

From: [geetha.srikantan](#)
To: [Planning Commission](#)
Cc: [geetha.srikantan](#)
Subject: Resident Input for RPP Study Session
Date: Wednesday, May 27, 2020 5:34:40 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Planning Commission Members, City Council Members,

I am in full support of the Residential Input for RPP Study Session and the findings, recommendations, therein. I respectfully urge City Council, Planning and Transportation Department authorities to seriously consider all the details including in the above Study session to acknowledge and act with the recommendations set forth in this study.

Thank you,
(Dr.) Geetha Srikantan

From: [Jessica Resmini](#)
To: [Planning Commission](#)
Cc: [Nickless, Greg@HCD](mailto:Nickless_Greg@HCD); [Council, City](#)
Subject: ADU Ordinance: Setbacks
Date: Wednesday, May 27, 2020 12:00:45 PM
Attachments: [RE ADU lot line setbacks.pdf](#)
[ADU setbacks.pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Planning & Transportation Commission,

The City of Palo Alto staff and community has done a ton of exciting work on the ADU ordinance regarding the new state laws. I have spent time reviewing the new draft shared on 5/22 with an HCD state official and there is still an area of conflict on setbacks.

The drafted ordinance is in conflict with the state laws for two reasons:

- 1) The new ordinance requires attached ADUs to have 6' setbacks (or be in compliance with the main dwelling ordinance).
- 2) The new ordinance requires a 16' setback along streets.

Please see attached correspondence with HCD staff, "A local agency shall not require ADU side or rear property line setbacks of more than 4' whether **attached or detached**. A side-property line includes a **side-street** property line."

The State is very clear that we need to maximize the allowed buildable area on every site for housing and reducing this buildable area by 2-12' on lots is in direct conflict with the intent of the new state laws. Per an email with state staff, "They may want more than 4', but that is all the legislature and governor have allowed. They are not allowed, by state law, to require an ADU to be more than 4' from a side or rear property line, including a side street."

Please email Greg Nickless with HCD directly with any follow up questions as you review the new ordinance (specifically page 17).


Thank you,
Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile +1 415 823 3213
[Company Site](#) | [Linkedin](#)

From: Nickless, Greg@HCD Greg.Nickless@hcd.ca.gov 
Subject: RE: ADU lot line setbacks
Date: May 19, 2020 at 12:47 PM
To: Jessica Resmini jessica@aducollective.com

GN

Jessica-

A local agency shall not require ADU side or rear property line setbacks of more than 4', whether attached or detached.

-Greg



Greg Nickless

Housing Policy Specialist
Housing & Community Development
2020 W. El Camino Avenue, Suite 500 | Sacramento, CA 95833
Phone: 916.274.6244

From: Jessica Resmini <jessica@aducollective.com>
Sent: Tuesday, May 19, 2020 12:43 PM
To: Amy French <Amy.French@CityofPaloAlto.org>; Jonathan Lait <Jonathan.Lait@cityofpaloalto.org>; Nickless, Greg@HCD <Greg.Nickless@hcd.ca.gov>; John Smale <john.adrian.smale@gmail.com>
Cc: Russ Reich <Russ.Reich@CityofPaloAlto.org>; Garrett Sauls <Garrett.Sauls@CityofPaloAlto.org>
Subject: Re: ADU lot line setbacks

Hi Amy,

I tried to decipher your code references below, but I was not able to. I am getting very mixed messages from the state and city.

Please let me know when you, the city attorney and and Jonathan Lait are able to have a conference call with Greg Nickless form HCD and the owner.

Thanks,
Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile +1 415 823 3213
[Company Site \[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](https://www.linkedin.com)

Jessica-

A local adency may not require a side or rear lot line setback of more than four (4') whether the

...local agency may not require a side or rear lot line setback of more than four (4) feet, whether the ADU is attached or detached.

-Greg



Greg Nickless

Housing Policy Specialist

Housing & Community Development

2020 W. El Camino Avenue, Suite 500 | Sacramento, CA 95833

Phone: 916.274.6244

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini

Architect, LEED AP

Mobile +1 415 823 3213

[Company Site \[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](https://www.linkedin.com)

On May 19, 2020, at 12:06 PM, French, Amy <Amy.French@CityofPaloAlto.org> wrote:

The required setback depends on whether your client is relying on Gov. Code 65852.2(e)(1) (A) / PAMC 18.42.040(a)(5). This would mean they are looking to ignore the requirements of PAMC 18.42.040 (a)(3), (a)(4), (a)(7), and (a)(8) in building the attached ADU. If so, then they must comply with base zone setbacks.

If not, (i.e. they will comply PAMC 18.42.040(a)(3), (a)(4), and (a)(7)), then they can build to a 4 foot setback.



Amy French | Chief Planning Official
250 Hamilton Avenue | Palo Alto, CA 94301

D: 650.329.2336 | E: amy.french@cityofpaloalto.org

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

The City of Palo Alto is doing its part to reduce the spread of COVID-19. We have successfully transitioned most of our employees to a remote work environment. We remain available to you via email, phone, and virtual meetings during our normal business hours.

From: Jessica Resmini <jessica@aducollective.com>

Sent: Tuesday, May 19, 2020 11:51 AM

To: Reich, Russ <Russ.Reich@CityofPaloAlto.org>; John Smale <john.adrian.smale@gmail.com>; John Smale <jsmale@mitty.com>

Cc: French, Amy <Amy.French@CityofPaloAlto.org>; Sauls, Garrett <Garrett.Sauls@CityofPaloAlto.org>

Subject: Re: ADU lot line setbacks

Hi guys,

I haven't heard confirmation on this. Any update? CCing the client here so he can keep tabs on timeline. They are ready to move forward.

Assuming the state law is what we should follow and that an ADU may be 4' from the property line no matter if it's attached/detached, but want to be in communication about any questions.

Thanks,
Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile +1 415 823 3213

[Company Site \[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](https://www.linkedin.com)

On May 11, 2020, at 12:41 PM, Reich, Russ <Russ.Reich@cityofpaloalto.org> wrote:

Hello Jessica,
Thank you for the HCD perspective. We will correspond with our Attorney and get back to you. All these ADU regulations are so much fun. I can't wait to see how things come down on this one.

Thanks,

<image001.png> **Russ Reich**
Planning Manager
Planning and Development Services
(650) 617-3119 | russ.reich@cityofpaloalto.org
www.cityofpaloalto.org [[cityofpaloalto.org](http://www.cityofpaloalto.org)]
<image015.png> [[facebook.com](https://www.facebook.com)] <image016.png>
[twitter.com] <image017.jpg> [[instagram.com](https://www.instagram.com)] <image018.png>
[medium.com] <image019.png> [[linkedin.com](https://www.linkedin.com)]

The City of Palo Alto is doing its part to reduce the spread of COVID-19. We have successfully transitioned most of our employees to a remote work environment. We remain available to you via email, phone, and virtual meetings during our normal business hours.

From: Jessica Resmini [<mailto:jessica@aducollective.com>]
Sent: Monday, May 11, 2020 12:36 PM
To: Reich, Russ; French, Amy; Sauls, Garrett
Subject: Fwd: ADU lot line setbacks

Could you connect your City Attorney with Greg from HCD below?

Thanks,
Jess

--

ADU|Collective

Smart building for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile [+1 415 823 3213](tel:+14158233213)
[Company Site \[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](https://www.linkedin.com)

Begin forwarded message:

From: "Nickless, Greg@HCD" <Greg.Nickless@hcd.ca.gov>
Date: May 11, 2020 at 12:28:25 PM PDT
To: Jessica Resmini <jessica@aducollective.com>
Subject: ADU lot line setbacks

Jessica-
A local agency may not require a side or rear lot line setback of more than four (4'), whether the ADU is attached or detached.
-Greg

[<image014.jpg>](#)

Greg Nickless
Housing Policy Specialist
Housing & Community Development
2020 W. El Camino Avenue, Suite 500
| Sacramento, CA 95833
Phone: 916.274.6244

From: Jessica Resmini <jessica@aducollective.com>
Sent: Monday, May 11, 2020 12:19 PM
To: Reich, Russ <Russ.Reich@cityofpaloalto.org>; Nickless, Greg@HCD <Greg.Nickless@hcd.ca.gov>
Cc: French, Amy <Amy.French@cityofpaloalto.org>; Sauls, Garrett <Garrett.Sauls@cityofpaloalto.org>
Subject: Re: 160 Lois Lane

Hi Russ,

This is all over my head. I'm looping Greg Nickless with HCD in.

Per my understanding of the state law, a required side or rear setback of over 4' is not in compliance with statute ADU law (Gov. Code Section 65852.2(a)(1)(D)(vii), (c)(2)(C) or (e)(1)(B)), regardless of if it's attached or detached.

Jess

--

ADU|Collective

Smart building for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile [+1 415 823 3213](tel:+14158233213)
[Company Site \[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](https://www.linkedin.com/company/aducollective)

On May 11, 2020, at 10:03 AM, Reich, Russ
<Russ.Reich@cityofpaloalto.org> wrote:

Hello Jessica,

It is my understanding that an attached ADU is required to follow the same setbacks as the residence that it is attached to. This would result in a six or eight foot side yard setback, depending on the zoning of the property.

If you believe that Palo Alto's municipal code is in conflict with State law, please provide the particular State code section in question and I would be happy to forward it to our City Attorney for review.

Best,

<image013.png>

Russ Reich
Planning Manager
Planning and Development Services

Planning and Development Services

(650) 617-3119 | russ.reich@cityofpaloalto.org

www.cityofpaloalto.org [cityofpaloalto.org]

<[image014.png](#)>

[[facebook.com](#)]

<[image015.png](#)>

[[twitter.com](#)]

<[image016.jpg](#)>

[[instagram.com](#)]

<[image017.png](#)>

[[medium.com](#)]

<[image018.png](#)>

[[linkedin.com](#)]

The City of Palo Alto is doing its part to reduce the spread of COVID-19. We have successfully transitioned most of our employees to a remote work environment. We remain available to you via email, phone, and virtual meetings during our normal business hours.

From: Jessica Resmini [<mailto:jessica@aducollective.com>]

Sent: Saturday, May 09, 2020 2:58 PM

To: French, Amy; Sauls, Garrett; Reich, Russ; McKay, Scott

Subject: Re: 160 Lois Lane

Hi guys,

Not sure who to follow up with, but I'm wondering who might be able to look into the below question. My understanding from the state laws is that an attached or detached ADU can have a 4' setback. I'm working on a project where the client is proposing an attached ADU, but want to be able to give them good direction. Could you point me in the right direction of who to talk to?

Thanks,

Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini

Architect, LEED AP

Mobile +1 415 823 3213

[Company Site \[aducollective.com\]](http://Company Site [aducollective.com]) | [Linkedin](#)

[[linkedin.com](#)]

On Apr 11, 2020, at 9:44 AM, Jessica Resmini
<jessica@aducollective.com> wrote:

Hi Amy and Garrett,

These are crazy times, I hope you both are doing okay. Question for you about attached ADUs...

RE: Setbacks for attached ADU? Scott mentioned Palo Alto is requiring a 6' setback for attached ADUs.

Can you double check the set back requirement for attached ADU? Per my understanding of the state law, a required side or rear setback of more than 4' is not in compliance with statute ADU law (Gov. Code Section 65852.2(a)(1)(D)(vii), (c)(2)(C) or (e)(1)(B)) and a side or rear setback of 6' shall not be required by a local agency. The state does not differentiate between attached or detached. Please refer to these sections as found in the ADU TA Memo attachment, dated January 10, 2020. Let me know what I'm missing?

Jess

--

ADU|Collective

Smart building for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile [+1 415 823 3213](tel:+14158233213)
[Company Site \[aducollective.com\]](http://CompanySite[aducollective.com]) | [Linkedin \[linkedin.com\]](http://Linkedin[linkedin.com])

Begin forwarded message:

From: "McKay, Scott"
<Scott.McKay@CityofPaloAlto.org>
Date: April 9, 2020 at 11:07:57 PM PDT
To: Jessica Resmini <jessica@aducollective.com>
Subject: RE: 160 Lois Lane

Hi Jessica,

The Planning Impact Fees are usually around \$9,000+/- and are due prior to building permit issuance. The exact amount isn't calculated until the application is submitted. All the attached ADUs I have reviewed had had to meet the same setbacks as the primary residence. I would recommend reaching out to Amy French if you wanted to have her take a look at the code.

<image001.png>

Scott McKay, AICP | Planner | C&D Debris Diversion
Program Coordinator
ISA Certified Arborist | Planning & Development
Services
285 Hamilton Avenue | Palo Alto, CA 94301
T: 650.617.3113 | E: Scott.McKay@CityofPaloAlto.org

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

From: Jessica Resmini
<jessica@aducollective.com>
Sent: Thursday, April 9, 2020 1:15 PM
To: McKay, Scott
<Scott.McKay@CityofPaloAlto.org>
Subject: Re: 160 Lois Lane

**CAUTION: This email originated from
outside of the organization. Be
cautious of opening attachments and
clicking on links.**

Hi Scott,

Thanks for the call. These are crazy times.
Confirming our discussion below.

Regarding the driveway:
-Coordinate with Urban forestry in regards
to the street tree (Engage Arborist)
-Coordinate with Public
works/Utilities/Engineering regarding
proximity to fire hydrant.

In regards to parking:
When converting from 2 car garage to 1
car garage, ensure there is one parking
space provided outside of front yard
setback.

In regards to Attached 1000sf, 2 bedroom
ADU.
Impact fees will apply (over 750 sf). Can
you send updated impact fee amount?
Check setbacks for attached ADU, 4' or 6'?
Can you double check the set back
requirement for attached ADU? Per my
understanding of the state law, a required
side or rear setback is not in compliance
with statue ADU law (Gov. Code Section
65852.2(a)(1)(D)(vii), (c)(2)(C) or (e)(1)(B)),
based on the situation. A side or rear
setback of 6' shall not be required by a
local agency. Let me know what I'm
missing?

Thank you,
Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile +1 415 823 3213

[Company Site](#)

[\[aducollective.com\]](http://aducollective.com) | [Linkedin \[linkedin.com\]](#)

On Apr 9, 2020, at 12:09 PM,
McKay, Scott
<Scott.McKay@CityofPaloAlto.org> wrote:

Message received. I will try calling.

<image001.png>

Scott McKay, AICP | Planner | C&D Debris Diversion
Program Coordinator
ISA Certified Arborist | Planning & Development
Services
285 Hamilton Avenue | Palo Alto, CA 94301
T: 650.617.3113 | E: Scott.McKay@CityofPaloAlto.org

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

From: Jessica Resmini
<jessica@aducollective.com>
Sent: Tuesday, April 7, 2020
12:47 PM
To: McKay, Scott
<Scott.McKay@CityofPaloAlto.org>
Subject: Re: 160 Lois Lane

Hi Scott,

I hope you are doing okay. I have a proposed ADU project I'm hoping to review with you via zoom before I move forward with the client. Is there a time that might work for you? I've attached a conceptual plan

that includes relocating the driveway location along a rolled curb street front to the north and relocating the garage door. Let me know.

Thanks,
Jess

--

ADU|Collective

Build smart for flexible living.

Jessica Resmini
Architect, LEED AP
Mobile +1 415 823 3213
[Company Site](#)
[\[aducollective.com\]](#) | [Linkedin](#)
[\[linkedin.com\]](#)

On Apr 7, 2020, at
10:44 AM, Reich,
Russ
<Russ.Reich@cityofpaloalto.org>
wrote:

Hello Jessica,
I would recommend sending the plans to the planner first, and give them a chance to familiarize themselves with the proposal so the zoom meeting can be more effective. You are free to reach out to any of the staff that work on ADU applications but this would typically be Val, Carlos, and Scott. Please keep in mind that outside of a formal building permit plan submittal, any courtesy review is not going to be a complete and comprehensive plan review and there may be items that are missed.

Rest

...

**<image013.png>Russ Reich
Planning
Manager
Planning and
Development
Services
(650) 617-3119
| russ.reich@cityofpaloalto.org
www.cityofpaloalto.org [[cityofpaloalto.org](http://www.cityofpaloalto.org)]**

**<image014.png> [[facebook.com](https://www.facebook.com)] <image015.png> [[twitter.com](https://www.twitter.com)] <image016.jpg> [[instagram.com](https://www.instagram.com)]
<image017.png> [[medium.com](https://www.medium.com)] <image018.png> [[linkedin.com](https://www.linkedin.com)]**

The City of Palo Alto is doing its part to reduce the spread of COVID-19. We have successfully transitioned most of our employees to a remote work environment. We remain available to you via email, phone, and virtual meetings during our normal business hours.

From: Jessica Resmini
[\[mailto:jessica@aducollective.com\]](mailto:jessica@aducollective.com)
Sent: Tuesday, April 07, 2020 10:37 AM
To: Reich, Russ
Subject: 160 Lois

Lane

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Hi Russ,

I hope your team is staying safe and healthy. I'm wondering if I can schedule a Zoom meeting with a planner to review a proposed ADU project at 160 Lois Lane before I finalize things with the owner. Is there a particular planner I should reach out to?

Thanks,
Jess

--

ADU|Collective

e

Build smart for flexible living.

Jessica Resmini
Architect, LEED
AP
Mobile +1 415 823
3213
[Company](#)
[Site \[aducollective.com\]](#) | [Linkedin \[linkedin.com\]](#)

From: [Harris Barton](#)
To: [Planning Commission](#)
Cc: [Neilson Buchanan](#)
Subject: RPP findings
Date: Wednesday, May 27, 2020 8:32:01 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Thanks to Neilson and all for putting this together in such a unique time in our city's life.

We can not attend the meeting but we are in FULL support of the RPP Study and findings. We urge the City Council, planning and transportation department to do their jobs and act with the recommendations set fourth in the study.

Thanks

Harris and Megan Barton
Professorville Palo Alto

Sent from my iPad

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

From: [geetha srikantan](#)
To: [Michael Hodos](#); [Sallyann Rudd](#); [Mary Dimit](#); [Mary Gallagher](#); [Jan Merryweather](#); [Tricia Dolkas](#); [Leslie Caine](#); [Planning Commission](#); [Vita Gorbunova](#); [Elaine Meyer](#); [Harris Barton](#); [Meg Barton](#); [Malcolm Roy Beasley](#); [Mike Griffin](#); [Neilson Buchanan](#); [geetha srikantan](#)
Subject: Re: we need you
Date: Wednesday, May 27, 2020 8:06:24 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Good morning,

Thanks to Neilson and all of you for putting together this really well-thought out document.

I won't be able to attend the meeting and can send in an email. Please let me know if the following text looks readable:

"I am in full support of the Residential Input for RPP Study Session and the findings, recommendations, therein. I respectfully urge City Council, Planning and Transportation Department authorities to seriously consider all the details including in the above Study session to acknowledge and act with the recommendations set forth in this study."

Who should I send it to?

thanks
geetha

On Tuesday, May 26, 2020, 02:43:17 PM PDT, Neilson Buchanan <cnsbuchanan@yahoo.com> wrote:

You are the ideal residents to speak for 2 min [or less] tomorrow night and support the direction of the report. Can we count on you? We have written an excellent report to refine and protect existing RPPs. It is attached.

You can find instruction for making phone or zoom comments on the ptc agenda. let me know if you cant find those instructions. See the link below.

If you are not able to make oral comments, please send a very short, supportive email to planning commission

planning.commission@cityofpaloalto.org

<https://www.cityofpaloalto.org/civicax/filebank/documents/76832>

Neilson Buchanan
155 Bryant Street

Palo Alto, CA 94301

650 329-0484

650 537-9611 cell

cnsbuchanan@yahoo.com

From: [Sonya Saunder](#)
To: [Planning Commission](#); [Adam S. Mayberry](#); [Amrik Singh Kang](#); [Aaron Van Roo](#)
Subject: Palo Alto ADU Staff Report to PTC
Date: Tuesday, May 26, 2020 5:35:55 PM
Attachments: [ACFrOgBzWpGGw_2MTnvoa1UUrxfT817kQOPYGieUG4PeHXiqB7ZtVaHX8Of-tM6btMQn3Bd2tr9vFoTB2_gk8rN5mTJHkh9s-sHuDNLikmB_dR2-0kXcztHmRVQE=.pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

To whom It May Concern:

I am a homeowner in Palo Alto, 94301 and am reaching out with respect to the attached staff report for the ADU Ordinance update to be departed in Planning Transportation Commission tomorrow, Wednesday May 27th.

Palo Alto is badly in need of affordable housing and I understand that the Emergency Ordinance that was effected in January 2020 attempts to make it easier for homeowners like myself to build an ADU for renters. We would like to build an ADU in addition to expanding our main house, which is way too small for our family of 6. However, the guidelines, as they are written today make it tedious for both the homeowner and architect to understand and rationalize how the FAR is to be allocated across the ADU & main residence. Additionally, it appears that the way the guidelines are being interpreted by the city of Palo Alto is narrow and restrictive, diminishing the motivation to add an ADU to the property.

More specifically, if a homeowner is converting an existing garage into an ADU and there is no future parking requirement for an ADU, then it is our belief that the existing garage square footage should no longer be counted in the main home's FAR. If it is counted, then this diminishes the incentive to convert the existing garage to an ADU. I believe that the intention behind the emergency ordinance was to 1. give all homeowners an incentive to add an ADU and 2. for homeowners who are renovating / expanding their main home, an incentive to add an ADU in such a way that it doesn't reduce the FAR available to their main home. If this is the case, then in scenarios like mine where I have a combined project to add to the main house and convert an existing garage into an ADU, the existing garage should not be counted towards the main home FAR.

I am writing request that the city adopt this interpretation of the ADU ordinance to ensure that homeowners like myself are incentivized to build ADUs. Please feel free to contact me at my above email address or on my cell below if you would like more information.

Thanks,
Sonya
(415) 769-9627

From: [Ray Dempsey](#)
To: [Planning Commission](#)
Subject: RPP for residents near University Ave.
Date: Tuesday, May 26, 2020 5:28:17 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

I have lived in the 1000 block of Bryant Street for twenty-eight years and have seen it grow from a residential street to a parking lot. Ten years or so ago, I was one of four area residents, Sandy Peters, Michael Hodos, Ken Alsman, and me, that brought the parking issue to the attention of the then City Council. We spoke to City plan that supported business but not at the cost of residents. I researched the U.S. Supreme Court decision that allows a city to set RPP as a right. There are ample reports of cities around the nation that recognize the safety issues and annoyances that occur when cars fill neighborhood streets. I hope that ten years of constant appeals to the City are finally recognized and some form of real parking relief is supported.

Ray Dempsey
1036 Bryant Street
Palo Alto, CA 94301

From: [Neilson Buchanan](#)
To: [Ray Dempsey](#); [Planning Commission](#)
Subject: Re: Planning Commission Study Session May 27: RPPs
Date: Tuesday, May 26, 2020 4:59:43 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

thanks, what we really need from you is a two sentence email to ptc supporting our report...no need to add praise...just note your very long history of being involved. here is the email address... if you can get one or two more people to send such a simple email please do.... volume of email means much

planning.commission@cityofpaloalto.org

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

On Tuesday, May 26, 2020, 04:43:50 PM PDT, Ray Dempsey <rademps@aol.com> wrote:

Hi Neilson,

I am pleased to see how the residents are still hammering away at RPP and I think you must have some secret source of strength to keep on. (a super-hero cape that you wear to bed at night?). I didn't think I'd quit but it was eating up my retirement and at 87 I don't have a shit-load of time left even if I didn't have to dodge the virus (age and male). But you made me think of an early attempt to get the Council thinking in terms bigger than "how to placate residents without pissing off the developers." This was something I tried. I forget who was on the Council then. If you think it can be sued somehow, feel free. If not, that's OK too. You may be well beyond trying to get them to "think different" (nod to Steve Jobs).

Ray

When we (residents) first spoke to the Palo Alto City Council ten years ago, a different body than current members, about an RPP program, we were a group of four, Sandy Peters, Michael Hodos, Ken Alsman, and me. I wanted to make the point that it IS possible for a governing body to make wise decisions where most parties gain. If you want to work it into anything you are doing, you can use it, If not, I understand. I enjoy recalling the moment when the Council were looking at one another "NHUH?" When I mentioned the wine industry. I thought wine would be a good item to maintain attention and I addressed the Council (as I recall) as follows:

"Mayor, Council Members, I would like to use my time to mention something that is going to make you think I am addressing an issue that has no relevance, **California's wine industry**, a major force globally. Please bear with me. Years ago California wines were were seen as drinkable with cute labels, nothing more. The state government essentially legislated changes that made California wines compete with the best and win.

“They did two things: made it law that if a label said the wine was chardonnay, it had to have a minimum of 51% chardonnay grapes. The same with all labeled wines. No more filling bottles with a white wine and calling it chardonnay and if they ran out of chardonnay labels, slap on chablis labels. What the hell, white is white. Red is red.

“The second, and more important, was to change the way the state taxed wineries. Previous to the law change, the state would tax all the wine on the winery property. If the winery held over some wine for a year or two, it got taxed each year motivating the wineries to sell everything each year. The law became, once taxed, it was taxed, changing the winery incentive to age good wines into great wines.

“The result is obvious, wineries began bottling and blending wines with an eye to creating a great experience, the state treasury lost the double dip but gained with increased income from an expanding industry, California gained a reputation for unexcelled wines, and wine lovers . . . I don’t have to tell the people in this room what they gained.

“My point is not that California has great wines. We know that. My point is that without a state legislature that had the wisdom to see what change could bring, we would still be drinking wine that tastes like coca cola. You have the opportunity, in your wisdom and with the power as elected officials, you can serve both the residents and businesses with a fair parking program. That is why you are sitting where you are.

“Thank you for your attention.”

On May 26, 2020, at 1:49 PM, Neilson Buchanan <cnsbuchanan@yahoo.com> wrote:

Thank you for the opportunity to discuss and refine RPPs. Attached is a report from neighborhood leaders who were able to collaborate since receiving the staff report on Friday evening. We are in the process of expanding our outreach to neighbors who have not been available during the holiday weekend.

We look forward to Wednesday study session and future work with staff, PTC and Council.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com
<Resident Input for RPP Study Session - PTC 5-27-2020 (1).pdf>

From: [Neilson Buchanan](#)
To: [Planning Commission](#)
Cc: [Council, City](#); [Kamhi, Philip](#); [Hur, Mark](#); [Baird, Nathan](#); [Allen Akin](#); [Carol Scott](#); [Wolfgang Dueregger](#); [Chris Robell](#); [Fred Balin](#); [Taylor Brady](#); [Paul Machado](#); [Norm Beamer](#); [Michael Hodos](#); [Jan Merryweather](#); [Sallyann Rudd](#); [Malcolm Roy Beasley](#); [Leslie Caine](#); [Hamilton Hitchings](#); [Rebecca Sanders](#); [Jeff Levinsky](#); [Furman, Sheri](#); [Marion Odell](#); [Tricia Dolkas](#); [Jerry Smith](#); [Bruce Heister](#); [Nancy Adler](#); [Meg Barton](#); [Harris Barton](#); [Elaine Meyer](#); [Mary Dimit](#); [David Kwoh](#); [Fred Kohler](#); [KJ Chang](#); [J.T. Gusilin](#); [Jeff Greenfield](#); [Monica Yeung Arima](#); [Ray Dempsey](#); [Janine Bisharat](#); [Fred Bisharat](#); [Susie and Gary Hornbeek](#); [Lauren Burton](#); [Lora Smith](#); [LaNell Mimmack](#); [Jim Mimmack](#); [Mike Griffin](#); [Lait, Jonathan](#); [Clerk, City](#); [Geetha Srikantan](#); [Hetterly, Jennifer](#); [Holzemer/hernandez](#); [Karen Machado](#); [Ted Davids](#)
Subject: Planning Commission Study Session May 27: RPPs
Date: Tuesday, May 26, 2020 1:50:13 PM
Attachments: [Resident Input for RPP Study Session - PTC 5-27-2020 \(1\).pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Thank you for the opportunity to discuss and refine RPPs. Attached is a report from neighborhood leaders who were able to collaborate since receiving the staff report on Friday evening. We are in the process of expanding our outreach to neighbors who have not been available during the holiday weekend.

We look forward to Wednesday study session and future work with staff, PTC and Council.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

**Resident Input for RPP Study Session
Planning and Transportation Commission Meeting
May 27, 2020**

Introduction

The study session on parking to be held by the Planning and Transportation Commission on May 27, 2020, is an important first step for a more rational and effective parking policy and practice for all of Palo Alto. We appreciate Staff, Commissioners and Council members undertaking this complex issue during a difficult period in Palo Alto’s long history of solving difficult problems.

We also appreciate the opportunity to provide input to the study session as included in this document. We are resident leaders from the RPPs in Downtown, Evergreen Park and Old Palo Alto who have collaborated over the Memorial Day weekend. Other neighborhoods are being contacted and invited to contribute to these principles and recommended actions.

Key Principles to Guide Action

The following key principles are important to residents and should be used to guide any policies and practices with respect to the creation and management of Residential Permit Programs.

1. The values expressed in the Palo Alto Comprehensive Plan are paramount. City policies must be guided by the goal to *“promote commerce but not at the expense of residential neighborhoods.”* This policy provides clear guidance that the quality of life in residential neighborhoods is to be respected.
2. RPPs have a strong and well-established basis for ensuring neighborhood quality. The council and citizens have immense power to design the details of commercial parking loads on residential neighborhoods. Here are two important citations:

Supreme Court excerpt from Arlington v Richards (1977) No. 76-1418

“To reduce air pollution and other environmental effects of automobile commuting, a community reasonably may restrict on-street parking available to commuters, thus encouraging reliance on car pools and mass transit. The same goal is served by assuring convenient parking to residents who leave their cars at home during the day. A community may also decide that restrictions on the flow of outside traffic into particular residential areas would enhance the quality of life thereby reducing noise, traffic hazards, and litter.”

California Vehicle Code 22507:

- (a) Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or

portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of a preferential parking program.

- (b) An ordinance or resolution adopted under this section may also authorize preferential parking permits for members of organizations, professions, or other designated groups, including, but not limited to, school personnel, to park on specified streets if the local authority determines that the use of the permits will not adversely affect parking conditions for residents and merchants in the area.

3. The phrase “not at the expense of residential neighborhoods” establishes a long-term objective of no all-day, non-resident employee permit parking in residential areas whether achieved by RPPs or through concerted and effective actions taken to eliminate commercial demand for parking in residential areas. The goal is not how much parking in neighborhoods we can allocate to commercial interests for their own private gain, but instead is to ensure commercial entities provide for their own needs so as not to impinge on residential neighborhoods.¹

Indeed, the first RPP in Palo Alto (i.e., College Terrace) and the most recent RPP (i.e., Old Palo Alto) have demonstrated that this standard is workable and should not change. To the extent possible, this is the standard toward which other neighborhoods would like to move.

We note that residential neighborhoods will continue to carry the short-term, 2-hr load for residents, their guests, residential service providers, and other two-hour parking by anyone and especially by customers of retail businesses, restaurants and medical and dental offices, who may park anywhere in residential neighborhoods.

¹ Residential parking programs have been characterized by some as attempts to “privatize a public asset.” This is completely backwards. Developers and other commercial interests are required to pay for many of their own infrastructure costs, and adequate parking or meaningful alternatives to commuting by car are not qualitatively different. When Palo Alto sells parking in a residential neighborhood to a private business that neglected to provide on-site parking for its employees, the City is subsidizing a private business using a public asset. When the City sells parking rights (via \$100,000 ‘in lieu’ fees, which do not factor in land costs) to a business that is then allowed employee parking in a taxpayer-funded parking garage in perpetuity, it is arguably also allowing the privatization of public assets.

4. Until such time as this long-term goal can be achieved, the limits on all-day parking non-resident permits to commercial employees should be negotiated with the affected residential community. Different communities may have different schedules for moving toward the goal of elimination of the need for employee parking permits.

Indeed, there has been a history of RPP development in Palo Alto with substantial work done by affected residents to document neighborhood needs and to propose workable solutions. Appendix A illustrates the often-times arduous process by which real progress has been made. Resident collaboration is key to any successful efforts to protect neighborhood quality of life.

5. Until such time as no employee, non-resident permits are sold in residential neighborhoods, quality standards that take into account the multiple dimensions of “quality of life” in neighborhoods will be critically important for evaluating the degree to which life in these neighborhoods is negatively impacted by commercial intrusion. We appreciate Staff efforts to bring quality standards up for an open discussion.

However, the Staff report² mentions only one type of “quality” standard, i.e. capacity utilization. This reduces the quality of life in neighborhoods to a single dimension of how many parking spaces on average are available for parking. Such capacity standards are appropriate for commercial parking lots that have as their primary objective providing as much parking as possible, but are wholly inadequate and inappropriate for residential neighborhoods that are more than simply an inventory of parking spaces.

Again, the objective should NOT be to maximize the amount of employee parking that can be squeezed into a neighborhood.

6. RPPs, like other City services, should not be judged solely by whether or not they are self-sustaining in a monetary sense and should never be discontinued predicated on lack of funding. There are always smarter trade-offs if the city is short of funds (e.g., increase the ticket price of an RPP violation above \$50, etc.). Residents expect that the city will not apply dichotomous thinking and use budget challenges as an excuse as to why they cannot prevent residential neighborhoods from becoming commercial parking lots.

We support all efforts by the City to engage in actions to increase the efficiency with which RPPs are managed and to reduce costs which do not harm the essential mission and purpose of the RPPs, including the proposed automated license plate reading technology.

² Planning and Transportation Commission, Staff Report #10873, “Study Session to Review and Discuss the FY 20-21 Parking Work Plan Including Policy Options for the Residential Preferential Parking Program,” submitted by Philip Kamhi.

Recommended Immediate Actions:

With these principles in mind, we make the following recommendations for immediate action.

1. Capitalize on the opportunity to improve parking practices by developing a plan to move non-resident permits sold in Evergreen Park and Mayfield to the new public California Ave. garage, in line with a target of zero such permits in these neighborhoods. The previous addition of parking spaces along El Camino Real to the Evergreen Park and Southgate RPPs already provides sufficient parking spaces for businesses located along El Camino Real.

The reallocation of permits cannot wait as once practices and habits are established for the new garage, a new 'status quo' will be in place that will be extremely difficult to change. The Staff report lists this item only as "Complete Schedule TBD." (item 28)

2. Proceed immediately with the LRP and new parking management system for neighborhoods as well as the commercial districts to reduce the costs of RPP management.
3. The successful RPP for Old Palo Alto should be permanently added with no changes to other proven RPP programs when it comes up for review in November.
4. Disclose any expected impact on neighborhood parking and traffic that might be caused by commercial district "parklets" that require the elimination of some parking capacity to allow businesses to use sidewalk space for their operations. The City must clearly state the expected duration of such "parklets" prior to their approval and implementation. Affected neighborhoods should be consulted and options for reducing the negative impact on neighborhoods be considered.
5. Establish a timeline to apply technology currently applied to RPPs to both University Avenue and California Avenue commercial districts. This includes the Permit Management System and modern enforcement technology.
6. Develop a timeline to implement modern signage technology in all garages in Downtown and California Avenue. Without signage indicating available parking spaces, commercial district parking utilization will be sub-optimal especially at night and mid-day if parklets reduce parking capacity.

Recommended Medium Term Actions:

1. The City must clearly and transparently state its goals for any parking program.³ Until we agree on a set of objectives, we cannot design a system to meet them nor agree on actions to take. In addition, the City must clearly and transparently state the assumptions on which its proposed actions depend, i.e., assumptions regarding increased housing that is under-parked, construction of additional commercial office space that is under-parked, commuting patterns, plans for alternative, i.e., non-auto, means of transportation, etc.

Staff must develop a set of standards against which to measure the impact of parking loads on residential neighborhoods. Capacity utilization is not, and should not be, the sole measure of quality of life. The success of an established RPP should not be measured by high permit sales and occupancy levels. The goal of an RPP is to lower occupancy levels and improve other quality of life indicators. RPP continuation should not be contingent on occupancy levels nor the number of residential permits AFTER the program is put in place.

2. Pricing policies are critically important. The City should publish the current fee schedules for all RPPS and establish updates that encourage parking in commercial garages and discourages commercial parking in residential neighborhoods. The City should develop a timeline to present integrated pricing policies for residential neighborhoods and commercial zones. In particular, we support the following statement in the staff report to the PTC:

“Consider increasing the cost of an RPP employee parking permit so that it is greater than the cost of a reserved space in a garage or lot, in order to incentivize parkers to choose off-street parking over on-street parking.”

3. City staff should be responsible for measuring and managing any increase in the parking load generated by ADUs, Airbnb, and new housing that is under-parked. Policies for the inclusion of residents of under-parked housing developments must be developed and explicitly stated. The currently being constructed “car-lite” development on the corner of Oregon Expressway and El Camino Real was approved with the understanding that residents would not be eligible for RPP permits.
4. In situations such as the Downtown RPP that experiences substantial intrusion of non-resident permit parking, the City should develop a reduction program to systematically reduce non-resident permits by 10% per year over a 5 to 8-year time period. When City

³ One recent Staff report to the City Council notes an objective to “maximize the available parking” in residential neighborhoods. It is unclear exactly what is meant by that statement, but if this refers to maximizing the parking that occurs in neighborhoods, it appears to be antithetical to protecting the quality of life in those areas.

parking garage capacity is available and/or new garages built, reduction of non-resident permits can be accelerated.

5. Reconsider efforts directed toward transportation demand management programs. TDM reforms can be deferred due to budget and staffing constraints, but it is important to be on record that all past Council and Staff TDM efforts have been purely aspirational and political fluff. TDMs must hold property owners and tenants accountable with carrots and sticks.
6. Since transportation and traffic are top priorities of the City Council, the Office of Transportation should outline its ability to address neighborhood traffic in FY 2020-21 and FY 2021-22. This summary should be available during the mid-year review of FY 2020-21 budgets.
7. The PTC and City Council should embrace a thorough review of commercial parking demand created by City ordinances and by the unwritten application of parking “benefits” granted to Parking Assessment Districts. The discriminatory privileges of PAD commercial properties versus non-PAD properties needs the light of day. The City Council should schedule a study session in 2020 to understand and disclose the unwritten privileges granted to property owners within Parking Assessment Districts.
8. For over ten years, Staff and Council have failed to respond to residents’ pleas that lower income workers deserve access to advantages of publicly-owned and operated city garages and surface lots. If the Council sincerely wants to give support to struggling businesses and employees of goods and services retailers, a new pricing policy can easily be adopted. Denying lower income workers access to commercial core parking is inappropriate in light of the steep curve of business recovery.
9. With respect to automatic renewal of all permits in residential and commercial areas, the City must create a verification process for proof of employment and income. Gaming of permits has commenced and may increase.
10. As under-parked housing is added within commercial districts, what is the policy for those residents and guests to be denied or given reliable access to parking within the district itself? What is City policy governing commercial tenants being priced out of their on-site parking? Examples are hiding in plain sight now.

Attachment B. It is a current list of parking exceptions, exemptions and variances allowed for commercial and housing development. This is small sample of parking-lite incentives. The theory is that public transportation is available and acceptable to the majority of workers in Palo Alto. The sustainability goals are laudable but unproven.

11. Many new housing developments within the commercial cores do not provide sufficient on-site parking. There is a pattern of excluding these residents from commercial core

parking and acquiring resident permits. Owners and tenants of these housing properties have rights to buy residential parking permits to park anywhere in the RPP. Should the commercial cores be taken out of the RPP boundaries and compete for available parking in the core? There is a pattern of renters being denied parking privileges or being priced out.

12. The Downtown RPP zones should be aligned with physical and long-established neighborhoods. Currently, Zones 4 – 8 extend beyond the downtown business core and cross Middlefield Road into the Crescent Park neighborhood. These zones should be re-aligned with both commercial and neighborhood boundaries, and all of Crescent Park should be resident only parking.
13. On residential blocks where the city has eliminated on-street parking (e.g. some blocks of University, all of Middlefield, and likely more) the city should ensure residents of these blocks get a minimum of two free parking permits to be used near their homes.

The Bigger Picture Awaits

Two mega trends may become obvious within a year. First, what are the assumptions regarding the degree to which the Palo Alto workforce will take public transportation? Can Palo Alto's bias for higher paid workers rely on the assumption of substantial use of public transit. This may not mean a return to heavy SOV, but it does suggest major changes in private transit.

Second, work-from-home may be substantial and permanent on the Peninsula and South Bay. This may result in a surplus of Class A office space and property tax reassessment. Within a year we could see negative impact on city property tax receipts. There may be an opportunity to convert office buildings to housing and rethink housing in Stanford Research Park.

Respectfully Submitted:

Allen Akin, Professorville

Neilson Buchanan, Downtown North

Wolfgang Dueregger, Evergreen Park

John Guislin, Crescent Park

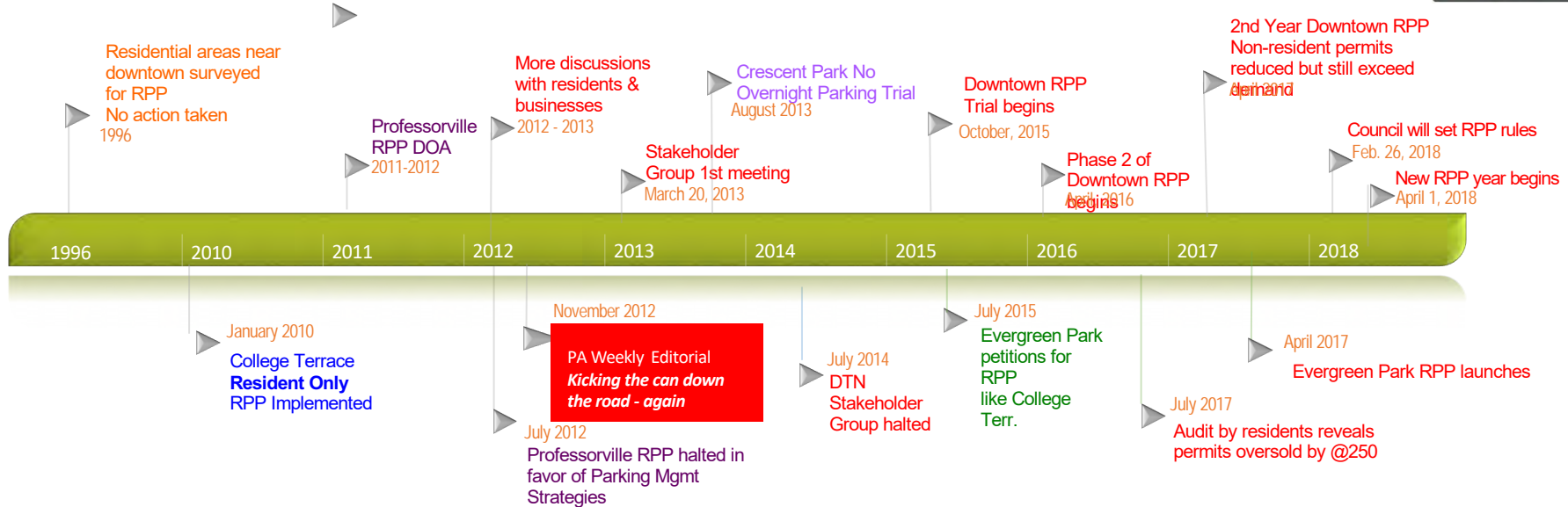
Paul Machado, Evergreen Park

Chris Robell, Old Palo Alto

Carol Scott, Evergreen Park

ATTACHMENT A

How the Can was Kicked Down the Road



- College Terrace RPP
- Professorville RPP
- Downtown RPP
- Evergreen Park RPP
- Crescent Park No Overnight Parking

History of RPP in Palo Alto

ATTACHMENT B

Staff Report ID #11042
Planning and Transportation Commission
Meeting Parking Adjustments
May 27, 2020
Packet Pages 88-91

(9) Motorcycle parking shall not count towards the vehicle parking requirements outlined in Tables 1 and 2.

[. . .]

SECTION 5. Section 18.52.045 (Minor Adjustments to Existing Parking Facilities) of Chapter 18.52 (Parking and Loading Requirements) of Title 18 (Zoning) is hereby added as follows:

18.52.045 Minor Adjustments to Existing Parking Facilities

The following minor adjustments may be made to existing parking facilities that are intended to remain in substantially the same form after restriping.

(a) Accessibility and EVSE-related equipment. For sites with existing development, the number on-site parking spaces may be reduced to the minimum extent necessary to: (1) achieve state or federally mandated accessibility requirements or (2) permit installation of electrical utility equipment required for EVSE. A maximum of 10% of the existing automobile parking stalls, or one stall, whichever is greater, may be removed pursuant to this section. The loss of a parking space is not permitted to accommodate EVSE itself. To the greatest extent feasible, electrical equipment required for EVSE shall be placed in a location that minimizes visibility from the public right of way.

(b) Substitution of bicycle parking. For sites with existing development, at least two existing automobile parking spaces, up to a maximum of 10% of the existing automobile parking stalls, may be replaced by long- or short-term bicycle parking facilities. A minimum of four long-term or eight short-term bicycle parking spaces per automobile parking space will be required. The bicycle parking spaces are to be located in the same physical location as the automobile spaces they are replacing, which shall be near primary entries of the building on-site or in locations that meet best practices for bicycle parking facilities.

SECTION 6. Table 4 (Allowable Parking Adjustments) of Section 18.52.050 (Adjustments by the Director) of Chapter 18.52 (Parking and Loading Requirements) of Title 18 (Zoning) is hereby amended as follows:

18.52.050 Adjustments by the Director

[. . .]

**Table 4
Allowable Parking Adjustments**

Purpose of Adjustment	Amount of Adjustment	Maximum Reduction ²
On-Site Employee Amenities	Square footage of commercial or industrial uses to be used for an on-site cafeteria, recreational facility, and/or day care facility, to be provided to employees or their children and not open to the general public, may be exempted from the parking requirements	100% of requirement for on-site employee amenities
Joint Use (Shared) Parking Facilities	For any site or sites with multiple uses where the application of this chapter requires a total of or more than ten (10) spaces, the total number of spaces otherwise required by application of Table 1 may be reduced when the joint facility will serve all existing, proposed, and potential uses as effectively and conveniently as would separate parking facilities for each use or site. In making such a determination, the director shall consider a parking analysis using criteria developed by the Urban Land Institute (ULI) or similar methodology to estimate the shared parking characteristics of the proposed land uses. The analysis shall employ the city's parking ratios as the basis for the calculation of the base parking requirement and for the determination of parking requirements for individual land uses. The director may also require submittal and approval of a TDM program ¹ to further assure parking reductions are achieved.	20% of total spaces required for the site
100% Affordable Housing ⁽⁴⁾	Based on maximum anticipated demand; applicant may request up to a 100% reduction in parking.	
Affordable Housing Units and Single Room Occupancy (SRO) Units ⁽³⁾	The total number of spaces required may be reduced for affordable housing and single room occupancy (SRO) units, commensurate with the reduced parking demand created by the housing facility, including for visitors and accessory facilities. The reduction shall consider proximity to transit and support services and the director may	<ul style="list-style-type: none"> a. 40% for Extremely Low Income and SRO Units b. 30% for Very Low Income Units c. 20% for Low Income Units

Purpose of Adjustment	Amount of Adjustment	Maximum Reduction ²
	require traffic demand management measures ¹ in conjunction with any approval.	
Housing Near Transit Facilities	The total number of spaces required may be reduced for housing located within a designated Pedestrian/Transit Oriented area or elsewhere in immediate proximity to public transportation facilities serving a significant portion of residents, employees, or customers, when such reduction will be commensurate with the reduced parking demand created by the housing facility, including for visitors and accessory facilities, and subject to submittal and approval of a TDM program. ¹	20% of the total spaces required for the site.
Transportation and Parking Alternatives	Where effective alternatives to automobile access are provided, other than those listed above, parking requirements may be reduced to an extent commensurate with the permanence, effectiveness, and the demonstrated reduction of off-street parking demand effectuated by such alternative programs. Examples of such programs may include, but are not limited to, transportation demand management (TDM) programs, or innovative parking pricing, <u>increased bicycle or motorcycle access</u> , or design solutions. ¹ (note: landscape reserve requirement is deleted).	20% of the total spaces required for the site ⁵
Combined Parking Adjustments	Parking reductions may be granted for any combination of the above circumstances as prescribed by this chapter, subject to limitations on the combined total reduction allowed.	a. 30% reduction of the total parking demand otherwise required b. 40% reduction for affordable housing projects
Modification to Off-Street Loading Requirements	The director may modify the quantity or dimensions of off-street loading requirements for non-residential development based on existing or proposed site conditions; availability of	One loading space may be waived

Purpose of Adjustment	Amount of Adjustment	Maximum Reduction ²
	alternative means to address loading and unloading activity; and, upon finding that: 1) the off-street loading requirement may conflict with Comprehensive Plan goals and policies related to site design planning, circulation and access, or urban design principles; and 2) the use of shared on-street loading would not conflict with Comprehensive Plan goals and policies related to site design planning, circulation and access or urban design principles; maximum reduction in one loading space.	
<u>Restriping Existing Parking Facilities</u>	<u>Existing parking facilities may be restriped in accordance with applicable provisions of the municipal code. The Director may approve a reduction in the number of required on-site parking spaces to achieve the City's waste management objectives, make improvements to on-site circulation, or bring substandard parking stalls into compliance with current design requirements. This provision applies only to sites with existing structures and existing parking facilities that are intended to remain in substantially the same form after re-striping of the facility.</u>	10% of the total spaces required for the site, or 2 spaces, whichever is greater.

- (1) See Section 18.52.050(d) below regarding requirements for TDM programs.
- (2) No parking reductions may be granted that would result in provision of less than ten (10) parking spaces on site, except for 100% affordable housing projects.
- (3) No parking reductions may be granted for projects that are entitled to the reduced parking standards in Table 1 of Section 18.52.040 for senior housing.
- (4) Applies to 100% affordable housing projects and the residential component of 100% affordable housing mixed-use projects. "100% affordable housing" as used herein means a multiple-family housing project consisting entirely of affordable units, as defined in Section 16.65.020 of this code, available only to households with income levels at or below 120% of the area median income, as defined in Chapter 16.65, except for a building manager's unit.

From: [John Guislin](#)
To: [Planning Commission](#)
Subject: RPP Study Session
Date: Tuesday, May 26, 2020 1:42:54 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Commissioners:

Your study session on Wednesday May 27 is an important opportunity for you to listen to residents to understand the profound negative impact commercial parking has on residential neighborhoods, e.g. traffic congestion, pollution, harried drivers, lack of parking for service providers, etc.

When faced with the intrusion of commercial parking into residential areas, most municipalities enact resident-only parking ordinances to protect quality of life for residents. Palo Alto currently has two such districts, College Terrace and Old Palo Alto. However, Palo Alto has chosen to create other RPP districts that allow substantial commercial parking in residential neighborhoods and place a burden on residents to secure permits to park near their own homes. There is no legal or moral basis to treat these neighborhoods differently and unfairly.

Our local business community has resisted efforts encouraging them to accept that parking for their employees is a cost of doing business and create solutions. Instead they have focused their energies on denying the demands of residents to protect all of us in the same way rather than develop and fund their own parking solutions.

What RPPs deliver is the return of a public asset, i.e. parking, to the public and an alignment of a cost of doing business back to business owners.

Residents have fought to protect residential neighborhoods for decades and are not willing to backtrack on the progress made to date.

Sincerely,

John Guislin

From: [Jeanne Fleming](#)
To: [Fine, Adrian](#); [DuBois, Tom](#); alisoncormack@cityofpaloalto.org; [Filseth, Eric \(Internal\)](#); [Kniss, Liz \(internal\)](#); [Kou, Lydia](#); [Tanaka, Greg](#)
Cc: [Clerk, City](#); [Architectural Review Board](#); [Planning Commission](#); board@pausd.org; health@paloaltopta.org
Subject: Modifications to zoning regulations
Date: Tuesday, May 26, 2020 8:42:25 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Mayor Fine, Vice-Mayor DuBois, and Councilmembers Cormack, Filseth, Kniss, Kou and Tanaka,

According to the Staff Report for today's Council meeting, City Manager Shikada and Senior Staff continue to recommend that you leave the door open for them to propose "Modifications to local zoning regulations [in order to] streamline application review, reducing the amount of time staff spends on each project and with public engagement." (I am quoting language in the second "block" of page 9 of Attachment A, Exhibit 1 in the Staff Report.)

I am writing to remind you that over sixty residents have written to Council specifically to ask that you reject this recommendation.

Why do residents care so much? Because what Staff proposes would: 1) make it easier, faster and cheaper for developers—developers of office buildings, of residential multi-family dwellings, of cell towers and everything else—to push dubious projects through the application review process; and 2) deny residents an opportunity to add their input.

Please do not endorse Staff's attempt to use the COVID-19 pandemic to effect an end run around the thoughtful provisions of the City's Municipal Code generally and, in particular, around the provisions of the Wireless Resolution you unanimously approved only a few short months ago.

Yours truly,

Jeanne Fleming

Jeanne Fleming, PhD
JFleming@Metricus.net
650-325-5151

From: slevy@ccsce.com
To: [North Ventura Coordinated Area Plan](#); [Council, City](#); [Planning Commission](#); [French, Amy](#); [Lait, Jonathan](#)
Subject: attachment
Date: Monday, May 25, 2020 11:39:30 AM
Attachments: [Item 5a 2 Attachment A Presentation v4.pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

RHNA allocation criteria



Update on Regional Housing Needs Allocation (RHNA) and Regional Early Action Program (REAP)

ABAG Regional
Planning Committee
May 6, 2020



RHNA Update: Housing Methodology Committee

ABAG Regional Planning
Committee

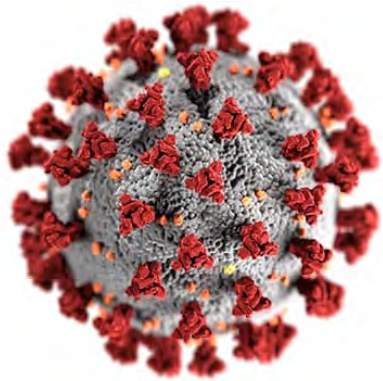
May 6, 2020

COVID-19 Pandemic + Likely Recession: Near-Term versus Longer-Term Impacts

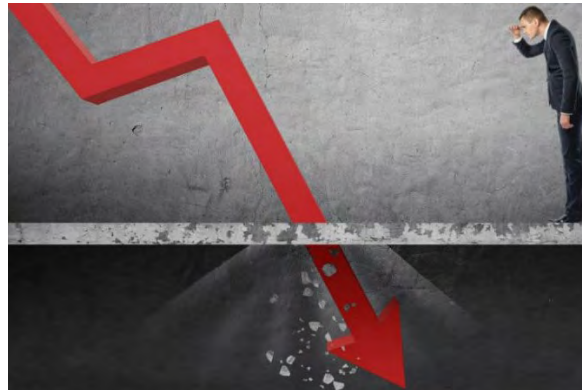
TODAY

NEXT 1 TO 5 YEARS

THROUGH 2030



PANDEMIC



(LIKELY) RECESSION



RECOVERY

- RHNA: planning for *ongoing* need for housing at all income levels
- Requests for flexibility: delay of RHNA implementation requires action by the State
- ABAG will elevate local government concerns with state agencies and legislators

HMC materials from March & April

- March HMC meeting:
 - What we heard from community-based organizations
 - Results of local jurisdiction survey
 - Plan Bay Area 2050 update
 - Continuing discussion of methodology factors
- Materials sent in April
 - Fair housing report
 - Summary of methodology options from March meeting
 - Revised RHNA schedule

CBO outreach: what community members said

- More housing needed everywhere for everyone
- Support for additional housing in high resource areas, with concerns
- Emphasis on linking jobs to housing and getting communities that haven't stepped up to do more
- Housing near transit is good, but transit availability, reliability, safety and cost are concerns
- Need for funding/financing for affordable housing, re-invest in communities that are under-resourced and support new with resources/services
- Important to enforce RHNA plans with incentives or penalties to ensure housing

Local jurisdiction survey: housing and land use

- Jobs-housing fit: 85% stated their jurisdiction is imbalanced or very imbalanced
- No regional consensus about opportunities
- #1 constraint: construction costs (87% of respondents)
 - Other constraints cited by a majority: availability of vacant land, funding for affordable housing, availability of construction workforce, land suitability, and availability of surplus public land
- Primary challenges to affordable housing: lack of local gap financing and available land

Local jurisdiction survey: fair housing

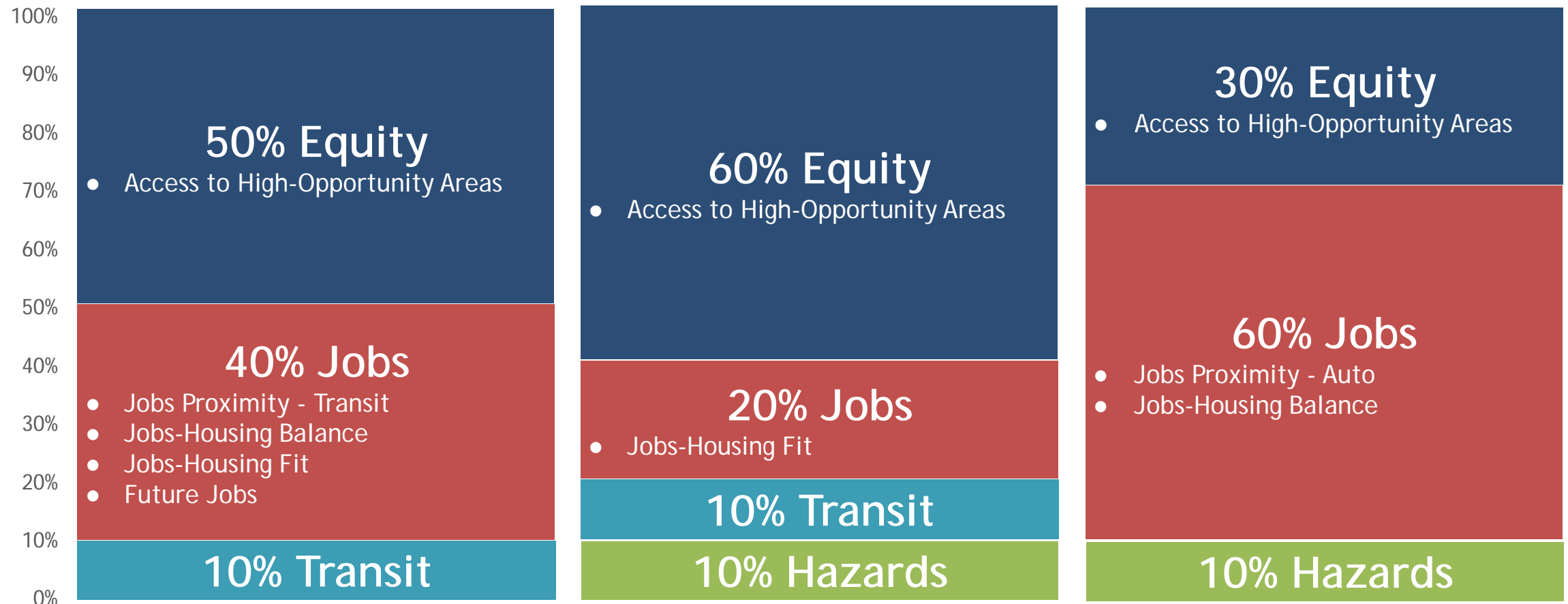
- Top factors contributing to fair housing issues
 - Displacement of low-income and/or person-of-color (POC) residents
 - Community opposition to development
 - Lack of affordable housing, especially larger units
 - Land use/zoning laws

Methodology factors: overview

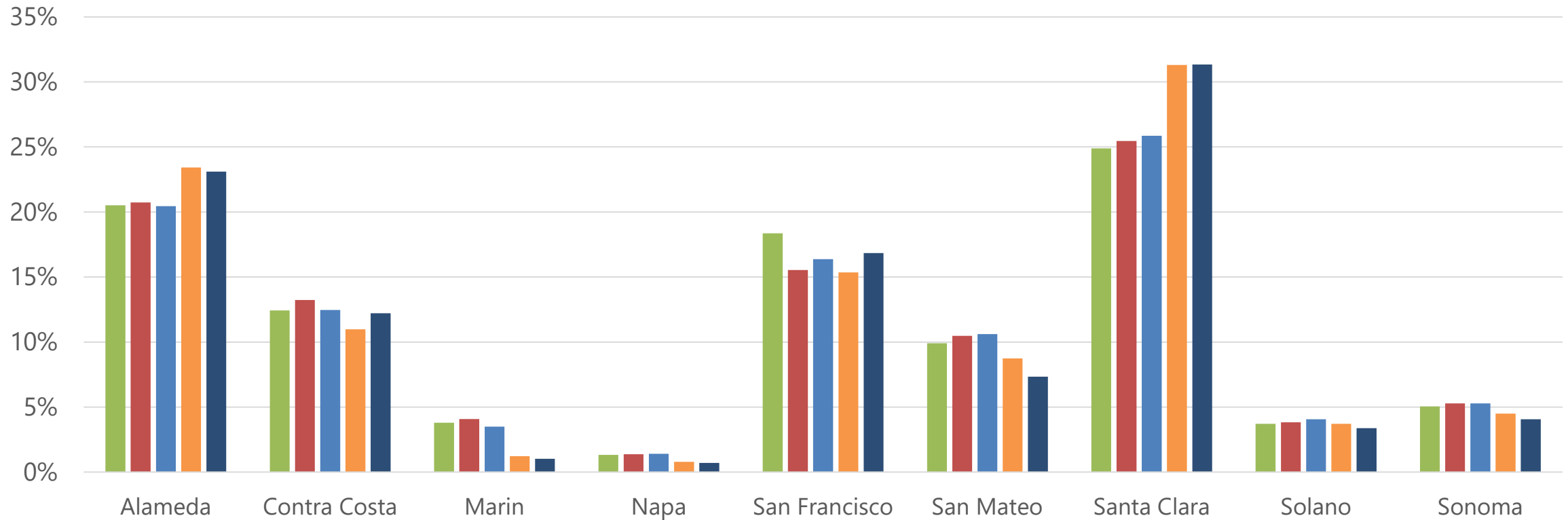
- March meeting: small group discussion to choose factors, assign weights to create methodology options
- Staff facilitators guided members through use of online visualization tool:
<https://rhna-factors.mtcanalytics.org/>

Methodology factors: top options

Comparison of three methodology options that received most votes

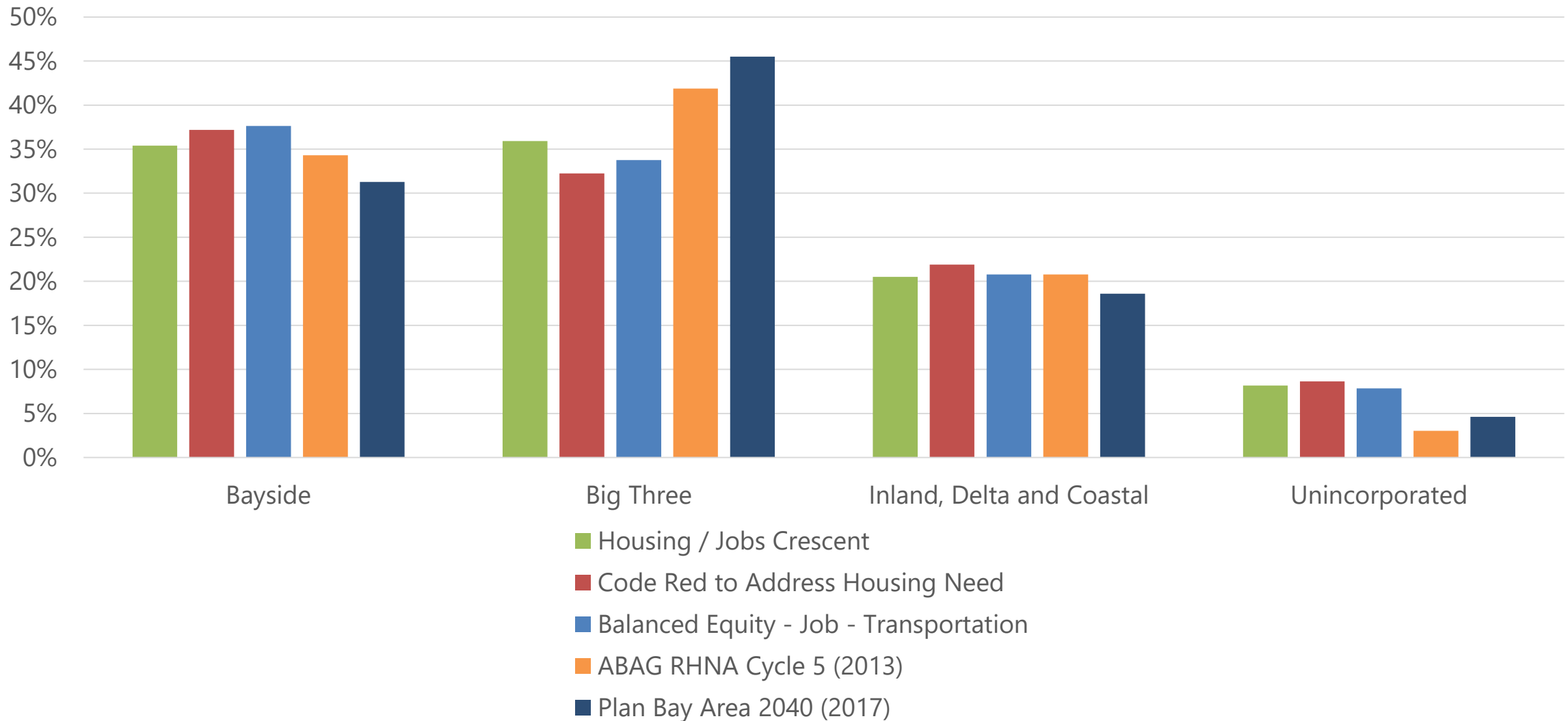


Methodology factors: top options



- Housing / Jobs Crescent
- Code Red to Address Housing Need
- Balanced Equity - Job - Transportation
- ABAG RHNA Cycle 5 (2013)
- Plan Bay Area 2040 (2017) Household Growth

Methodology factors: top options



Revised RHNA timeline

Milestone	Revised Deadline
HCD Regional Housing Need Determination	Summer 2020
Plan Bay Area 2050 Draft Blueprint	July 2020
Proposed RHNA methodology, draft subregion shares	Fall 2020
Plan Bay Area 2050 Final Blueprint	December 2020
Final subregion shares	December 2020
Draft RHNA methodology to HCD for review	Winter 2021
Final RHNA methodology, draft allocation	Spring 2021
RHNA appeals	Summer 2021
Final Plan Bay Area 2050	September 2021
Final RHNA allocation	Winter 2021
Housing Element due date	January 2023

Dates are tentative and subject to change



Regional Early Action Planning Grants (REAP) Update

ABAG Regional Planning Committee

May 6, 2020

Deadlines & New Resources

6TH Cycle RHNA

Legislative Housing Package

Budget Act (LEAP & REAP)

RHND from HCD

Proposed RHNA Methodology

Draft RHNA Methodology to HCD; Draft Allocations

Housing Elements Due

2017

2019-2020

Summer 2020

Fall 2020

Spring 2021

Jan 2023

HCD "Pro-Housing" Designation

SB 2 Grants Direct to Local Jurisdictions

6/30/22

LEAP Grants Direct to Local Jurisdictions

12/31/23

REAP Grant to ABAG/MTC

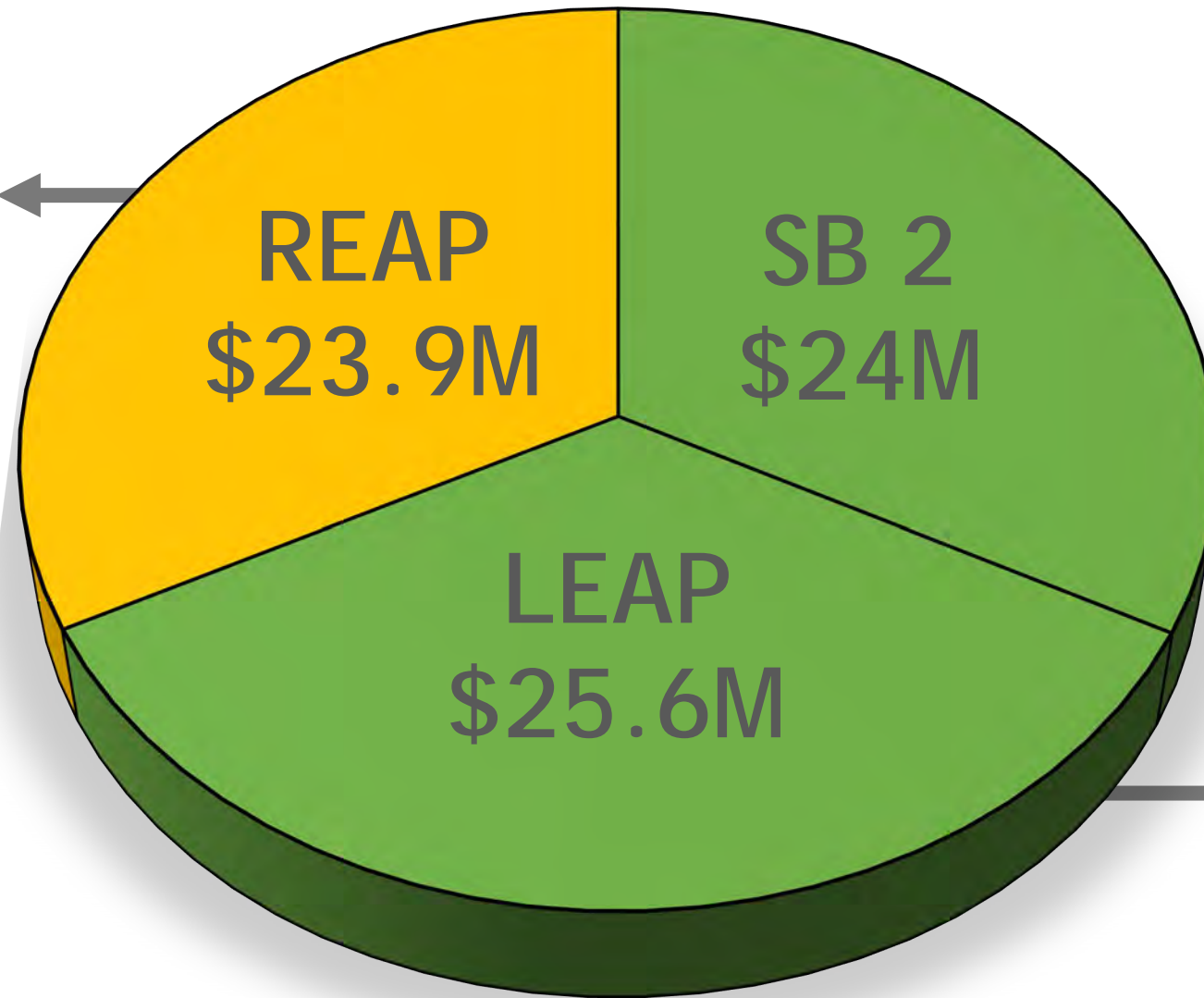
12/31/23

PLANNING GRANTS

REAP

State Funding to the Bay Area to plan for housing

Funding to
Regional
Government



Direct
Funding to
Local
Jurisdictions

REAP Basics

Background:

- One-time regional funding to ABAG
- To assist with implementation of RHNA & accelerate housing production

HCD Administration:

- 25% disbursement (\$5.9M) to ABAG pending contract with HCD.
- ABAG must submit application for the remaining 75% (\$18M) by 1/31/2021.

Next Steps:

- **Spring 2020:** Needs assessment of local jurisdictions for next Housing Element updates
- **Summer 2020:** Program design
- **Fall 2020:** Apply to HCD for remaining 75%
- **By Early Winter 2020:** Launch new regional housing program

ABAG/MTC Committed to Using REAP:

- **To enhance the RHNA process** by supporting the Housing Methodology Committee and increasing engagement with local electeds, staff, and stakeholders
- **To develop a new regional housing technical assistance program**
 - Technical assistance to jurisdictions to develop compliant **housing elements**.
 - Technical assistance to support **community engagement** strategies related to “3 Ps” of housing: Protection, Preservation, and Production

What should a
regional housing
technical assistance
program look like?

Needs Assessment & Program Design

Needs Assessment: Who We've Talked To

Outreach to Date:

- ABAG General Assembly
- League of Cities City Managers Conference
- Bay Area Planning Directors Association (BAPDA) - Steering Committee
- Small group discussion with every Planning Director in the Bay Area
 - Pre-existing county-based Planning Directors' meetings

Additional Outreach Planned:

- Local Elected Officials via Mayors' Conferences and League of Cities Sub-regional Meetings (to the extent feasible per COVID-19)
- Webinars
 - Overview of REAP for Local Electeds and General Public
 - Deep-dive on Housing Element Site Selection process for Local Staff
- Stakeholders and General Public

Needs Assessment: What We've Heard

Collaborative & Cohort-Based Approach

- Knowledge sharing on policies and best practices, site analysis and strategies, funding, etc.
- Tailored for variety of contexts

Regional Consultant Pool

- Economies of scale
- Reduced administrative burden on local staff
- Flexibility to craft locally-appropriate policies and programs

Regional Coordination with HCD

- Template Documents
- Data Packets
- Pre-Approved Site Feasibility Analysis?

Housing Leadership Development & Community Engagement

- Data-Driven Messaging
- Outreach and Education
- Focus Groups and Listening Sessions

Next step: RFP for Master Consultant

“ ABAG seeks to retain a master consultant to assist with its REAP program design, budgeting and implementation, including the recruiting and oversight of additional consultants.”

Proposals shall not exceed \$200,000, however, proposals may also include descriptions of additional proposed services and pricing should additional funding become available.

See <https://MTC.bonfirehub.com> for details.

Thank You

For more information contact

Gillian Adams, RHNA Manager, Regional Planning
gadams@bayareametro.gov

Heather Peters, REAP Manager, Regional Planning
hpeters@bayareametro.com

From: slevy@ccsce.com
To: [North Ventura Coordinated Area Plan](#); [Council, City](#); [Planning Commission](#); [French, Amy](#); [Lait, Jonathan](#)
Subject: NVCAP, RHNA and Housing in Palo Alto
Date: Monday, May 25, 2020 11:25:31 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear NVCAP working group members and city council and PTC members,

My two main points for NVCAP are

- 1) a high target for housing in the NVCAP planning area is essential for meeting our new RHNA targets and unique among available places for a substantial increase in housing
- 2) Meeting our common goal to increase housing for low and moderate income residents can only be met with some increases in density. It is the only way to get enough units and the only way to make projects feasible.

My conversations with HCD staff indicate that they have enhanced enforcement powers but strongly prefer that cities exercise local control to meet their housing targets.

As the process unfolds I encourage council and PTC members to consult with the planning director and city council on these issues.

I will elaborate on these points after tying the NVCAP plan to our RHNA and housing element goals.

The language below is from the staff report for the PTC meeting on May 27, 2020 re ADUs. But the essence applies to the North Ventura area. Both are critical pieces of the City's effort to develop a local control plan that meets our Comp Plan and new RHNA targets.

From my professional work I know a good deal about the likely direction of new RHNA targets for Palo Alto.

The state HCD is targeting early June for the release of the Bay Area RHNA determination letter. So it should be known for the next NBCAP meeting in June.

Based on RHNA determinations for other regions and the new methodology that includes "catch up" for overcrowded and cost burdened households, it is probable that the Bay Area RHNA will be 2 to 3 times larger than the current one that Palo Alto and most cities are struggling to meet.

Based on the three options for allocating the regional total to cities (see slide 12 in the attachment) Palo Alto will receive an above average share of the regional total as we are 1) a high amenity area and 2) have a large excess of jobs over housing.

"ADUs provide much needed housing for Palo Altans and play a significant role in the City's efforts to meet its Regional Housing Needs Allocation targets.

Staff expect ADU development will be advanced further in the upcoming Housing Element update. AB 671 requires that Housing Elements incentivize and promote the creation of ADUs at all income levels. As the City prepares to develop and adopt an updated Housing Element (must be adopted by January 2023), ADUs will play a large role."

There are several options before the NVCAP working group at this time. I encourage the working group to refine and bring forward two or more substantial housing options.

It is important to remember a couple of points in developing these alternatives:

1) This is a long term plan and what particular members or landowners think is feasible in the next year to two or three is irrelevant to the working group task or to the City's responsibility to make a best and extra effort to make housing work.

2) The development math and the unit count math does not work without some increases in density similar to the many beautiful 4 and 5 story buildings I see every day in my walks.

My final point is about making housing for low income residents (a major feature of the increased RHNA totals) work in practice.

I encourage the working group to hear from staff at Alta Housing (the new name for PAH) and remember what was needed to make Wilton Court possible. And that is getting sufficient density relative to parcel size to make projects feasible and to maximize the number of deed restricted units associated with market rate projects.

Stephen Levy

Director Center for Continuing Study of the California Economy

50 year resident of Palo Alto

From: [Palo Alto Forward](#)
To: [North Ventura Coordinated Area Plan](#); [Moitra, Chitra](#)
Cc: [Planning Commission](#); [Council, City](#)
Subject: NVCAP Comments regarding Alternatives
Date: Friday, May 22, 2020 12:47:40 PM
Attachments: [NVCAP Alternatives .pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear Mayor Fine and Palo Alto City Council Members and the NVCAP Working Group,

Palo Alto Forward (PAF) is a nonprofit organization of Palo Alto residents that envisions a more affordable, sustainable city with improved housing and transportation options for our diverse, multi-generational residents. We believe in thoughtful planning to meet our city's future population needs.

The North Ventura Coordinated Area Plan (NVCAP) is a rare opportunity to simultaneously address our housing shortage and climate change goals. The 60 acres encompassing the NVCAP is ideally located next to bus, rail, bike paths, El Camino Real, and the California Avenue business district making it an ideal place to build multifamily housing.

The NVCAP is a unique opportunity area to meet the City's existing Comp Plan goals to increase housing and will be the City's largest opportunity to meet the higher RHNA goals that are coming--goals that address the cost burdens and overcrowding of existing residents in our region.

While we understand the economic challenges in today's environment, the NVCAP is a plan for the future and we can provide greater flexibility in uses, densities and designs in order to meet changing conditions. With that, we ask that you consider the following criteria in evaluating NVCAP alternatives:

- More housing is critical and must include diverse housing types, including market rate and affordable homes with multifamily buildings and housing types that are affordable by design and offer opportunities for people of various income levels to live in our city.
- Subsidized affordable rentals and homeownership options must be incorporated throughout the neighborhood.
- Mixed use development should include a balance of housing and commercial space, with flexibility for types of use within commercial spaces.

- North Ventura has a large number of underutilized parcels. In order to allow for parcel assembly and street/path reconfigurations, zoning must allow for flexibility.
- In order for Palo Alto to meet higher RHNA allocations in a revised Housing Element (2023-2031), the city must select viable development sites for new homes. The Ventura Neighborhood and NVCAP can be an important part of the solution.

Thank you for considering these points during the evaluation of Alternatives.

Sincerely,

Palo Alto Forward Board of Directors

PALO ALTO FORWARD

May 22, 2020

To: Palo Alto City Council, NVCAP Working Group
Re: NVCAP Working Group Alternatives

Dear Mayor Fine and Palo Alto City Council Members and the NVCAP Working Group,

Palo Alto Forward (PAF) is a nonprofit organization of Palo Alto residents that envisions a more affordable, sustainable city with improved housing and transportation options for our diverse, multi-generational residents. We believe in thoughtful planning to meet our city's future population needs.

The North Ventura Coordinated Area Plan (NVCAP) is a rare opportunity to simultaneously address our housing shortage and climate change goals. The 60 acres encompassing the NVCAP is ideally located next to bus, rail, bike paths, El Camino Real, and the California Avenue business district making it an ideal place to build multifamily housing.

The NVCAP is a unique opportunity area to meet the City's existing Comp Plan goals to increase housing and will be the City's largest opportunity to meet the higher RHNA goals that are coming--goals that address the cost burdens and overcrowding of existing residents in our region.

While we understand the economic challenges in today's environment, the NVCAP is a plan for the future and we can provide greater flexibility in uses, densities and designs in order to meet changing conditions. With that, we ask that you consider the following criteria in evaluating NVCAP alternatives:

- More housing is critical and must include diverse housing types, including market rate and affordable homes with multifamily buildings and housing types that are affordable by design and offer opportunities for people of various income levels to live in our city.
- Subsidized affordable rentals and homeownership options must be incorporated throughout the neighborhood.
- Mixed use development should include a balance of housing and commercial space, with flexibility for types of use within commercial spaces.
- North Ventura has a large number of underutilized parcels. In order to allow for parcel assembly and street/path reconfigurations, zoning must allow for flexibility.

- In order for Palo Alto to meet higher RHNA allocations in a revised Housing Element (2023-2031), the city must select viable development sites for new homes. The Ventura Neighborhood and NVCAP can be an important part of the solution.

Thank you for considering these points during the evaluation of Alternatives.

Sincerely,
Palo Alto Forward Board of Directors

From: [Neilson Buchanan](#)
To: [Council, City: Planning Commission](#)
Cc: [Shikada, Ed](#); [Lait, Jonathan](#); [Kamhi, Philip](#); [Carey White](#); [Dennis Richards](#); [Bill Johnson](#); [Jocelyn Dong](#); [Dave Price](#); [Jon Mays](#)
Subject: Opinion: Future of Teleworking
Date: Thursday, May 21, 2020 12:54:01 PM
Attachments: [200521 Facebook Long Term Plans for Wrok at HJome SVBJ May 21 2020.pdf](#)

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

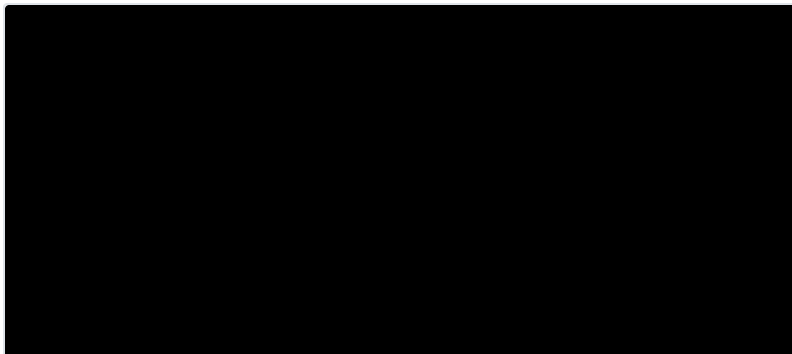
Dear Palo Alto City Council, Planning Commission and Staff,

Here is a very informed, national expert's opinion. I hope you will take time to scan this presentation.

The implications to SOV, Caltrain, VTA and commute patterns are great. The implications to vacant Class A office space on the Peninsula are profound.

Also see the attached latest news release from Facebook re work at home.

[Kate Lister's Presentation to Livable California Shows us the Future of Teleworking](#)



Kate Lister's Presentation to Livable California
Shows us the Future of ...

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

Please Sign In and use this article's on page print button to print this article.

TECHNOLOGY

Zuckerberg: Half of Facebook employees could be fully remote by 2030



Facebook Inc. CEO Mark Zuckerberg said Thursday morning that he expects half of his workforce to be fully remote in five to 10 years.



YOUR PARTNER IN TENANT IMPROVEMENTS

Learn

IS ARTICLE Business reporter, Silicon Valley Business Journal
Brought to you by [May 21, 2020, 11:43am PDT](#)
[Deloitte](#) **Updated** 47 minutes ago

Facebook Inc.
Half of Facebook Inc. employees could work from home full-time within five to 10 years, CEO Mark Zuckerberg announced on a Facebook Live stream Thursday morning, indicating a long-term shift toward remote work for the Menlo Park social media giant.
[See full profile](#)

Half of Facebook Inc. employees could work from home full-time within five to 10 years, CEO Mark Zuckerberg announced on a Facebook Live stream Thursday morning, indicating a long-term shift toward remote work for the Menlo Park social media giant.

“That’s not a target or goal. It’s not like I’m necessarily trying to get to that percent,” Zuckerberg said. “As a founder, one of the things I’ve learned is that culture is built very carefully over time.”

Facebook previously said it plans to start reopening its offices on July 6, but will continue to allow employees to work from home through the end of the year if they so choose. More than 95 percent of Facebook’s 45,000 current employees are working remotely now.

The timeline on widespread remote work could be extended into 2021, Zuckerberg said Thursday, stating that he doesn’t expect there to be a “single moment” when Covid-19 suddenly stops being a threat.

But years down the road, Zuckerberg said many of Facebook’s 45,000 current employees would likely work remotely, which he said could cut back on turnover and improve diversity outcomes by opening up opportunities for people who don’t live near a Facebook office.

In addition to taking “a more measured approach” to allowing transitions to remote work for existing employees, Zuckerberg said Facebook would “aggressively open up remote hiring” starting July 1.

Remote hiring is expected to start in the extended areas surrounding Facebook’s main engineering sites, and then in a few metro areas across North America. Facebook is planning to build hubs in Denver, Dallas and Atlanta, Zuckerberg said.

About half of Facebook employees said on a company questionnaire that they want to get back to the office as soon as possible and want to continue working in the office long-term.

About 20 percent said they were extremely interested or very interested in full-time, remote work “after this Covid period,” and another 20 percent said they were somewhat interested in working remotely full-time.

Some 45 percent said they would relocate if they could work remotely full-time, Zuckerberg said, noting that the company will adjust compensation based on local cost of living for remote employees.

A number of Facebook workers have already relocated since the company closed its offices in March. Zuckerberg said those employees have until Jan. 1 to notify the company of their current residence, which will lead to cost of living adjustments on salaries.

He said the company would mostly rely on "the honor code" for this, but that Facebook would be checking the locations of employees using virtual private networks, warning of "severe ramifications" for employees who lie about where they are living.

Shares of Facebook were trading more than 1 percent higher on Thursday, around \$232.75, up 26 percent over the last year.

T H E L I S T



Toeniskoetter
COMMERCIAL CONSTRUCTION

YOUR PARTNER IN TENANT IMPROVEMENTS

Learn

1	Apple Inc.	25,000
2	Alphabet/Google Inc.	24,626
3	County of Santa Clara	18,806
View This List		

 **DEADLINE: FRIDAY, AUGUST 28, 2020**

Silicon Valley C-Suite Awards 2020

Our C-Suite Awards recognize Silicon Valley's top executives for their contribution and commitment to the community and their outstanding professional performance.

[Submit a Nomination](#)

RELATED CONTENT

[Less and more: Facebook reworks plans for Willow Village in Menlo Park](#) 



[Sandberg touts \\$20M for women, minority and veteran-owned businesses](#)



[Here's why Pivotal's ex-president joined Facebook vets' database](#) 



[Bay Area cyber insurance startup lands \\$90M — and is hiring](#) 



Micro-internships? 'Pod-Zooming'? How tech is doing remote internships



MORE IN TECHNOLOGY

More >



Sandberg touts \$20M for women, minority and veteran-owned



Judge issues order in age discrimination suit against HP, HPE



YOUR PARTNER IN TENANT IMPROVEMENTS

Learn



Santa Clara-based Oracle database rival scores \$105M funding

BY CROMWELL SCHUBARTH



Intel buys Austin networking company

BY MALIA SPENCER



13 Bay Area startups raise over \$700M at midweek

BY CROMWELL SCHUBARTH

BEST PLACES TO WORK

2



SPONSORED

ARC Consulting, LLC

MORE >



S.F. unicorn raises \$400M at lower valuation, cuts 300 employees

BY BRIAN RINKER



Here's why Pivotal's ex-president joined Facebook vets' database

BY CROMWELL SCHUBARTH



Paul



Jules



Maud



YOUR PARTNER IN TENANT IMPROVEMENTS

Learn



Chloe



Ben



Diishan

The hot new thing in clubby Silicon Valley? An app called Clubhouse.

THE NEW YORK TIMES

Latest Listings

More >

COOL SPACES

12



SPONSORED

BEST PLACES TO WORK

2



From: [Neilson Buchanan](#)
To: [Lait, Jonathan](#); [Planning Commission](#)
Subject: Private Equity Is Ruining Health Care, Covid Is Making It Worse - Bloomberg
Date: Wednesday, May 20, 2020 1:48:38 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://www.bloomberg.com/news/features/2020-05-20/private-equity-is-ruining-health-care-covid-is-making-it-worse>

Coming to Palo Alto sooner than you think. Impacting dentistry too Unfortunate trend beyond current land use controls. One solution is greater supply of land zoned for health services to reduce cost of leasing offices
Sent from my iPhone

From: [Suzanne Keehn](#)
To: [Council, City; Shikada, Ed; Clerk, City; Planning Commission; Architectural Review Board](#)
Subject: Budget
Date: Monday, May 18, 2020 4:39:13 PM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

To the Palo Alto City Council,

I commend you all for surviving the 3 day marathon you had last week on the budget. I'm sure you needed a couple of off days after that effort.

I filled out two surveys, indicating that our community service were most important, and supportive for so many of us residents. Especially necessary is supporting creativity of our young people. I heard when listening some of the time last week, two high school students, I believe, speaking to support a program that both got so much from, creativity, community, even if on line. Plus they were learning a lot. Funding for the Children's Theater, College Terrace Library, even for 3 days a week. Nature, which has had a chance to breath during this stay in place order, is reviving. Keep the Baylands paths and interpretative center open. Nature is necessary for our health.

Take care of the mental health of our teens and adults, please keep the Suicide Prevention program. My younger granddaughter, when through this recently and getting help, is very expensive. Anything we can do to support the mental health of our community is more than worth the money it takes.

No one I know feels that the infrastructure planned is a current necessity. In fact we do not as yet, know how this pandemic will effect P.A. and other cities as far as needing more buildings. Most of what you've planned to include has waited for awhile, and waiting another year or so will save a lot of money.

Please review the plan for street maintenance, and find some cuts that could save some money. With the changes we are experiencing, and the effects on what we will experience, we don't need an El Camino Pedestrian Plan. Can money be found in the City parking Lot Maintenance? What about staff reductions in the City Manager's office, I believe there are 10 staff at present.

From what I've been reading and listening to, office buildings will not be needed. Even Google is rethinking how best to use their workforce. Many are seeing that working from home is efficient, and productive, and that perhaps going to a 2 1/2 day week is better for them and their employees.

One project that should be supported, going ahead with the plans, is the historic Roth Building, it has a great history and now to support a Palo Alto History Museum is a good idea, and would probably be best to continue now, before everything gets more expensive.

Sincerely,

Suzanne Keehn
Orme St.
94306

From: slevy@ccsce.com
To: [Council, City; Planning Commission](#)
Cc: [Shikada, Ed](#)
Subject: my blog supporting a careful reopening in support of our struggling small businesses
Date: Sunday, May 17, 2020 11:27:05 AM

CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

<https://www.paloaltoonline.com/blogs/p/2020/05/12/i-support-helping-our-local-small-businesses-start-to-reopen-quickly-and>