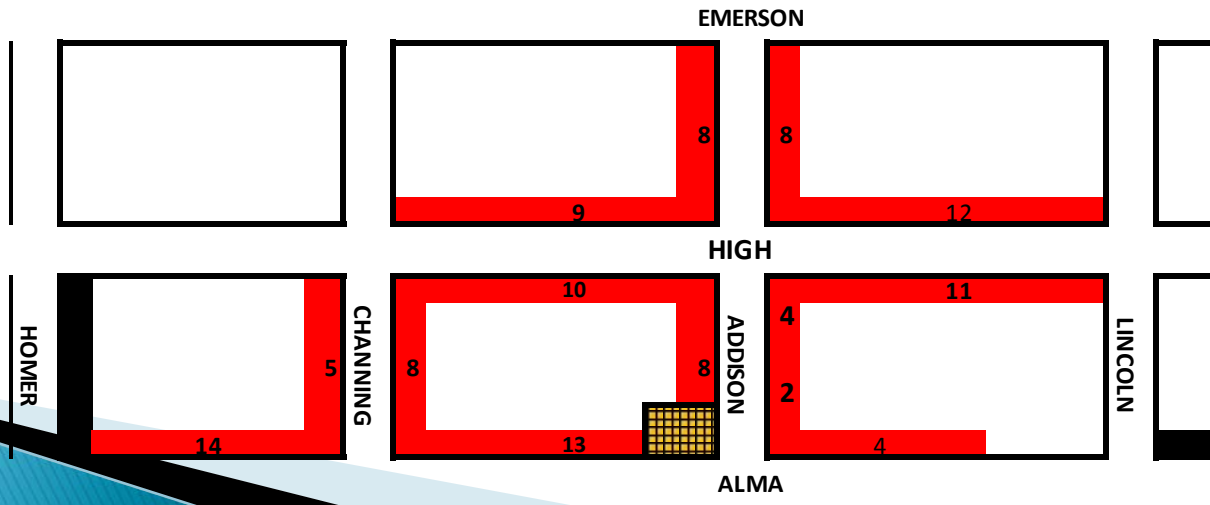
	Scenario in Staff Report	Full Gym, Fewer Patients
Gym	42 cars	57 cars
Medical Office (1 per 250 sq. ft.)	20 cars	10 cars
Total Cars Added by 999 Alma	62 cars	67 cars
Off-Street Parking at 100 Addison	7 spaces	7 spaces
Available Street Parking, Monday 5pm	62 spaces	62 spaces
Total Available Spaces	69 spaces	69 spaces
Remaining Spaces	7	2

Result is Carmageddon

Before:



After:



CUP Issued Without Any Parking Study

- ▶ Maps in packet are from October 2017, before RPP Zone 8 changed
- ▶ Maps don't show actual available spaces

Negative Parking Impacts? CUP Cannot Be Issued!

Neither the director, nor the city council on appeal, shall grant a conditional use permit, unless it is found that the granting of the application will:

(1) Not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience;

(2) Be located and conducted in a manner in accord with the Palo Alto Comprehensive Plan and the purposes of this title (Zoning).

from 18.76.010 (c) of the Palo Alto Municipal Code

Staff Report Echoes That

... the Commission has the authority to consider potential impacts to the general welfare, **including parking related impacts**, and may impose reasonable conditions and make a recommendation on the application to address any concerns.

Other Deficiencies in the CUP

- ▶ No reporting on gym parking
- ▶ No enforcement on gym parking
Gym will be unstaffed at off-hours
- ▶ No requirement gym participate in the TMA
- ▶ No requirement gym have a TDM
- ▶ No reevaluation if parking situation worsens
- ▶ No enforcement on gym hours

Other CUPs have such conditions ... why not this?

Gym Still Advertising as 24/7

From Facebook – at June 27, 2018 noon

Training Space Palo Alto
@trainingspacepa

Home
Posts
Reviews
Photos
Community

Like Follow Share ... Sign Up

HOURS
Always Open

BUSINESS INFO
Founded on January 1, 2017

ADDITIONAL CONTACT INFO
info@trainingspacepa.com
http://www.trainingspacepa.com

MORE INFO
About
Training space is the only 24/7 gym in Palo Alto. We are conveniently located right outside of downtown Palo Alto. Independent Personal Trainers.
Health/Beauty

TEAM MEMBERS
Michael Dorricott

Alma/Addison Intersection Safety is Still a Concern

- ▶ Hasn't been studied with all three businesses operating

Summary

- ▶ CUP cannot be issued
The city has not determined that there will be no negative parking impacts on businesses and residents
- ▶ We need an independent, thorough parking study
- ▶ CUP needs conditions that prevent negative parking impacts
- ▶ Hours and traffic safety must be addressed

From: [Neilson Buchanan](#)
To: [Clerk, City; Planning Commission](#)
Cc: [Popp, Randy](#)
Subject: PTC Presentation June 27 2018 Buchanan with Professorville residents
Date: Wednesday, June 27, 2018 6:42:43 PM
Attachments: [999 Alma PTC \(5\).pptx](#)

Neilson Buchanan
[REDACTED] Bryant Street
Palo Alto, CA 94301



cnsbuchanan@yahoo.com

From: [Willi Paul](#)
Subject: Where the Landlord is King - Interview with Emily Beach, Burlingame City Councilmember
Date: Wednesday, June 27, 2018 6:03:09 PM
Attachments: [centerspace.png](#)

“Where the Landlord is King”

Interview with Emily Beach, Burlingame City Councilmember
by Willi Paul & Planetshifter.com



- *excerpt* -

Willi: What is your vision for Burlingame Avenue in 5 years?

Emily: A thriving, walkable, sustainable, pedestrian-friendly district with a local feel and regional draw. A place where people can walk from where they live to all the goods and services they need on Burlingame Avenue or its adjacent neighboring streets. A place where it is safer, easier, and more convenient to choose transit, walking, or biking over driving single-occupancy cars. I envision a beautiful town square adjacent to the former post office site that serves as a community gathering space. I am hopeful as transportation modes shift away from single-occupancy car trips downtown and parking needs change with technology, perhaps some of our surface parking lots could be converted to higher uses -- including green space.

<http://www.planetshifter.com/myth/2558>

--

[Willi Paul](#), Principal
415-407-4688

