

**From:** [Bruce Hodge](#)  
**To:** [Planning Commission](#)  
**Subject:** Fwd: Comments on PTC staff report: Limited Parking Reduction for EV Chargers, ADA, and Bicycle Lockers  
**Date:** Wednesday, March 13, 2019 2:14:13 PM

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Begin forwarded message:

**From:** Bruce Hodge <[hodge@tenaya.com](mailto:hodge@tenaya.com)>  
**Subject:** **Comments on PTC staff report: Limited Parking Reduction for EV Chargers, ADA, and Bicycle Lockers**  
**Date:** March 13, 2019 at 2:13:06 PM PDT  
**To:** [jonathan.lait@cityofpaloalto.org](mailto:jonathan.lait@cityofpaloalto.org), "Flaherty, Michelle" <[Michelle.Flaherty@cityofpaloalto.org](mailto:Michelle.Flaherty@cityofpaloalto.org)>  
**Cc:** "Shikada, Ed" <[Ed.Shikada@CityofPaloAlto.org](mailto:Ed.Shikada@CityofPaloAlto.org)>

Dear Jonathan,

The Carbon Free Palo Alto board would like to take this opportunity to remind City Staff of the following:

- The City has an existing plan (the SIP), which should be guiding Staff with respect to sorting out implementation goals and priorities
- The SIP is in response to the City's stated goal of an 80% reduction of GHGs from 1990 levels by 2030 (only a decade away!) as detailed by the S/CAP
- The City Council recently picked "Climate Action" as one of the key Council priorities for 2019
- The Comp plan also highlights the need to pursue aggressive sustainability goals
- Staff decisions that conflict with the SIP should be avoided, since this goes against City policy

The needed actions include:

- A concerted effort to enable replacing our existing fossil fuel-based infrastructure with one based on the use of low carbon electricity
- A recognition that our transportation system needs to move rapidly to an electric-based system (and indeed Palo Alto residents are leading the way)
- A recognition that robust charging infrastructure (EVSE) needs to be present where people live and work, as well as as popular destinations
- A recognition that EVSE in multi-unit dwellings (MUDs) is under-deployed and needs special attention to address the challenges of meeting the growing needs of MUD residents

Historically, in our view, the planning department has not been helpful when it comes to implementing these infrastructure changes. The planning department needs to adopt an approach that is less negative and confrontational and to accept the challenge of transitioning to a new energy infrastructure. Obviously this will require sorting out conflicting rules and policies, but what we need now is a positive and innovative approach that reduces barriers.

We're hopeful that the Planning department can rise to this challenge and prove itself as a willing and able partner in addressing what is increasingly becoming a climate crisis.

Sincerely,

Carbon Free Palo Alto

## Planning and Transportation Commission Public Comment 3-13-19

**From:** [Bret Andersen](#)  
**To:** [Planning Commission](#); [Lait, Jonathan](#)  
**Cc:** [Flaherty, Michelle](#)  
**Subject:** PTC Study Session regarding Parking Reduction for EV Chargers  
**Date:** Wednesday, March 13, 2019 12:06:38 PM

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Jonathan and PTC Commissioners,

I am happy to see the Planning Department and PTC explicitly addressing this issue. Reducing the parking requirements for private property owners or space in public facilities in order to encourage EVs/EVSE adoption is a tradeoff that is entirely consistent with our mobility and climate goals and strategies as defined in our SIP and Comp plans. City Staff and many across our community have worked long and hard over the past several years to develop and establish these plans and align them with the imperative embodied in our 80/30 climate protection goal. I urge you to develop ambitious and pro-active planning solutions that streamline, simplify and otherwise facilitate the permitting of voluntary EVSE installations especially at multifamily properties while relaxing private parking space requirements as necessary to support such efforts.

The SIP specifies supporting EVSE adoption as a key action the City should take to make it easier for residents and visitors to switching to EV's. The SIP and Comp plan also specify the reduction of single occupancy vehicle trips as a primary transportation goals to reduce congestion and parking demand, increase the convenience of traveling in Palo Alto (for all residents, especially those people who cannot afford to own a car or home) and to lower carbon emissions. We also have parking permitting and pricing programs that are duly aimed at reducing the amount of heavily subsidized and free parking that only serve to induce people and businesses to choose use SOV's to get around Palo Alto.

The City's SOV reduction program is successful and evolving rapidly. Combined with public parking pricing/permitting programs they would seem to be fully capable of addressing the incremental excess demand for parking space that is created by the adoption of EVSE that will take would-be parking space incrementally over the next several years. Over this term, increasing the pricing/permitting for public parking use (and possibly congestion pricing for road use) will reduce demand for parking while also helping to create needed market incentives for private property owners to address their own on-site parking/mobility access needs without having to rely on inefficient City parking space mandates.

Thank you for your attention to the above comments.

Bret Andersen, Palo Verde Resident

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**From:** Bruce Hodge <[hodge@tenaya.com](mailto:hodge@tenaya.com)>  
**Sent:** Tuesday, March 12, 2019 11:07 PM  
**To:** Bret Andersen <[bretande@pacbell.net](mailto:bretande@pacbell.net)>; David Coale <[David@evcl.com](mailto:David@evcl.com)>; Sandra Slater <[sandra@sandraslater.com](mailto:sandra@sandraslater.com)>  
**Subject:** Fwd: PTC meeting this Wednesday - EV topic

Begin forwarded message:

**From:** "Rupert, Hillary" <[Hillary.Rupert@CityofPaloAlto.org](mailto:Hillary.Rupert@CityofPaloAlto.org)>  
**Date:** March 12, 2019 at 10:40:10 PM PDT  
**To:** "Hodge, Bruce" <[hodge@tenaya.com](mailto:hodge@tenaya.com)>  
**Subject: Re: PTC meeting this Wednesday - EV topic**

Hi Bruce,

The biggest challenge is getting chargers installed in MUDs bc of ADA and City policies. The biggest challenge in getting more chargers installed on public property is bc planning doesn't want to "lose" parking spaces. Planning also doesn't fully understand how EV initiatives support the S/CAP and comp plan. That said, a few bullet points could be:

## Planning and Transportation Commission Public Comment 3-13-19

- city's sustainability goals
- Council priorities on EVs
- 80x30
- comp plan
- need for destination charging
- need for "home" charging for MUD

Send the letter to Jonathan Lait, Planning Director and Michelle Flaherty. Maybe bcc me and Hiromi.

What do you think?

Best,

Hillary

Hillary M. Rupert, MBA  
Sustainability & Management Consultant  
+1 650-776-9208 | [hillarymrupert@gmail.com](mailto:hillarymrupert@gmail.com)

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**From:** Bruce Hodge <[hodge@tenaya.com](mailto:hodge@tenaya.com)>  
**Sent:** Tuesday, March 12, 2019 8:13:19 PM  
**To:** Rupert, Hillary  
**Subject:** Re: PTC meeting this Wednesday - EV topic

Hi Hillary,

Can you provide a short list of talking points that we can put into our CFPA letter? And who do you recommend we send the email to?

Thanks,  
Bruce

On Mar 12, 2019, at 2:11 PM, Rupert, Hillary <[Hillary.Rupert@CityofPaloAlto.org](mailto:Hillary.Rupert@CityofPaloAlto.org)> wrote:

Hi Bruce,

I echo Hiromi, any community voices live or otherwise would be helpful. It would be great to get a letter from CFPA if you have time. I'm hopeful that planning is coming around. They reached out to me last week and asked me to supplement the report and I was happy to see they accepted all of my suggestions.

Best,

Hillary

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**From:** Kelty, Hiromi  
**Sent:** Tuesday, March 12, 2019 9:49:17 AM  
**To:** Hodge, Bruce  
**Cc:** Sandra Slater; David Coale; Rupert, Hillary  
**Subject:** RE: PTC meeting this Wednesday - EV topic

Bruce,  
Any community voices live or otherwise would be helpful!  
Thanks,  
-Hiromi

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## Planning and Transportation Commission Public Comment 3-13-19

**From:** Bruce Hodge [<mailto:hodge@tenaya.com>]

**Sent:** Monday, March 11, 2019 5:32 PM

**To:** Kelty, Hiromi <[Hiromi.Kelty@CityofPaloAlto.org](mailto:Hiromi.Kelty@CityofPaloAlto.org)>

**Cc:** Sandra Slater <[sandra@sandra Slater.com](mailto:sandra@sandra Slater.com)>; David Coale <[david@evcl.com](mailto:david@evcl.com)>; Rupert, Hillary <[Hillary.Rupert@CityofPaloAlto.org](mailto:Hillary.Rupert@CityofPaloAlto.org)>

**Subject:** Re: PTC meeting this Wednesday - EV topic

Hiromi,

Thanks for the heads up and context! Planning has consistently been a barrier from our point of view and it should be the CM's role to make sure they're aware of the SIP.

I won't be able to make the Wednesday meeting, but we can probably muster a letter from CFPA to the PA.

Bruce

On Mar 11, 2019, at 3:40 PM, Kelty, Hiromi <[Hiromi.Kelty@CityofPaloAlto.org](mailto:Hiromi.Kelty@CityofPaloAlto.org)> wrote:

Dear climate change fighters,  
I am writing this to enlist your help.

Over the last 2 years, Utilities has worked extensively with the Development Center to streamline EVSE permitting processes as much as possible. However, one of the big barriers to EVSE installations at commercial properties (especially the less savvy MF properties and non-profits) has been our Planning department. Our consultant Hillary has worked tirelessly to get Planning to the table to discuss policy related to EV chargers but up until this point, they have dug their heels, adamantly sticking to existing(outdated?) rules and regs.

I have heard that the new CMO's office has been getting pressure from groups like Carbon Free Palo Alto to help streamline processes for a smoother path to electrification (transportation and building). Some of our commercial customers have complained as well. Hillary also put together and submitted a memo regarding some challenges Palo Alto Housing has faced with trying to install EVSEs.

The result has been a sudden urgency by Planning to figure out what they need to do. This is an excerpt from an email I received a number of weeks ago:

I have been tasked with preparing a staff report to the Planning Commission to begin a discussion about a specific code conflict that is preventing planning from being able to approve many of the EV proposals for existing parking facilities. I was given the assignment yesterday and I only have a couple days to complete the report for the February 27<sup>th</sup> PTC hearing. You may know that when you put in EV chargers, building code requires you have to also have a percentage of those new EV spaces that must meet ADA regulations. The creation of each ADA / EV space, results in the elimination of a parking space. There are very few existing parking facilities that have extra spaces such that they can afford to lose spaces to the ADA requirement. Since they cannot lose spaces we cannot approve the EV installation. We are looking to have a policy discussion so the City Council can ultimately provide direction to staff to potentially amend the code allowing the loss of parking to accommodate the installation of EV. I would like to put some information in the staff report about the current programs the City has to incentivize the installation of EV chargers.

I am hoping that community members will speak to this item at said, PTC meeting, which is scheduled for this Wednesday evening.

I shared content to help Planning write the staff report. Hillary and I have made suggestions regarding what they could change. I also shared study results from the County which did a full analysis on what each City can improve to make themselves more EV friendly. It was surprising that Planning was unaware of S/CAP or the Sustainability Implementation Plans. I

## Planning and Transportation Commission Public Comment 3-13-19

have no doubt that Planning has a set of rules, supposedly for the benefit of the community, yet they operate in their own bubble. It didn't help that they were operating without a clear Captain of the ship for an extended period of time, either.

Please let Hillary or me know if you have any questions.

Best Regards,

Hiromi

**From:** [Amie Ashton](#)  
**To:** [Planning Commission](#)  
**Subject:** Go Big on Housing - 190 Channing  
**Date:** Wednesday, March 13, 2019 9:48:21 AM

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Dear Planning Commission Members,

As a downtown resident, supporter of diverse retail, and dedicated car-free cyclist and pedestrian, I wanted to express my disappointment that the project at 190 Channing has **ONLY FOUR** housing units.

This is the perfect spot for more housing. With the rise of internet shopping, we need **RESIDENTS** that will walk, shop, and live downtown. Imagine the positive impact for downtown retail and restaurants from 10 to 20 units at the site (which is the equivalent to what would be allowed on El Camino Real in adjacent Mountain View) - who would all likely also work nearby given our serious jobs/housing imbalance.

I fully support decreasing the parking required to build housing. Don't let anyone tell you that people **NEED** cars downtown - they don't. My husband I have been car-free for the last three years. We bike, walk, or take Caltrain everywhere - and are happier and healthier for it!

Cities like Palo Alto need to build more housing near transit (i.e. more density at projects like this), or else the State of California will do it for us.....

Thank you,

Amie Ashton

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Gina Dalma](#)  
**To:** [Planning Commission](#)  
**Subject:** Now is the time!  
**Date:** Tuesday, March 12, 2019 10:59:00 PM

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Please consider optimizing 190 Channing for more dense housing. Our community is suffering and losing its vitality and diversity - because there are no housing opportunities, much less affordable housing.

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Gina D. Dalma

e: [gina@dalma.org](mailto:gina@dalma.org)

p: 

t: @ginadalma

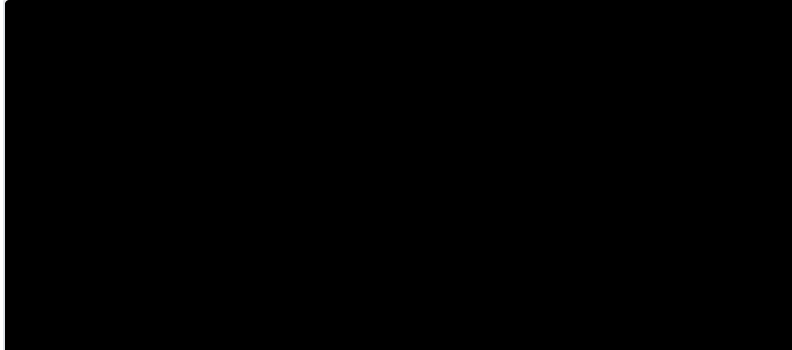
l: [www.linkedin.com/pub/gina-dalma/0/53/b47/en](http://www.linkedin.com/pub/gina-dalma/0/53/b47/en)



**From:** [Neilson Buchanan](#)  
**To:** [Council, City: Planning Commission](#)  
**Subject:** SB50 Update  
**Date:** Tuesday, March 12, 2019 6:17:54 PM

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[Sen. Scott Wiener makes sweeping revisions to transit-housing bill](#)

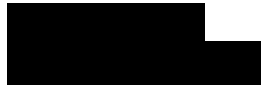


**Sen. Scott Wiener makes sweeping revisions to transit-housing bill**

Adam Brinklow

California lawmaker packs "More Homes Act" with affordable-housing language, adds ferry lines to the menu.

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



[cnsbuchanan@yahoo.com](mailto:cnsbuchanan@yahoo.com)

Planning and Transportation Commission Public Comment 3-13-19

**From:** [slevy@ccsce.com](mailto:slevy@ccsce.com)  
**To:** [Steve Levy](#)  
**Subject:** Bay Area Economic Update  
**Date:** Tuesday, March 12, 2019 2:31:31 PM

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<http://www.bayareaeconomy.org/bay-area-job-watch-34/>

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Gregory Brail](#)  
**To:** [Planning Commission](#); [Council, City](#); [City Mgr](#); [Eileen Goodwin](#)  
**Subject:** Charleston Rd is the fourth most dangerous grade crossing in California  
**Date:** Wednesday, February 27, 2019 8:47:38 PM  
**Attachments:** [WBAPS\\_2019227232751.pdf](#)

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Council and others:

I've been emailing about grade-crossing safety with other members of the CAP, and I've recently come across some alarming federal statistics.

According to data models produced by the Federal Railway Administration, Charleston Road is the fourth most dangerous grade crossing in California, and is more dangerous than every grade crossing in New York, New Jersey, and Connecticut.

The attached report shows the top 30 grade crossings in California, ordered by "predicted collisions." Charleston Road is the fourth most dangerous in the state by this measure, with E. Meadow at #5 and Churchill at #15.

Since 2011, six people have been killed at Charleston Rd -- four pedestrians and two drivers.

The #1 crossing in California by this measure is in Los Angeles county. The state government is funding a project to replace it:

<https://www.whittierdailynews.com/2019/02/19/even-without-the-high-speed-train-states-most-dangerous-grade-crossing-in-santa-fe-springs-will-get-fixed/>

Furthermore, if I create a brand new report that includes New York, New Jersey, and Connecticut, Charleston Road still comes at #4. In fact, the grade crossing in Long Island where three people were killed this week doesn't even show up in the top 30.

<https://www.nytimes.com/aponline/2019/02/26/us/ap-us-train-vehicle-collision.html>

<https://www.nytimes.com/2015/02/13/nyregion/at-rail-crossings-in-new-york-area-a-constantly-lurking-danger.html?module=inline>

You can generate your own reports here:

<https://safetydata.fra.dot.gov/webaps/default.aspx>

We have not talked about safety very much in the context of grade separation. I believe that is a mistake, and one that not only our City but our County and State should help address.

Greg Brail  
Edgewood Drive  
CAP member

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Nadia Naik](#)  
**To:** [Council, City; Planning Commission; Gaines, Chantal; Shikada, Ed; Chris Logan; Dave Shen; Greg Brail; Inyoung Cho; Megan Kanne; Kari Hodgson; Mandar Borkar; Parag Patkar; Patricia Lau; Philip Burton; Carrasco, Tony](#)  
**Subject:** Conservative designs lead to big costs  
**Date:** Wednesday, February 27, 2019 7:36:13 PM  
**Attachments:** [California high-speed rail has a cost problem. Was it the big bridges copy.pdf](#)

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Over the last several months, CARRD has pointed out repeatedly that the height assumptions being used by Caltrain (which are derived from HSR) are much more conservative (higher) than needed.

Attached is article on how the High Speed Rail consultant's assumptions are causing cost overruns in the construction projects currently underway in the Central Valley.

When engineers design without financial and economic objectives, they design conservatively -- always, and why not from their point of view?

What lessons can we learn from what is occurring in the Central Valley?

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Jeff Hoel](#)  
**To:** [UAC](#)  
**Cc:** [Hoel, Jeff \(external\)](#); [Council, City: Planning Commission](#)  
**Subject:** Fw: 03-06-19 UAC meeting -- agenda items  
**Date:** Monday, March 4, 2019 3:50:11 PM

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Commissioners,

At your 03-06-19 UAC meeting, Item IX.1 is a discussion item about the City's electric undergrounding program. (Why wasn't it an action item?)

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=66781.38&BlobID=69605>

Here's the staff report:

<http://cityofpaloalto.org/civicax/filebank/documents/69596>

The staff report provides (page 7) a map (February 2019) of the districts that are scheduled to be undergrounded in the next 32 years. That's not much progress for 32 years. I hope commissioners will ask about that.

The staff report says that, today, 55 percent of the City's electric wires are undergrounded, but when all the proposed districts are completed, it will be 60 percent.

A 09-07-11 staff report says (page 2)

<https://www.cityofpaloalto.org/civicax/filebank/documents/30141>

that about 2,400 residences had been converted from aerial to undergrounded, and about 14,050 residences remained to be undergrounded. Was that accurate? (For example, did it include MDU residences?) What is the statistic today? What will it be in 2051, according to staff's current plan?

The staff report says, "... underground electric equipment has a design life of 30 to 40 years." What is the design life of the analogous electric equipment if it isn't undergrounded? In underground districts that are refurbished with above-ground pad-mount transformers, what is the design life of those transformers?

The staff report says undergrounded electric cable has a design life of about 40 years. What is the design life of aerial electric cable?

What makes our undergrounded electric cable wear out more quickly than aerial cable? The City's first undergrounded districts used direct-buried electric cable, and that was why the cable had a relatively short life. Which underground districts (if any) still have direct-buried electric cable? Anyway, why does electric cable in conduit wear out more quickly than aerial cable?

The staff report says (page 3) says these districts will include "electric and fiber optic substructure." Will the fiber optic substructure include conduit for municipal FTTP fiber? Will premises owners be given the opportunity to install conduit for FTTP to their premises? I remember that this was done for Underground District #41 (2008). What other underground districts was it done for?

This 01-13-16 staff report on undergrounding includes references to previous documents about undergrounding, which I think should be considered a best practice.

<https://www.cityofpaloalto.org/civicax/filebank/documents/50531>

It also includes (page 4) a map (January 2014) of all underground districts. Is there a more recent version that includes all existing and planned underground districts through 2051?

The staff report says that the City's undergrounding program is funded with 2 percent of electric revenues. It seems to imply that the undergrounding program should pay for not only new underground districts but also for refurbishing old underground districts. ("Funding and staffing needs required for the Overhead to Underground Conversion Program by the future policy decisions or other initiatives undertaken by the Electric Engineering Division. The ability to complete these projects has already been impacted and delayed by approximately 5-7 years due to unanticipated projects such as the Caltrain

Planning and Transportation Commission Public Comment 3-13-19  
Electrification, Grade Separation Project and small cell development, and issues related with current underground rebuild projects and aging infrastructure.") But, I infer, it should not have to pay for refurbishing aerial districts. Why does that make sense?

The maps on pages 8-13 show the six proposed new underground districts. Properties that currently receive overhead electric service are shown in red. Where do the properties not shown in red get their electricity from?

Thanks.

Jeff

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Jeff Hoel  
████ Colorado Avenue  
Palo Alto, CA 94303  
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PS: At the 12-12-18 PTC meeting, during a discussion of Item 4 (proposing a City code change to mirror an FCC order about small cells) (see verbatim minutes, pages 79-110) <https://www.cityofpaloalto.org/civicax/filebank/documents/68690>  
a member of the public, Bill Ross, mentioned electric undergrounding, and later the PTC discussed it further. Commissioner Riggs (page 105, line 1) complained about how slow the undergrounding program is going, and wondered how it could receive more funding. He referenced PTC's 05-18-18 meeting <https://www.cityofpaloalto.org/civicax/filebank/documents/65785>  
where the commissioners wanted to know why the City continues to pay for pole maintenance if districts will eventually be undergrounded anyway. Commissioner Waldfoegel recommended referring it to UAC.

Planning and Transportation Commission Public Comment 3-13-19

**From:** [slevy@ccsce.com](mailto:slevy@ccsce.com)  
**To:** [Council, City: Planning Commission](#)  
**Cc:** [Shikada, Ed](#); [Lait, Jonathan](#)  
**Subject:** Home Sweet CASA is live on Eventbrite and FB!!  
**Date:** Sunday, March 3, 2019 11:49:19 AM

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To Council and PTC members.

I want to let you know about an upcoming event in Palo Alto featuring Michael Lane, Deputy Director of [SV@Home](#).

Even details and the co sponsors are listed below along with the registration info.

Steve

Home Sweet CASA  
Thurs March 14 6:30p  
First Presbyterian Church Fellowship Hall  
1140 Cowper St  
Palo Alto, CA 94301  
<https://homesweetcasa.eventbrite.com>

**From:** [jeffrey lipkin](#)  
**To:** [Planning Commission](#)  
**Cc:** [Jeneen Nammar](#); [Kathy Anderson](#); [Council, City](#)  
**Subject:** RPP program on Georgia Avenue near the Gunn student cut-through  
**Date:** Wednesday, March 6, 2019 10:36:55 AM

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I live on **Georgia Avenue near the Gunn cut-through** for bikes and students.

I strongly **support an RPP program** for this neighborhood, and especially for this block.

The City established a parking prohibition from 9 AM - 10 AM on school days in order to discourage student parking, but it failed to think of the residents.

We have a single car-width driveway, and to accommodate a busy schedule plus visiting care workers and domestic help, on many days we have to be in constant shuffling of cars in and out of our driveway.

We and our help have received and paid **many, many tickets** when our schedules or health did not permit this.

Some residents have addressed this problem by expanding their driveways to three car-widths - do you really think this is a satisfactory solution - to reduce the yards and greenery because you don't have an RPP program to put cars on the existing street pavement?

**If so, then you don't belong in this City.**

Jeff Lipkin



Planning and Transportation Commission Public Comment 3-13-19

**From:** [Stephen Madsen](#)  
**To:** [Planning Commission](#)  
**Subject:** Residential Preferential Parking, Georgia Ave  
**Date:** Tuesday, March 5, 2019 9:37:26 AM

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Hi,

There is no parking from 9 - 10 am Monday - Friday on Georgia Ave and nearby streets. I am in favor of this area being included in the Residential Preferential Parking program, so residents can get parking permits.

Thank you,

*Stephen H. Madsen*

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Neilson Buchanan](#)  
**To:** [Council\\_City](#)  
**Cc:** [Planning Commission](#); [Jocelyn Dong](#); [Dave Price](#); [Allison Levitsky](#); [Gennady Sheyner](#)  
**Subject:** SB50 Invitation from Sen. Jerry Hill  
**Date:** Sunday, February 24, 2019 9:06:43 AM

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Last Friday I attended "Java with Jerry" meeting in San Mateo. Over 75 citizens attended and a wide variety of concerns were discussed. SB 50 was touched upon. Sen Hill acknowledged the concern that is building within his senate district.

He told the audience that CASA compact was created by a relatively narrow group of people and influenced by larger cities. He acknowledged that most citizens and most cities have not addressed SB50 adequately.

Hill added that he would be convening all 25 cities in his district to discuss SB50 due to lack of understand and the profound impact being felt by some cities and citizens. Sen. Hill has issued this invitation convening city mayors and city managers. A copy of the invitation to meet on March 15 is below.

**On behalf of Palo Alto citizens who only basic understanding of SB50 and its intent, I urge Mayor Filseth and City Manager Shikawa to attend this meeting on March 15 and report back to Council at the earliest possible City Council meeting.**

SB50 and its companion bills are not benign legislation so typical of February legislation. This legislative package can have profound impact on Palo Alto as we know it. Control of zoning and taxation is the heart of these issues.

In conclusion, I want to be on record that the city lobbyist did not convey the importance and urgency of SB50 et al. As a result, your decision about the downtown development cap is ill timed.

**Please pull Downtown Development Cap Agenda Item #10 from the Feb 25 Consent Calendar and reconsider it after meeting with Sen Hill and reporting back to citizens of Palo Alto.**

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

[REDACTED]  
[cnsbuchanan@yahoo.com](mailto:cnsbuchanan@yahoo.com)

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

**From:** Lynette Lee Eng <lynetteleeeng@sbcglobal.net>  
**To:** Neilsen Buchanan <cnsbuchanan@yahoo.com>  
**Sent:** Friday, February 22, 2019, 12:24:02 PM PST  
**Subject:** Invite from Hill

Begin forwarded message:

**From:** [Senator.Hill@senate.ca.gov](mailto:Senator.Hill@senate.ca.gov)  
**Date:** February 22, 2019 at 12:01:52 PM PST

Planning and Transportation Commission Public Comment 3-13-19

To: [lynetteleeeng@sbcglobal.net](mailto:lynetteleeeng@sbcglobal.net), [administration@losaltosca.gov](mailto:administration@losaltosca.gov), [alex.kobayashi@sen.ca.gov](mailto:alex.kobayashi@sen.ca.gov)

Subject: From the Office of Senator Jerry Hill



Dear Mayor Eng and City Manager Jordan:

Please join me and other community leaders on March 15<sup>th</sup> for a roundtable discussion on one of California's most challenging issues--housing. There are a number of proposals pending in the state Legislature; before votes are cast, I'd like to hear your thoughts, concerns, and suggestions and would appreciate an open discussion of how these proposals would impact your city.

Friday, March 15<sup>th</sup>

2:00 p.m. to 4:00 p.m.

Redwood City Downtown Library, 3<sup>rd</sup> Floor Community Room  
1044 Middlefield Road, Redwood City

This invitation is being extended to each mayor and city manager from the 13<sup>th</sup> Senate District. Please feel free to invite one other councilmember or staff member to attend with you or in your place.

I look forward to a lively discussion about the CASA Compact, SB 50 and other issues affecting the availability of housing. Please RSVP by Tuesday, March 5<sup>th</sup>, to Alex Kobayashi of my staff by email at [alex.kobayashi@sen.ca.gov](mailto:alex.kobayashi@sen.ca.gov), or by telephone at (650) 212-3313.

Sincerely,

Jerry Hill

State Senator, 13<sup>th</sup> District

Sent from my iPhone

## Planning and Transportation Commission Public Comment 3-13-19

**From:** [slevy@ccsce.com](mailto:slevy@ccsce.com)  
**To:** [Steve Levy](#)  
**Subject:** The Impending California Retirement Wave  
**Date:** Monday, February 18, 2019 10:58:56 AM  
**Attachments:** [Numbers-Feb-2019-California-Retirement-Wave.pdf](#)

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Nearly 5 million California workers will retire between 2015 and 2030. Current levels of foreign immigration and domestic migration are FAR below the level needed to replace retiring workers and fill new jobs--even if all of today's children in California get a good education. In addition there are challenges in matching the skills needed to fill the 7,5 million job openings that will be created from the retirement wave and job growth.

Three policy areas need positive actions.

- 1) National immigration for workers at ALL skill levels needs to be substantially increased.
- 2) More housing affordable to low and middle income residents needs to be built throughout the state. This is needed to reduce housing cost based domestic out migration and to send a signal that you can come to California and find affordable housing even if you are not in the highest income brackets.
- 3) A variety of education and training policies will help but one stands out. That is to allow unauthorized immigrants (Dreamers and others) to learn and earn legally and come out of the shadows. This will increase the number and skill level of our workforce.

Steve

Planning and Transportation Commission Public Comment 3-13-19

**From:** [phil\\_ritchey@juno.com](mailto:phil_ritchey@juno.com)  
**To:** [Planning Commission](#)  
**Cc:** [phil\\_ritchey@juno.com](mailto:phil_ritchey@juno.com)  
**Subject:** UNIQUE OPPORTUNITY for Fix  
**Date:** Friday, March 1, 2019 1:09:20 PM

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Looks like the parking lot at the corner of Oregon Expressway and El Camino is closed, possibly for some construction.

PLEASE PLEASE PLEASE, this is a unique opportunity to fix a traffic problem that has been troublesome for years. Need a dedicated RIGHT TURN LANE from Oregon Exp. to North (West) bound El Camino. Is a long light, and is frustrating to be sitting close to the intersection and be blocked by cars going straight onto Page Mill. This would somewhat help the all day backup on Oregon Expressway.

Thanks,

Phil

**From:** [Kevin Hauck](#)  
**To:** [Planning Commission](#)  
**Subject:** RPP in Green Acres 2 behind Gunn High  
**Date:** Friday, March 8, 2019 7:32:18 PM

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Dear Planning Commission:

We are writing to express our support for the implementation of a residential parking permit program in Green Acres 2 behind Gunn High. We live on Georgia Avenue, near the "back entrance" go Gunn. The current "no parking from 9-10 when school is in session" offers some deterrent to the street becoming a de-facto student parking lot, but at the cost of restricting residents access to the streets in front of our houses. An RPP would achieve this goal to greater effect, at much less inconvenience to the residents of the neighborhood.

1. The current no parking signs make it difficult when we have grandparents, visitors, or workers at our house. They either have to park far away or risk being cited. An RPP would greatly alleviate this, as we would have the flexibility to move one of our cars to the street to accommodate our visitor when necessary.
2. The RPP would be a better deterrent to the street being used as a Gunn parking lot. As currently implemented, there is still quite a bit of Gunn parking taking place, both during and after the 9-10 exclusion hour, with a noticeable mini-rush hour taking place in the afternoon. With an RPP, fewer students would take the risk of parking all day, as they would be at risk all day instead of just one hour.

Please implement this program, in the same fashion as the one near Paly high.

Best Regards,  
Kevin Hauck and Lauren Maeda  
■ Georgia Ave

Planning and Transportation Commission Public Comment 3-13-19

**From:** [William Chrisman](#)  
**To:** [Laurence, Kathie](#); [Reynolds, Margaret](#); [Planning Commission](#)  
**Cc:** [Sue Dremann](#); [Jeneen Nammur](#)  
**Subject:** Re: Traffic Safety  
**Date:** Friday, March 8, 2019 10:03:29 AM  
**Attachments:** [PA Weekly Gunn High neighbors News Palo Alto Online .pdf](#)

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Dear Kathleen & Margaret, Gunn High School; Jonathan Lait, Planning & Transportation Commission:

Hello again. I am writing here to again express my enthusiasm for student safety walking or bicycling nearby Henry Gunn and neighborhood schools. As you know, this neighborhood has five schools (Henry Gunn, Ellen Fletcher, Bowman International, Juana Briones, Young-Life Christian). I support Safe-Routes-to-School! I support Bike-to-School! I'm trying to help raise community consciousness about transportation safety for our students particularly adjacent to Henry Gunn's pedestrian/bicycle connector to Georgia Avenue, as well as Donald Drive, Hubbartt Drive and Maybell Avenue in Green Acres.

Please read the attached PA Weekly article by Sue Dremann published last December.

I invite you to come visit Green Acres to experience for yourself this hectic traffic, which is the topic of Dremann's PA Weekly article.

Yours Truly,

Will Chrisman

On Mon, Nov 12, 2018 at 11:42 AM William Chrisman <[towillchris@gmail.com](mailto:towillchris@gmail.com)> wrote:  
Kathleen and Magaret,

This is following up my October 17th email to you in connection with an accident involving Gunn students leaving campus on bicycles. The accident happened here on Georgia at the foot of the pedestrian-bicycle pathway from Gunn. This is where many bicyclists, students leaving Gunn, zoom onto Georgia without stopping to use the posted crosswalk. Again, the accident happened during afternoon rush when students get out. Both mornings and afternoons, as you may know, Gunn overflow traffic of cars, bicycles, and pedestrians gets hectic on Georgia. Many Green Acres neighbors including me have concern about student's

transportation safety at this intersection and more broadly in Green Acres as students travel on Donald Drive, Maybell Avenue past Briones Elementary and Briones Park, along to the stoplight intersection at El Camino Real.

Often times parents waiting in parked cars both sides of Georgia adjacent to the pedestrian-bicycle pathway--to drop off or pick up students--affect traffic flow. Parked cars both sides of Georgia restricts traffic flow. Here frequently cars and bikes swerve to avoid hitting or being hit by another car or bicyclist. Student bicyclists routinely disregard posted stop signs at the corner of Georgia and Donald as well as Maybell and Donald. Traffic gets backed up. People are in a hurry. Honk horns. Bicyclists shout back. To me it seems as though the "road-narrowing" diet on Arastradero Road is having a negative impact on student transportation safety here in Green Acres.

Kathleen, your October 4th email indicated that you spoke with School Resource Officers about transportation safety concerns, and your officers would be out in the area soon. I watched for them but have not seen officers at least not here on Georgia. Is that something you are working on? When can we expect to see officers here on Georgia? Again, I think it would be a help to add a traffic crossing-guard for students at the pedestrian-bicycle pathway from Gunn. Especially during afternoon rush. I hope you may consider the crossing-guard suggestion.



[towillchris@gmail.com](mailto:towillchris@gmail.com)

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Planning and Transportation Commission Public Comment 3-13-19

**From:** [Albert Chin](#)  
**To:** [Planning Commission](#)  
**Subject:** Support for RPP proposal for Green Acres neighborhood  
**Date:** Thursday, March 7, 2019 7:13:22 PM

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Hi there,

I am writing to communicate my support to the proposal from neighbor Jeneen Nammar to request the inclusion of the Green Acres neighborhood in the residential parking permit (RPP) program.

For years, we have had the problem of overflow Gunn parking impacting the neighborhood. The 9-10am ban on street parking, in place in most of the neighborhood, appears to largely work - but is negatively impacting some residents. This has resulted in some neighbors who petitioned to remove the 9-10am signs along certain stretches of road - who then face the parking problem again as well as the accompanying litter, traffic, etc.

Instituting a RPP program will be a positive step to continue with parking protections, while not preventing residents from being able to park in front of their own homes during those hours.

As an aside, some residents along Georgia Ave (closest to Arastradero Rd, and including Wallis Court) will be petitioning to instate the 9-10am parking ban, through the first half of the 4100 block (up to the Stop-sign at Georgia and Crosby Court). In conjunction with inclusion in RPP, this can help to alleviate the problem with our neighborhood becoming the de-facto offsite parking for Gunn.

Regards,  
Albert Chin  
[REDACTED] Georgia Ave

Planning and Transportation Commission Public Comment 3-13-19

**From:** [Neilson Buchanan](#)  
**To:** [Council, City](#); [Planning Commission](#); [Shikada, Ed](#)  
**Subject:** analysis of SB50  
**Date:** Saturday, March 9, 2019 5:29:16 PM  
**Attachments:** [SF Plannings 2019 SB 50 Memo March 14 2019.pdf](#)

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Leading cities have begun to analyze SB50 impact and report to their citizens. Here is a report from San Francisco.

I urge the Planning Commission and City Council to keep Palo Alto citizens informed and take a position on this fast-moving legislation and its companion bills, especially the legislation to fund affordable/subsidized housing centrally through regionalized taxation and redistribution.

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

[REDACTED]  
[cnsbuchanan@yahoo.com](mailto:cnsbuchanan@yahoo.com)

Planning and Transportation Commission Public Comment 3-13-19

**From:** [William Chrisman](#)  
**To:** [Planning Commission](#); [Sue Dremann](#)  
**Subject:** student safety on bicycles near Gunn High  
**Date:** Friday, March 8, 2019 9:17:16 AM  
**Attachments:** [PA Weekly Gunn High neighbors News Palo Alto Online .pdf](#)

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Dear Jonathan Lait, Planning and Transportation Commission:

I am a PA resident of Green Acres, writing to share with you my concern about student safety on bicycles near Gunn High. I support safe-routes-to-school! I support bike-to-school!

Please read the attached PA Weekly article by Sue Dremann published last December.

Yours Truly,

Will Chrisman