

From: [Aram James](#)
To: [Jeff Rosen](#); [Sajid Khan](#)
Cc: [Raj](#); [Jethroe Moore](#); [Human Relations Commission](#); [Council, City](#); [Planning Commission](#); [ParkRec Commission](#); [Joe Simitian](#); mike.wasserman@bos.sccgov.org; cindy.chavez@bos.sccgov.org; supervisor.ellenberg@bos.sccgov.org
Subject: Irish politician Richard boyd Baret goes off in the government chamber over the hypocrisy of sanctions against Russia when Israel has escaped them for over 70 years : r/PublicFreakout
Date: Saturday, March 5, 2022 5:06:51 PM

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FYI: A topic of debate worthy of our two leading candidates for DA to discuss.
Why am I guessing neither one of you will touch this critical life saving debate. Prove me wrong. Let's have a debate on the topic.

Aram James

https://www.reddit.com/r/PublicFreakout/comments/t6f0vq/irish_politician_richard_boyd_barett_goes_off_in/?utm_source=share&utm_medium=ios_app&utm_name=iossmf

Sent from my iPhone

From: [Aram James](#)
To: [Planning Commission](#); [Human Relations Commission](#); [Council, City](#); [chuck jagoda](#); [Shikada, Ed](#); [Joe Simitian](#); [Winter Dellenbach](#); [Jeff Rosen](#); [Jeff Moore](#); [Roberta Ahlquist](#); [citycouncil@mountainview.gov](#); [city.council@menlopark.org](#); [Josh Becker](#); [paloaltofreepress@gmail.com](#); [Gennady Sheyner](#); [Bill Johnson](#); [Vara Ramakrishnan](#); [alisa mallari tu](#)
Subject: More on allegations of racism among Ukrainian officials
Date: Saturday, March 5, 2022 6:04:38 PM

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<https://www.abc10.com/amp/article/news/community/race-and-culture/african-students-fleeing-ukraine-say-they-are-facing-discrimination-at-the-border/103-ecd263d6-fe59-45d0-ad4b-e8199204c879>

Sent from my iPhone

From: [herb](#)
To: [Jensen, Peter](#); [Gerhardt, Jodie](#)
Cc: [Council, City](#); [Clerk, City](#); [Planning Commission](#); [ParkRec Commission](#)
Subject: Notice of Exemption Boulware Park
Date: Saturday, March 12, 2022 5:07:58 PM

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

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

March 12, 2022

Mr. Peter Jensen
Landscape Architect Park Planner
Department of Public Works
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Ms. Jodie Gerhardt
Manager of Current Planning
Department of Planning and Development
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

BOULWARE PARK RENOVATION PROJECT
NOTICE OF EXEMPTION FROM CEQA
COUNTY FILE NUMBER ENV23781

Dear Mr. Jensen and Ms. Gerhardt:

The proposed park renovation project is not exempt from the California Environmental Quality Act (CEQA), because the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project implements the Park Improvement Ordinance for John Boulware Park (Ordinance No. 5534 at <https://www.cityofpaloalto.org/files/assets/public/city-clerk/ordinances/ordinances-1909-to-present/2021/ord-5534.pdf>) that implies that that the park includes the Birch Street property recently acquired from AT&T, a portion of the Ash Street right of way that is not presently dedicated to park uses, and any park land added by the creation of a cul-de-sac at the end of Chestnut Street.

More than two years ago, I advised the Parks and Recreation Commission that park dedication was required for all land that would be part of a park improvement ordinance, and that delaying park dedication would delay the project. (See my remarks in the minutes of the January 28, 2020 Parks and Recreation Commission meeting on Page 40 at <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes->

reports/agendas-minutes/parks-and-recreation-commission/agendas-minutes/2020-agenda-and-minutes/01-2020-prc-approved-minutes.pdf.)

The City Council at its February 10, 2020 meeting, agenda item #8 voted on the adoption of a park dedication ordinance for the Birch Street property, but never had a second reading of the Park Dedication Ordinance as required by Palo Alto Municipal Code Section 2.04.270(b), and as promised on Page 2 of the staff report for the agenda item (ID # 10990).

Notwithstanding the lack of a second reading, the action minutes and the minutes for the meeting claim that the ordinance was adopted in one reading, although the minutes do not include an Ordinance Number, and no such ordinance exists in the official City Clerk records.

February 10, 2020 City Council agenda:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/00-archive/2020/02-10-2020-ccm.pdf>.

Park Dedication Staff Report:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/reports/city-manager-reports-cmrs/year-archive/2020/id-10990-park-dedication.pdf?t=60521.13>

February 10, 2020 Action Minutes:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/00-archive/2020/02-10-20-action-minutes.pdf>.

February 10, 2020 Minutes:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/00-archive/2020/02-03-2020-sense-minutes.pdf>.

Palo Alto Municipal Code Section 2.04.270:

https://codelibrary.amlegal.com/codes/paloalto/latest/paloalto_ca/0-0-0-60160.

In addition to failing to adopt the park dedication for the Birch Street Property at the required second reading, the proposed first reading of the ordinance was placed on the Consent Calendar that is normally reserved for a second reading that requires a majority vote of the City Council to remove the item for discussion.

The proposed ordinance did not include as an attachment an engineer's drawing of the proposed land to be dedicated to park purposes as all other park dedications do.

For an example of an appropriate drawing see Ordinance No. 2300 that dedicated the existing Boulware Park under its original name of South Palo Alto Neighborhood Park at:

<https://www.cityofpaloalto.org/files/assets/public/city-clerk/ordinances/ordinances-1909-to-present/ordinances-by-number/ord-2300.pdf?t=41398.42>.

The January 26, 2021 staff report to the Parks and Recreation Commission at page 2 says, "The draft park design combines both

the existing parkland and newly purchased AT&T property as well as a portion of Ash Street". (See staff report at: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/parks-and-recreation-commission/agendas-minutes/2021-agendas-and-minutes/january-26-2021-parks-and-recreation-commission-agenda-item-3-boulevard-design.pdf>.)

The same language is repeated in the July 27, 2021 staff report to the Commission. (See staff report at: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/parks-and-recreation-commission/agendas-minutes/2021-agendas-and-minutes/boulevard-park-pio-staff-report-final.pdf>.)

However, the minutes of the July 27, 2021 Commission meeting in the second paragraph at Page 16, and at the bottom of Page 17 to the top of Page 18 record that there are discussions about whether to dedicate Ash Street to park purposes depending on future development at the former Fry's property.

Those discussions have never occurred in public before the Council prior to the Council adopting Ordinance No. 5534 that indicates that Ash Street is part of the park.

Prior to adopting an categorical exemption from CEQA for this project, the City Council in public needs to discuss whether it wants the project to conform to the Park Improvement Ordinance it has already adopted that show the Birch Street property, Ash Street, and any other land near the Chestnut Street cul-de-sac dedicated to park purposes.

The discussion should be an Action Item on the Council agenda rather than a Consent Calendar item.

At the very least, there needs to be a new first reading of the park dedication of the Birch Street property with an accompanying engineer's drawing of the property to be dedicated that is consistent with the style of engineer's drawings that are used for all other park dedications.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

cc: Palo Alto City Council
Palo Alto City Clerk
Palo Alto Parks and Recreation Commission
Palo Alto Planning and Transportation Commission

From: slevy@ccsce.com
To: [Steve Levy](#)
Subject: Bay Area economic update
Date: Friday, March 18, 2022 2:49:39 PM
Attachments: [Mar 17, 2022 Economic Update.docx](#)

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

Attached is the Bay Area Economic update for March including the EDD revisions to job and unemployment estimates.

The highlights are

Bay Area job growth in 2021 was revised upward in annual revisions released in March 2022 by EDD. At the same time, unemployment rates for December 2022 were slightly reduced. The Bay Area posted record VC funding in 2021. Housing permits rebounded to 2019 levels but remain far below region's housing goals for the next 8 years. All Bay Area jurisdictions must update their Housing Elements in 2022 to meet state and regional housing goals and requirements.

The highlights:

- Bay Area job estimates for December 2021 rose by 54,800 compared to the pre-revision estimates.
- Bay Area jobs increased by 7.2% between January 2021 and 2022 compared to a 4.6% increase in the nation and 7.4% gain in California.
- The Bay Area unemployment rate in December 2021 was 3.4% compared to 3.5% in the pre-revision estimate.
- Venture capital funding reached a record \$105.4 billion in 2021 up from \$49.8 billion in 2020
- March 2022 brings major crosscurrents to the global, national and regional economy with the Russian invasion of Ukraine, rising interest rates amidst continuing high inflation, the easing of COVID cases and related activity restrictions and the ongoing Bay Area challenges of housing, transportation and competitiveness.
- Bay Area jurisdictions have been given large increases in their housing goals for the next eight years as a result of state legislation and policy to reduce overcrowding and increase affordability. Each jurisdiction is in the process of updating their Housing Elements in 2022 to meet state and regional policy goals and requirements.

Bay Area Economic Update and Outlook—March 2022—Bay Area Economic Growth Estimates for 2021 Revised Upwards

Bay Area job growth in 2021 was revised upward in annual revisions released in March 2022 by EDD. At the same time, unemployment rates for December 2021 were slightly reduced. The Bay Area posted record VC funding in 2021. Housing permits rebounded to 2019 levels but remain far below region's housing goals for the next 8 years. All Bay Area jurisdictions must update their Housing Elements in 2022 to meet state and regional housing goals and requirements.

The highlights:

- Bay Area job estimates for December 2021 rose by 54,800 compared to the pre-revision estimates.
- Bay Area jobs increased by 7.2% between January 2021 and 2022 compared to a 4.6% increase in the nation and 7.4% gain in California.
- The Bay Area unemployment rate in December 2021 was 3.4% compared to 3.5% in the pre-revision estimate.
- Venture capital funding reached a record \$105.4 billion in 2021 up from \$49.8 billion in 2020
- March 2022 brings major crosscurrents to the global, national and regional economy with the Russian invasion of Ukraine, rising interest rates amidst continuing high inflation, the easing of COVID cases and related activity restrictions and the ongoing Bay Area challenges of housing, transportation and competitiveness.
- Bay Area jurisdictions have been given large increases in their housing goals for the next eight years as a result of state legislation and policy to reduce overcrowding and increase affordability. Each jurisdiction is in the process of updating their Housing Elements in 2022 to meet state and regional policy goals and requirements.

The Oakland Metro Area Had the Largest Upward Job Revision

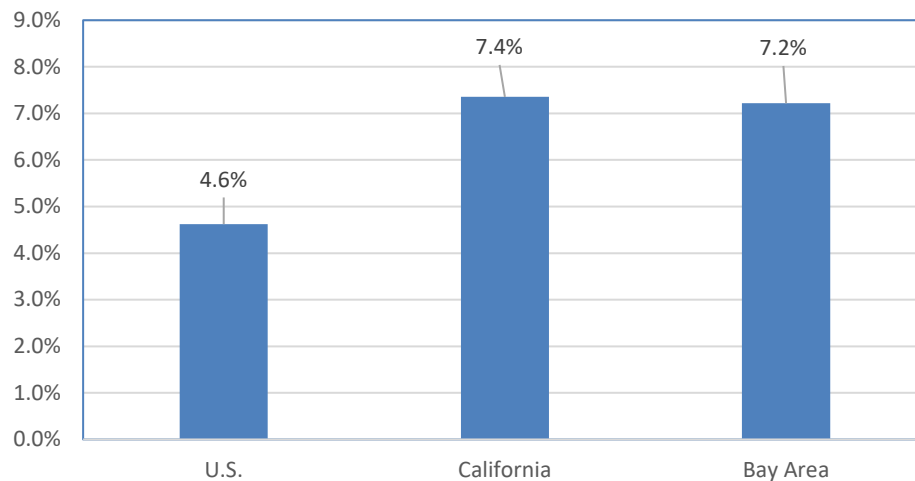
December job levels in the Oakland metro area were revised up by 35,100 or nearly 2/3 of the regional revision. Other gains were posted in the San Francisco and San Jose metro areas. Unemployment rate estimates were revised slightly downward in most metro areas. The regional unemployment rate for December 2021 was revised down to 3.4% from the pre-revision estimate of 3.5%.

Metro Area	Jobs (Thousands Dec 21)			UE Rate (Dec 21)	
	Pre-Revision	Revised	Change	Pre-Revision	Revised
Oakland	1,119.3	1,154.4	35.1	4.0%	3.9%
San Francisco	1,125.4	1,137.1	11.7	2.9%	2.9%
San Jose	1,124.7	1,134.0	9.3	3.0%	2.9%
Santa Rosa	197.4	199.2	1.8	3.5%	3.4%
Napa	136.3	134.8	-1.5	4.1%	4.1%
Vallejo	68.4	70.3	1.9	5.2%	5.1%
San Rafael	110.5	107.0	-3.5	2.7%	2.7%
Bay Area	3,882.0	3,936.8	54.8	3.5%	3.4%

Source: EDD

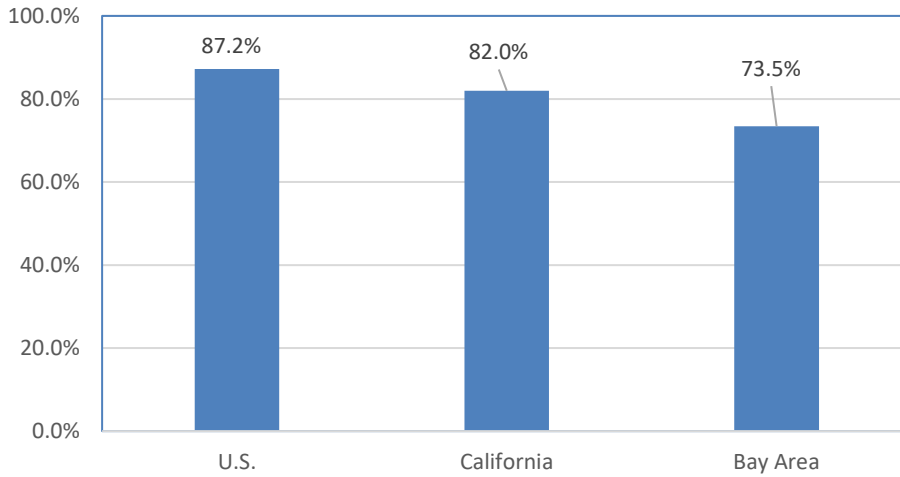
The Bay Area Outpaced the Nation in 2021 Job Growth

Job Growth January 2021--January 2022



Bay Area jobs increased by 7.2% between January 2021 and January 2022 outpacing the national 4.6% growth rate. The region still lags the nation and state in the percentage of jobs recovered since April 2020 as a result of the large job losses in 2020.

Jobs Recoverd by January 2022 as % of Losses



By January 2022 the region had recovered 73.5% of the jobs lost between February and April 2020. This is a lower recovery rate than the state and nation, though the region has closed the gap in recent months.

The Bay Area added 266,100 jobs in the past year led by a gain of 101,300 in the San Francisco metro area though SF has recovered just 69.4% of the jobs lost between February and April 2020. The San Jose metro area added 70,300 jobs and by January 2022 had recovered 78.3% of the jobs lost between February and April 2020. The Oakland metro area added 61,000 jobs.

Metro Area Job Trends (Thousands)

Metro Area	Feb 20	Apr 20	Jan 21	Jan 22	% Recovered
Oakland	1,201.9	1,003.6	1,093.7	1,154.7	76.2%
San Francisco	1,204.7	1,017.9	1,046.3	1,147.6	69.4%
San Jose	1,172.5	1,011.4	1,067.3	1,137.6	78.3%
Santa Rosa	211.1	171.9	185.2	200.7	73.5%
Napa	75.3	57.3	63.4	70.3	72.2%
Vallejo	143.3	121.5	129.3	135.0	61.9%
San Rafael	117.2	91.8	102.0	107.4	61.4%
Bay Area	4,126.0	3,475.4	3,687.2	3,953.3	73.5%

Source: EDD, seasonally adjusted data

Unemployment Rates Fell to 3.4% in the Region in December 2021 from 6.6% in January 2021.

The lowest rates were in the San Rafael metro area (2.7%) followed by the San Francisco and San Jose metro areas (2.9%) in December 2021.

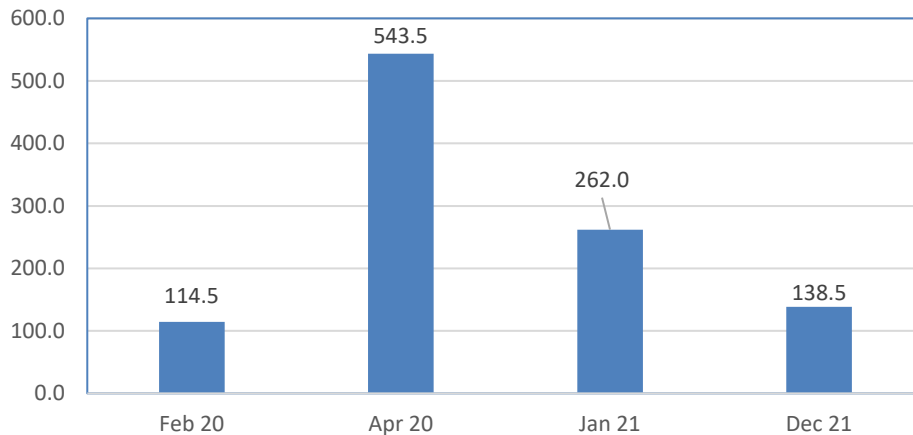
Unemployment Rates

Metro Area	Feb 20	Apr 20	Jan 21	Dec 21
Oakland	3.0%	14.8%	7.3%	3.9%
San Francisco	2.2%	12.5%	6.0%	2.9%
San Jose	2.6%	12.4%	5.8%	2.9%
Santa Rosa	2.8%	15.4%	7.1%	3.4%
Napa	3.2%	17.8%	8.8%	4.1%
Vallejo	3.9%	15.7%	8.6%	5.1%
San Rafael	2.4%	12.1%	5.4%	2.7%
Bay Area	2.7%	13.7%	6.6%	3.4%

Source: EDD

The number of unemployed residents has fallen sharply from the April 2020 high and from January 2021 to 138,500 in December 2021.

Bay Area Unemployment (Thousands)



Industries Were Affected Differently

Four sectors—Manufacturing, Transportation and Warehousing, Information and Professional and Business Services—exceeded pre-pandemic job levels in December 2021. On the other hand, the Leisure and Hospitality sector recovered only 65.6% of lost jobs by December 2021 though travel and tourism are now picking up again. The Government sector still has fewer jobs now than in April 2020. The Construction and Education and Health Services sectors have recovered most of the jobs between February and April 2020.

San Francisco Bay Area Jobs

	Feb 20	April 20	Jan 21	Dec 21	Apr20-Dec 21	
					Job Change	% Of Feb-Apr Loss
Construction	215,600	152,300	199,100	203,100	50,800	80.3%
Manufacturing	364,500	339,600	352,100	368,800	29,200	117.3%
Wholesale Trade	115,500	103,800	105,000	107,600	3,800	32.5%
Retail Trade	330,800	258,800	306,200	322,700	63,900	88.8%
Transp. & Wareh.	111,800	99,100	108,600	120,300	21,200	166.9%
Information	258,800	252,500	260,500	275,800	23,300	369.8%
Financial						
Activities	201,900	190,800	189,600	194,200	3,400	30.6%
Prof& Bus Serv.	798,300	740,600	750,400	801,800	61,200	106.1%
Educ & Health						
Serv.	636,400	563,600	597,000	627,400	63,800	87.6%
Leisure & Hosp.	441,200	208,500	227,000	361,100	152,600	65.6%
Government	488,500	471,800	450,200	469,600	-2,200	-13.2%
Total Non-Farm	4,093,000	3,468,700	3,635,200	3,966,900	498,200	79.8%

Source: EDD not seasonally adjusted

Housing Permits Rebound to 2019 Levels in 2021

Housing permit levels are up 35.5% in 2021 over 2020 levels and equaled permit levels in 2019. This year all Bay Area cities are required to update their Housing Elements to meet greatly increased regional and local jurisdiction housing goals. Below is a link to a report released on March 18th that I prepared at the request of the Silicon Valley Community Foundation to help residents understand and engage in their city's Housing Element update process. Although the report focuses on five Midpeninsula cities—Cupertino, Menlo Park, Mountain View, Palo Alto and Sunnyvale—it has broad applicability for other communities. The report is part of an engagement effort led by SV@Home with local partners.

https://www.siliconvalleycf.org/sites/default/files/publications/Housing_Report_2022.pdf

Residential Building Permits

			Contra		
Alameda	2019	6016	Costa	2019	2802
	2020	3762		2020	2768
	2021	5665		2021	3923
Marin	2019	216	Napa	2019	249
	2020	100		2020	228
	2021	253		2021	408
San Francisco	2019	3343	San Mateo	2019	1546
	2020	2192		2020	987
	2021	2951		2021	1291
Santa Clara	2019	5030	Solano	2019	1203
	2020	3574		2020	1697
	2021	4938		2021	1247
Sonoma	2019	2278	Bay Area	2019	23183
	2020	1816		2020	17124
	2021	2522		2021	23198
			% Change	21 vs 20	35.5%
				21 vs 19	0.1%

Source: CHF and CIRB

From: slevy@ccsce.com
To: [Council, City; Planning Commission](#)
Cc: [Wong, Tim](#); [Sheryl Klein](#); [Lait, Jonathan](#)
Subject: Housing Element Update Engagement
Date: Friday, March 18, 2022 3:55:20 PM
Attachments: [Housing white paper 2022 final single pages with links rev.pdf](#)

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

Dear City Council, Planning and Transportation Commission and Housing Element Working Group members,

Attached is a report that I prepared at the request of the Silicon Valley Community Foundation to help residents understand and engage in their community's Housing Element update process. The report is part of a broader engagement effort being led by [SV@Home](#) and local partners.

The report describes the regional and local jurisdiction housing goals, how they were developed and the related state and regional policy goals.

The report also includes extensive references from HCD on the requirements for developing Housing Elements that Palo Alto and all Bay Area cities are doing this year. The report cites HCD guidance and resources to help cities develop compliant plans and outreach efforts.

In addition, the report identifies common issues and challenges in ensuring that the selected sites are supported by policies and programs that make these sites viable and feasible. The City planning staff has identified a wide variety of policies and programs for review by the Housing Element working group.

Stephen Levy

Director

Center for Continuing Study of the California Economy

March 2022



Bay Area Cities Update Their Housing Elements in 2022

The Implications for Low- and Moderate- Income Housing: A Guide to Encourage Participation in the Housing Element Update Process

Bay Area Cities Update Their Housing Elements in 2022

The Implications for Low- and Moderate- Income Housing: A Guide to Encourage Participation in the Housing Element Update Process

Prepared by;

Stephen Levy

Director, Center for Continuing Study of the California Economy

Supported by a generous grant from Silicon Valley Community Foundation

Executive Summary

In 2022, all Bay Area communities must update their Housing Elements through a number of activities:

1. Identifying sites that are suitable and feasible for new housing that will be affordable to major income groups
2. Developing programs and policies that will reduce constraints and make the sites viable to non-profit and market-rate developers
3. Complying with the state's fair housing guidelines

This report should serve as a guide that provides background, summarizes goals, and encourages participation in the Housing Element update process in their communities.

All Bay Area cities have been assigned goals for attracting and approving housing that is affordable to four income groups, ranging from very-low income to higher-income residents. These goals are the result of an allocation by the state to the Bay Area and an allocation of the regional total to each city.

In June 2020, the state Department of Housing and Community Development, as required by state law, presented the Association of Bay Area Governments (ABAG) with a housing needs determination of 441,176 homes over the next eight years to meet existing and projected needs.¹

As a result of recently approved legislation requiring all regions to reduce the number of residents who are considered overcrowded or “cost-burdened” (spending more than 30% of their income for housing), the housing targets for this cycle have more than doubled. Notably, an increase in housing inventory will also return the housing market to a normal vacancy rate of 5% and make it easier to achieve the region's housing goals.

As a result of these new legislative goals, more than half of the region's projected housing need is for low-and-moderate income residents. In addition, half of the housing need is designed to overcome challenges for existing residents and not tied to population growth.

The ABAG's allocation methodology was based partly on city projected growth, with adjustments to give additional shares of housing to communities designated as high opportunity areas (defined below) and those with good proximity to jobs from public transit and auto travel. Research shows that efforts to help low-and-moderate

¹ NOTE: ABAG is the Bay Area Regional Planning Agency covering all cities and counties in the 9-county Bay Area.

income families live in high opportunity areas improves the likelihood of economic success for them and their children. Furthermore, reducing the number of long commutes will decrease congestion and greenhouse gas emissions while increasing family time together.

Additional adjustments were made to give additional shares of housing for low-and-moderate income residents to communities that have disproportionately failed to approve housing for these residents.

Just five cities in the Midpeninsula area (Cupertino, Menlo Park, Mountain View, Palo Alto and Sunnyvale) met the “high opportunity area” and “close to jobs” criteria and are prime locations for an above average allocation of housing for low-and-moderate income residents. This report will provide background information and suggestions for an engagement effort around the Housing Element update process in these cities, which is the primary focus of the grant from the Silicon Valley Community Foundation (SVCF).

Having sites that are suitable and available for multi-family housing does not guarantee that projects will be proposed or approved. Recent history shows most cities fell far short of meeting their previous and much lower housing approval goals even when the economy was growing and before material prices surged. This is especially true of housing for very-low and low-income residents.

Housing proposals will only be brought forward if developers are convinced that they are financially feasible. There are different standards for a proposal to be considered financially feasible, based on the type of developer involved. Non-profit developers will require public funding as part of their proposal consideration, while market-rate developers must be sure they will receive a competitive return on their investments.

The process of identifying and mitigating constraints to housing development will be critical to crafting a compliant Housing Element update. All groups developing the Housing Element update in each city must hear from non-profit and market-rate developers about the challenges they face in creating housing proposals and getting them approved.

Cities have many tools to overcome constraints that are identified, which include:

- Increases in allowable height and density
- Modifications of parking and retail requirements
- Creation of incentives to increase the amount of housing in projects reserved for low-and-moderate income residents
- Reducing the time involved in project review and allowing more projects to be approved by staff

In addition, pursuing local, state and federal funding opportunities is necessary to support housing for low-and-moderate income residents.

The report also discusses the link between housing and school enrollment. Enrollment declines are already occurring in both San Mateo and Santa Clara counties, and more declines are projected in the next 10 years. Some districts are already experiencing enrollment declines with impacts on school budgets and facility planning. Each district will need to examine the implications of these trends and consider how they impact the evaluation of new housing proposals.

For many years, the prevailing narrative about housing and school enrollment has been that more housing will create financial and other pressures on school districts. With enrollment declines impacting many districts, additional housing could help these districts avoid financial, staffing and facilities challenges.

Finally, this report provides information on how to engage in the Housing Element update process. The SVCF grant will provide funding for the testing of these approaches.

Introduction

Every eight years, California's Department of Housing and Community Development (HCD) gives every region in the state a housing needs determination for expanding housing with specific targets for all income groups. In June 2020, HCD presented the Association of Bay Area Governments (ABAG) with a housing needs determination of 441,176 housing units (homes) to meet existing and projected needs.

Each regional planning agency in the state—ABAG in the Bay Area—is required to allocate regional housing needs to communities in its own region. Following a long study and public process, ABAG adopted the Regional Housing Needs Allocation (RHNA) for each Bay Area community in January 2021.

After receiving their housing allocation, each community is required to prepare a new Housing Element that includes housing sites and policies such as zoning, density, height limits, parking requirements and other programs that will provide incentives for non-profit and market rate developers to propose sufficient housing to meet the communities housing targets. The Housing Elements must also comply with the state's Fair Housing laws and requirements.

Bay Area cities are currently in the process of updating their Housing Elements, which must be submitted in 2022.

This report examines the requirements for updating Housing Elements and the process and policy objectives underlying the regional and local community housing goals. There will be a focus on five Midpeninsula communities—Cupertino, Menlo Park, Mountain View, Palo Alto and Sunnyvale—as these cities met the ABAG criteria for an above-average housing goal.

This report provides the background for an engagement effort in these cities to help residents participate in their local community Housing Element update. A generous SVCF grant supports the development of this report and the subsequent engagement effort.

Stephen Levy, Director of the Center for Continuing Study of the California Economy and a member of the Palo Alto Forward board, prepared this report.

What do the Housing Goals mean and how were they developed?

Housing goals for the Bay Area were developed in a two-step process. Initially, the state gave the Bay Area region an overall goal for the next eight years.

STEP 1: Regional Housing Needs Determination

In June 2020, HCD presented ABAG with a housing needs determination of 441,176 housing units to meet existing and projected housing needs. The HCD regional housing needs determination letter can be accessed here: [https://hcd.ca.gov/community-development/housing-element/docs/abagrhna-final060920\(r\).pdf](https://hcd.ca.gov/community-development/housing-element/docs/abagrhna-final060920(r).pdf).

This planning target was more than twice the previous regional goal as a result of recently approved state legislation requiring that all regions plan to reduce the number of residents who live in overcrowded housing units or are “cost-burdened” (paying more than 30% of their income for housing). Another goal was to return to a normal vacancy rate for housing to improve housing availability, roughly 5%.

In previous RHNA cycles, the large majority of additional housing need was related to growth. In the current housing needs determination, nearly half of the forecasted need is to relieve housing shortages that exist today. In addition, more than half of the Bay Area housing need is to house very low-, low- and moderate-income residents.

Bay Area Regional Housing Needs Determination

CENTER BENEFITS	TOTAL UNITS NEEDED	PERCENTAGE OF TOTAL
Very Low	114,442	25.9%
Low	65,892	14.9%
Moderate	72,712	16.5%
Above Moderate	188,130	42.6%
TOTAL	441,176	100.0%

Source: HCD

The very low-income category includes households that make less than 50% of the area median income (AMI) and includes extremely low-income households that make less than 30% of the AMI. The low-income group includes households that make between 50% and 80% of the AMI. Moderate income households are those that make between 80% and 120% of the AMI and the above-moderate income category includes those that make more than 120% of the AMI. The following linked chart shows income limits in Santa Clara County in 2021 by household size: <https://www.vta.org/sites/default/files/2021-09/2021HCDIncomeandRentLimits.pdf>.

The area median income in Santa Clara County is estimated to be over \$150,000 (for a family of 4). That means that although households in the low-and-moderate income groups are not considered poor, they often face significant housing affordability challenges.

In previous housing element cycles, most of the housing goals were based on projected population growth. This is not the case for the new Bay Area housing goals.

Components of Bay Area Regional Needs Determination

COMPONENT DESCRIPTION	UNITS	PERCENTAGE OF TOTAL
Normal Vacancy Rate	98,799	22.4%
Mitigate Overcrowding	94,605	21.4%
Replacement	15,120	3.4%
Mitigate Cost Burdens	9,102	2.1%
Population Growth	223,550	50.7%
TOTAL	441,176	100.0%

Source: HCD

HCD's explanation of these categories of need is in the determination letter linked above. The comments below add context to the HCD explanation.

A large share of the housing need (22.4%) is to bring the region back to a vacancy rate of around 5% for the combination of single-family and multiple-family housing units. HCD determined that this vacancy rate was appropriate to "provide healthy market vacancies to facilitate housing availability and resident mobility."

It is a policy goal to reduce the upward pressure on prices and rents that has negatively impacted housing affordability for many Bay Area residents. When this determination was made, the Bay Area vacancy rate was 1.73%.

Another large share of the regional housing need (21.4%) aims to reduce the number of households living in overcrowded housing units. HCD defines overcrowding as more than one person per room. This omits a growing number of residents who have moved in with others (young adults moving back home, for example) who are not technically overcrowded but cannot find housing that they can afford.

The regional housing needs related to reducing overcrowding were determined by assessing two things:

1. Comparing the share of overcrowded units in the Bay Area to the share in comparable regions
2. Reducing the Bay Area share to the comparable region average.

The goal was to reduce, not eliminate, the number of overcrowded households.

The same methodology was used to determine the housing needs to reduce the number of cost-burdened households. The resulting addition to housing needs is very small (9,102 units), **but this is a result of the methodology and not the underlying need**. As the HCD letter reports, comparable regions find 66.0% of very-low and low-income households are cost burdened and 66.64% in the Bay Area. This shows that the difference is small though the %s are large in both areas.

In addition, HCD found that 16.25% of moderate-income households were cost-burdened, even though households at the low end of that income range are earning close to \$100,000 a year.

The remaining part of the regional housing need is for replacing units that are demolished and is calculated at 0.5% per year or 1 out of every 200 housing units.

Bottom line: The regional housing needs determination has more than doubled, primarily as a result of trying to reduce the housing challenges faced by existing residents. A large share of the increase is for low-and-moderate income residents who have seen housing cost increases outpace income gains in recent years.

Once the regional housing goals for the Bay Area were determined, the next step was the allocation to local communities (cities and unincorporated county areas).

STEP 2: Allocation to Local Communities

ABAG, the Bay Area's regional planning agency, had the responsibility for allocating the regional housing needs to local communities. ABAG formed a Housing Allocation Methodology Committee to develop the criteria for proposed allocation. The committee was composed of elected representatives appointed by each county, planning

staff from 12 jurisdictions (with at least one from each county), 16 stakeholders representing diverse perspectives, and a state representative.

The allocation met the five required statutory policy objectives as described in the January 2021 report linked below:

- **Objective 1:** Increase the housing supply and the mix of housing types in an equitable manner.
- **Objective 2:** Promote infill development, efficient development, and GHG reduction.
- **Objective 3:** Promote better relationship between jobs and housing, particularly jobs-housing fit.
- **Objective 4:** Balance existing disproportionate concentrations of income categories.
- **Objective 5:** Affirmatively further fair housing.

The committee met 12 times from October 2019 through September 2020 and received public comments at each meeting and through letters and emails. The final committee recommendations were approved in January 2021. The ABAG website describing the committee work and membership can be found here: <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/housing-methodology-committee>.

The allocations were based on three principal inputs:

1. Projected growth from Plan Bay Area 2050 (provided by staff)
2. Adjustments to give additional shares of housing to communities designated as high opportunity areas and those with good proximity to jobs from public transit and auto travel
3. An equity adjustment to give additional shares of low-and-moderate income housing to communities with low current shares of this housing

The final allocation was the result of staff revisions to the growth projections, public input on the allocation criteria and committee input. The process and results are described in the final report to the ABAG Executive Committee in January 2021: <https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation/housing-methodology-committee>.

Five cities in the Midpeninsula received above-average shares of the regional housing needs because they scored high on the adjustment for high opportunity areas and jobs close to transit and auto travel.

These cities—Cupertino, Menlo Park, Mountain View, Palo Alto and Sunnyvale—will be the focus of the outreach and engagement efforts of this project and will be used to explain the allocation criteria and Housing Element planning and issues.

What is a High Opportunity Area?

Below is the explanation from an ABAG Methodology Committee packet:

https://abag.ca.gov/sites/default/files/rhna_methodology_report_2023-2031_finalposting.pdf.

“The Opportunity Map stems from HCD’s policy goals to avoid further segregation and concentration of poverty and to encourage access to opportunity through affordable housing programs. The map uses publicly available data sources to identify areas in the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families and their children. The Access to High Opportunity Areas factor directly addresses the RHNA objective to affirmatively further fair housing by increasing access to opportunity and replacing segregated living patterns.”

In practical terms, a high opportunity area has good schools, a wide range of amenities and above-average revenue to support high-quality public services.

There is a wide body of research that shows when low-income residents are able to live in high opportunity areas, that they (and especially their children) have improved chances for upward economic mobility (better jobs and higher incomes). Raj Chetty, the William A. Ackman Professor of Economics at Harvard University and Director of Opportunity Insights, was one of the pioneers in this research. His findings can be found here: <https://opportunityinsights.org/paper/neighborhoodsi/>.

What is a High Job Proximity Area?

Below is the explanation from the ABAG packet linked above:

*“The two factors based on job proximity (**Job Proximity – Auto** and **Job Proximity – Transit**) consider the relationship between jobs and transportation. **Job Proximity – Auto** is based on jobs that can be accessed from a jurisdiction by a 30-minute auto commute, while **Job Proximity – Transit** is based on jobs that can be accessed from a jurisdiction within a 45-minute transit commute. These factors encourage more housing in jurisdictions with easier access to the region’s job centers. Additionally, these factors use a commute shed to measure job access rather than solely considering the jobs present within a jurisdiction’s boundaries. Using a commute shed intends to better capture the lived experience of accessing jobs irrespective of jurisdiction boundaries. Housing and job markets extend beyond jurisdiction boundaries—in most cities, a majority of workers work outside their jurisdiction of residence, and demand for housing in a particular jurisdiction is substantially influenced by its proximity and accessibility to jobs in another community.”*

Menlo Park, Mountain View, Palo Alto and Sunnyvale all have access from one or more Caltrain stations as well as El Camino express bus service. In addition, they all have access from both Highways 101 and 280 and are close to major job centers. Cupertino does not have similar public transit access but does have access from 280 and is close to major job centers in Santa Clara County. These cities have many thousands of jobs accessible in less than the 30-minute and 45-minute access times noted in the ABAG criterion.

The following tables describe the housing allocations for these five cities. The tables show:

1. Cities are asked to plan for housing at all income levels
2. More than 50% of the housing needs are for existing low-and-moderate income residents
3. Each city is asked to plan for housing growth that is larger measured by % growth compared to the regional average growth rate

Housing Allocations By Income Group in the Five Cities

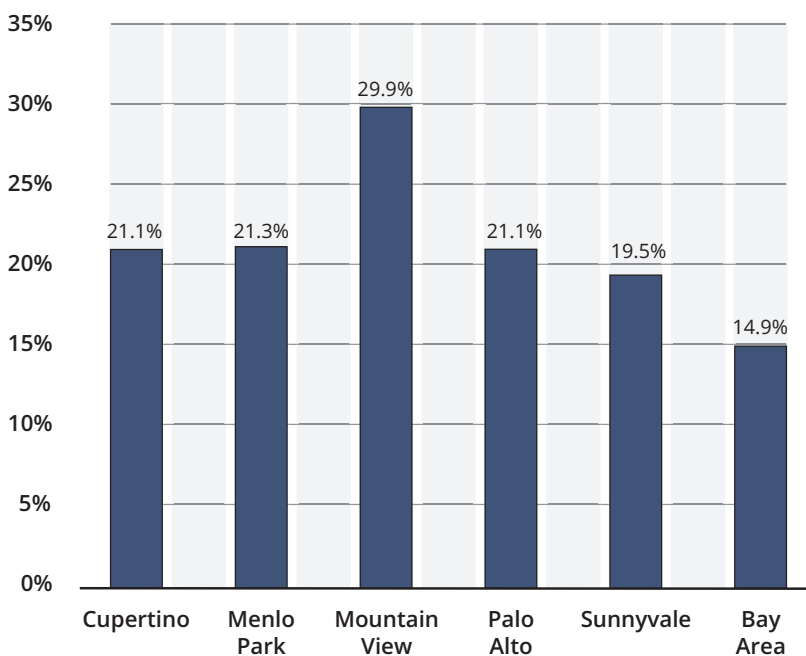
CITY	VERY LOW	LOW	MODERATE	ABOVE MODERATE	TOTAL
Cupertino	1,193	687	755	1,953	4,588
Menlo Park	740	426	496	1,284	2,946
Mountain View	2,773	1,597	1,885	4,880	11,135
Palo Alto	1,556	896	1,013	2,621	6,086
Sunnyvale	2,968	1,709	2,032	5,257	11,966

Source: ABAG

The large share of housing targeted to be affordable to low-and-moderate income residents is the result of state policy to address the housing affordability challenges facing these residents today. These goals are intended to make up for the lack of housing built in recent years that is affordable to most residents in these income groups in these cities.

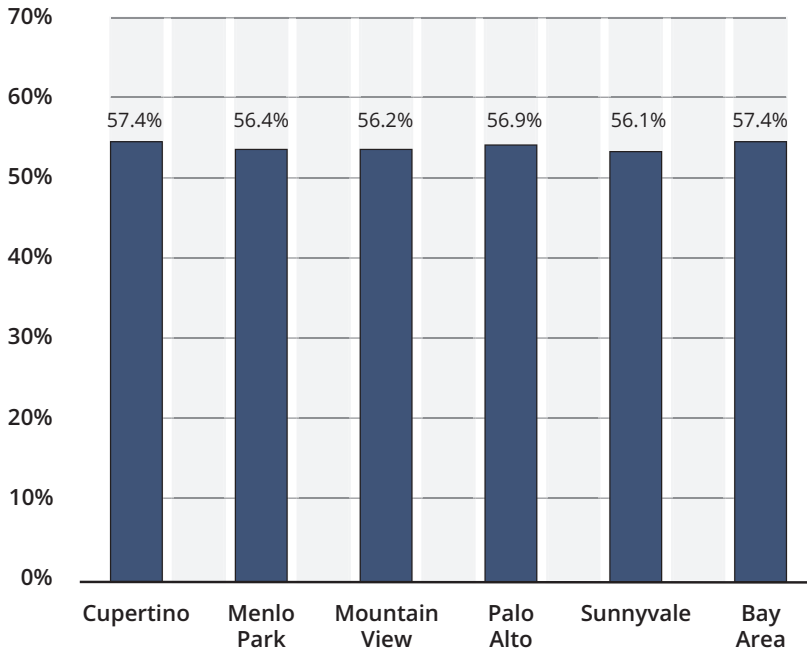
The chart below shows the target for housing planning in each city compared to the regional target for unit growth. The above-average shares reflect the cities' rank as high opportunity areas and high job access areas.

% Growth in Housing from 2020 Census Level



The chart below confirms that most housing to be planned is targeted at increasing affordability and supply for low-and-moderate income residents.

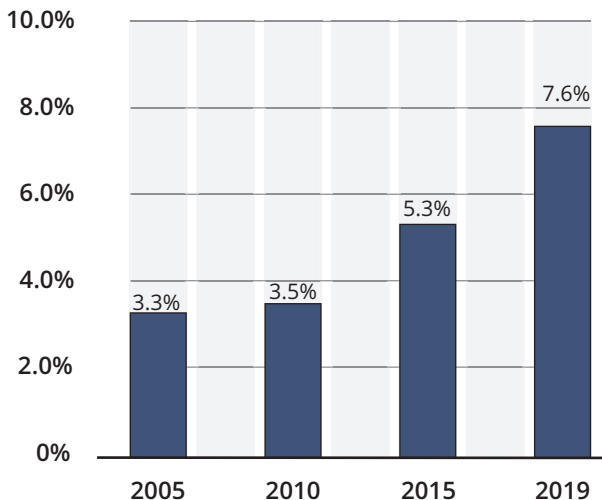
% of Housing Allocation for Low-and-Moderate Income Households



Two trends make the proximity to jobs allocation criterion especially important. According to the 2021 Index of Silicon Valley published by Joint Venture Silicon Valley, the number of commuters who travel from one county to another has been increasing, and the share of Silicon Valley employees who commute more than 90 minutes one way (3 Hours total back and forth) has more than doubled since 2005. They are called “mega commuters.”

And this does not count the workers who moved from close to jobs to places far out in Contra Costa, Alameda and Santa Clara counties and still have long commutes (but fall short of the 90 minutes each way threshold for “mega commuter” status).

Mega Commuting Trends for Silicon Valley Employees



The Housing Element Update Process

The Housing Element update process is now underway in all Bay Area cities. It builds upon the housing needs allocation by planning to meet state requirements for approving new housing units for all income groups and for identified special populations.

The legal and technical requirements are complex, so HCD has provided technical assistance related to the requirements and specific steps to follow in the update process.

The main HCD Housing Element website is <https://hcd.ca.gov/community-development/housing-element/index.shtml>. A guide to Housing Element building blocks can be found at <https://hcd.ca.gov/community-development/building-blocks/index.shtml>.

There are three main components to the update process:

1. Identify sites that are available, suitable and have the capacity for the city's housing needs allocation
2. Identify constraints to housing development on these sites and develop and adopt policies and programs to overcome any constraints
3. Comply with the state's requirement to affirmatively advance fair housing goals

Issues and Challenges in Meeting the Housing Needs Allocation

Having sites that are suitable and available for housing does not guarantee that projects will be proposed or approved. **Recent history reveals that most cities fell far short of meeting their current much lower housing approval goals.** This includes years when the economy was growing and before material prices surged. This is especially true for housing for very-low and low-income residents. Below is a table showing the shortfall for the five cities this report focused on.

Housing Unit Permits Issued

CITY	VERY LOW INCOME PERMITS GOAL	VERY LOW INCOME PERMITS BY 2020	LOW INCOME PERMITS GOAL	LOW INCOME PERMITS BY 2020
Cupertino	356	19	207	0
Menlo Park	233	148	129	80
Mountain View	814	244	492	215
Palo Alto	691	101	432	60
Sunnyvale	1,649	132	906	61

Source: HCD

The five cities are not unique in facing these challenges. The intent in sharing this data is not to cast blame, but rather to point out that the Housing Element update requirement to identify and address constraints is critical in reviewing possible housing sites.

Housing proposals will only be brought forward if developers are convinced that they are financially feasible. This means for non-profit developers that there is public funding to support development and for market-rate developers that costs are covered including a competitive return on their investments.

It will be important for all groups developing the Housing Element update in each city to hear from non-profit and market-rate developers about the challenges they face in developing housing proposals and getting them approved.

The HCD building blocks link above lays out the requirements with regard to policies and programs needed to provide sufficient incentives to bring forth housing proposals on the sites identified in the site inventory. **These requirements emphasize the fact that identifying sites is the first not final step in attracting housing proposals.** The required policies and programs will vary from city to city depending on the identified constraints related to building housing. From the HCD building blocks summary:

“The housing element must identify and analyze potential and actual governmental constraints to the maintenance, improvement, or development of housing for all income levels, including housing for people with disabilities. The analysis should identify the specific standards and processes of these constraints and evaluate their impact on the supply and affordability of housing. The analysis should determine whether local, regulatory standards pose an actual constraint and must also demonstrate local efforts to remove constraints that hinder a jurisdiction from meeting its housing needs.”

“Each jurisdiction must identify specific programs in its housing element that will allow it to implement the stated policies and achieve the stated goals and objectives. Programs must include specific action steps the locality will take to implement its policies and achieve its goals and objectives. Programs must also include a specific timeframe for implementation, identify the agencies or officials responsible for implementation, describe the jurisdiction’s specific role in implementation, and (whenever possible) identify specific, measurable outcomes.”

Potential sites for building are often not used due to constraints from a variety of sources. The Turner Center in Berkeley summarized this challenge:

“The Housing Element is a planning framework that requires all California cities to respond to state targets for expected household growth on an eight-year cycle. For many years, however, these documents have not been truly reflective of subsequent development realities on the ground. Cities may have a certified Housing Element on paper, without much likelihood that the growth specified in the Housing Element would occur, often because unrealistic sites were pegged for development or growth is cordoned off to just one part of a city. Legislators have passed a series of laws over a few years to strengthen the analysis that goes into Housing Element certification. These changes will require more rigorous analysis of how siting new housing is planned. This blog post shows how one city—Los Angeles—used data-driven evidence to justify their Housing Element sites, including original analysis conducted by the Turner Center. Evidence-based Housing Elements may better reflect development conditions on the ground, and may therefore force cities to reconsider their current land use practices in response to the housing goals set by the state.”

Source: <https://turnercenter.berkeley.edu/research-and-policy/stronger-housing-element-los-angeles/>

Constraints and Opportunities Related to Housing for Low-and- Moderate Income Residents

One major constraint is lack of funding. Below market rate units (BMR) reserved for very-low and low-income residents depend on tax credits and other forms of federal and state financial support as their main source of funding. While these sources have recently increased with state bonds and budget financing and increased federal support, funding still falls well short of the need to meet the housing goals.

Local cities can provide financing for the creation of BMR housing from impact fees and the ability to approve local bond issues. In addition, local communities can increase the supply of BMR housing by requiring that a certain percentage of market-rate developments be set aside for low-and-moderate income residents. Local communities can also increase BMR supply through the option of approving mixed-use developments that include commercial uses as well as housing.

For example, Google and the cities of Mountain View and San Jose have reached agreements that include plans for thousands of homes, including many BMR homes. Menlo Park will receive a mixed-use proposal that includes housing from SRI International and a proposal to redevelop the United States Geological Survey site. Sunnyvale has approved a number of mixed-use projects that include housing.

To date, Palo Alto and Cupertino have been reluctant to add housing through projects that include commercial land uses.

Communities can also consider the use of public lands for housing. In Palo Alto, Santa Clara County has donated land for teacher housing, and the city rezoned a former VTA site to allow the development of moderate-income housing cited below. Palo Alto is also considering the use of public parking lots for combined parking and housing, with an emphasis on units reserved for low-income residents. Palo Alto is also considering whether the city will allow churches to build housing on their excess parking lots.

Cities can and have created special zoning provisions that incentivize the construction of housing reserved for low-and-moderate income residents. Palo Alto created a zoning overlay to incentivize BMR housing, a special zoning provision to incentivize housing reserved for moderate-income residents, and a planned housing zone (PHZ) to provide incentives for projects that include at least 20% of the units reserved for low-income residents.

Some additional constraints for low-and-moderate income housing that these zoning changes address are modifications in parking requirements, requirements to provide retail space and height—all of which affect the cost and feasibility of building this housing.

These constraints and challenges will vary by community, which is why each city should hear from developers about their particular challenges.

A recent report by the Santa Clara County Civil Grand Jury made findings and recommendations for Mountain View and Palo Alto aimed at improving the approval of housing for low-and-moderate income residents. These recommendations can be reviewed by all cities as part of their Housing Element update process and can be found here: https://www.scscourt.org/court_divisions/civil/cgj/2021/Affordable%20Housing%20Final%20Report.pdf

Constraints Related to All Types of Housing

Many of these are mentioned above. There are two major groups of constraints: those that relate to project proposals and those that relate to eligible sites for housing.

Project Constraints

These include allowable density, height limitations, parking requirements, fees, requirements for BMR housing and lack of certainty as to the length and outcome of the approval process.

The issues related to density, height and parking are discussed above and apply both to BMR housing and market-rate housing.

The challenge with fees and BMR requirements (“inclusionary zoning”) is finding the balance between achieving the policy objectives and maintaining project feasibility. The Turner Center at Berkeley examined the challenges in finding the right balance on impact fees https://turnercenter.berkeley.edu/wp-content/uploads/2020/12/Nexus_Studies_November_2020.pdf.

Higher fees and higher BMR requirements can be paired with other incentives such as density and height. Every city can develop their own mix of fees, BMR requirements and incentives to attract housing proposals from developers who must cover costs and earn a competitive return.

The time it takes to get a project approved and the uncertainty related to the approval process can discourage developers from bringing proposals forward. Policies to overcome this potential constraint include making more kinds of projects require only staff approval and limiting the time and/or number of meetings for reviewing housing proposals.

Bottom Line: There are many potential constraints to attracting housing proposals even if sites are available. Nevertheless, communities have many tools to overcome constraints that are identified in their city and meet their housing obligations.

The Connection Between New Housing and School Enrollment and Funding

The Governor’s 2022-23 budget proposal for K-12 education (<https://www.ebudget.ca.gov/2022-23/pdf/BudgetSummary/K-12Education.pdf>) calls attention to recent and projected K-12 enrollment declines. These declines will cause many districts to face challenging adjustments in funding, staffing and facility management that may negatively impact educational success. This section explores the relationship between new housing approvals and K-12 financial challenges.

The relationship between new housing and K-12 enrollment and funding will vary among cities and school districts. There are two major factors at work:

1. The number of new students by grade level expected from new housing
2. The overall trend in enrollment, determined by new students entering and the impact of falling birth rates as existing students graduate or leave

Analyzing these impacts is important and of interest to residents and school district boards and staffs for two major reasons:

1. There is a need to accurately forecast enrollment needs and the implications for funding.
2. As summarized earlier in this document, low-income families living in communities with good schools have a better chance to improve their economic status.

Funding in many districts is tied to enrollment and enrollment declines can create staffing and facilities challenges.

This section provides some information to help communities bring potential school impact issues into their housing discussion.

K-12 Enrollment Declines Projected

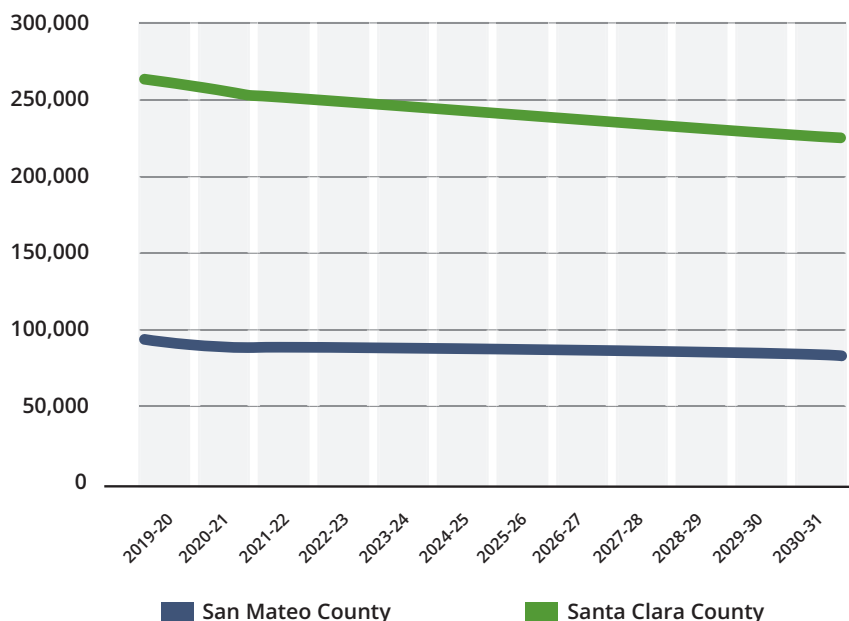
Each year the California Department of Finance (DOF) projects K-12 enrollment for the next 10 years. The latest report was in June 2021: <https://dof.ca.gov/forecasting/Demographics/public-k-12-graded-enrollment/>.

The report provides greater detail, but the high-level takeaway is that enrollment is projected to decline in San Mateo and Santa Clara counties. Some key numbers:

- Enrollment in Santa Clara County is projected to decline from 253,625 students in school year 2020-2021 to 212,501 students in 2030-2031 for a decline of 16.2%.
- Only four counties—Sonoma, Santa Cruz, Ventura and Los Angeles—are projected to have larger declines (based on percentage).
- San Mateo County enrollment is projected to decline over the same period from 90,315 to 77,651 for a drop of 14.0%.

These declines are primarily the result of falling fertility rates and the result over time that families with more children are replaced by families with fewer children.

DOF K-12 Enrollment Projections



Each school district will be impacted by these trends differently. There are indications that Mountain View is approving so much new housing that school enrollment and the need for additional facilities will increase. On the other hand, a series of recent news articles sound the alarm of declining enrollments in some districts, potentially trending toward the status of insufficient enrollment in the near future.

The projected enrollment declines will occur over time, so advance planning is possible.

If districts do not have enrollment projections that take account of falling birth rates, now would be a good time to update the enrollment projections.

The projected decline in enrollment means that historical estimates of the number of children in various housing types may be too high, as they reflect children born between 2005 and 2020.

Birth levels have declined since 2005 according to DOF data and the average number of children per household with children has declined at the same time.

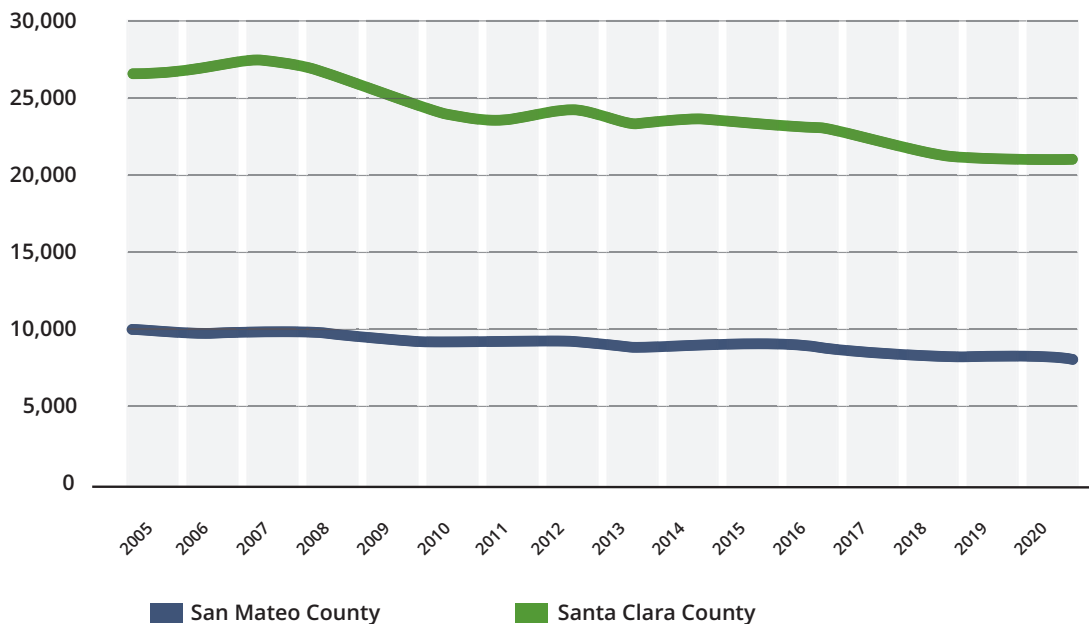
Implications for Housing, Especially for Low-and-Moderate Income Families

Increasing housing for low-and-moderate income residents can combine an equity goal with helping districts in danger of losing state education funding and having to close or consolidate facilities.

As described earlier, increasing the number of low-and-moderate income families in the five cities tracked in this report (all high opportunity cities) improves the chances for their children to have economic success.

The bottom line is that in districts facing declining enrollment challenges, achieving the equity goal of approving more housing for very-low and low-income families will also help school districts maintain stronger education options by avoiding funding and facility planning challenges.

Number of Births



Participating in the Housing Element Update Process

This report is an input to a public engagement effort led by Palo Alto Forward and partner organizations.

Silicon Valley at Home (SV@Home) is one partner and has a website page devoted to the Housing Element update process in Santa Clara County communities. Here is the current page and updates are available for those on the SV@Home email list.

https://docs.google.com/document/d/1PAZd9A5uQ26W8wJaLrLbHlto2Yb3W9AIPQGSV5FS-9I/edit?link_id=8&can_id=59a7b863fff93047d0590708009c6bf4&source=email-newsletter-269&email_referrer=email_1373865&email_subject=housing-happenings-highlights-and-more.

And SV@Home has a page devoted to helping people engage in the update process

https://siliconvalleyathome.org/advocacy-tools/housing-element-toolkit/?link_id=6&can_id=59a7b863fff93047d0590708009c6bf4&source=email-newsletter-269&email_referrer=email_1373865&email_subject=housing-happenings-highlights-and-more.

Each of the cities discussed has a webpage dedicated to keeping the community apprised of the update process and future meetings:

- **Menlo Park** <https://www.menlopark.org/1841/2023-2031-Housing-Element-Update>.
- **Palo Alto** <https://paloaltohousingelement.com>.
- **Mountain View** <https://www.mvhousingelement.org>.
- **Cupertino** <https://engagecupertino.org/housingelement>.
- **Sunnyvale** <https://sunnyvale.ca.gov/property/housing/housingelement.htm>.

About the Author

Stephen Levy is Director and Senior Economist for the Center for Continuing Study of the California Economy in Palo Alto. Steve's major professional work is assisting large public agencies in California with long-term projections of jobs, population and households and related housing policy issues.

Steve serves on a number of boards related to housing, workforce and the economy. He chairs the Housing and Transportation committee of the Palo Alto League of Women Voters and is a member of the Housing Policy Advisory committee for Silicon Valley at Home. He serves on the NOVA and state workforce boards and is a member of the board of the Bay Area Economic Institute.

Steve also serves as Treasurer and on the board of Palo Alto Forward. He and his wife Nancy live in Palo Alto, where he has worked for more than 50 years.

About Palo Alto Forward

We are optimists: we believe that we can meet our city's future population needs with thoughtful planning. We host educational events, conduct original research on local housing and transportation-related issues, and serve as a voice to our elected officials and city staff. We are an organization with a broad coalition: retirees, fresh graduates, multi-generational Palo Altans and newcomers. We have a common interest in helping to envision and achieve targeted growth without gridlock in our community.



About SV@Home

SV@Home is the voice for affordable housing in the Silicon Valley. A membership organization, SV@Home works with a broad coalition of strategic partners to address the urgent housing need by boosting production of homes at all income levels, preserving existing affordable homes, and protecting the families in them.



About Silicon Valley Community Foundation

Silicon Valley Community Foundation is a regional catalyst, connector and collaborator. We bring together the resources and skills of donors, business, government and community to solve some of our region's toughest challenges. We promote philanthropy in our region and support philanthropists to invest with impact. Through advocacy, research, policy and grantmaking, we seek systemic solutions to drive enduring community change. Learn more at siliconvalleycf.org.



From: [Scott O'Neil](#)
To: [Council, City; Planning Commission; HeUpdate](#)
Cc: [Robert Chun](#)
Subject: Report: Housing Element Inventory Sample Groundtruthing
Date: Saturday, March 19, 2022 12:09:43 PM
Attachments: [A508BB5401464F38AE29EC4C0FF2A55D.png](#)
[7E1A2F62B5174DCD89A0135E34999807.png](#)

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March 19, 2022

Dear Palo Alto City Council; Palo Alto Planning and Transportation Committee; Palo Alto Housing Element Working Group; and City Staff:

We recently toured a sample of downtown sites listed in the draft Housing Element site inventory. We canvassed approximately four blocks and reviewed sixteen proposed inventory parcels. We found issues with several of those parcels, which are described below.

We will get to more sites soon, but we want to share our results early and often.

Whole Foods Parking Lot (**33 units contested**)

As you may know, four of the parcels in the site inventory are located within the parking area of the downtown Whole Foods at 774 Emerson. They are: 160 Homer (2 lots at 4 units each), APN 12028042 on High Street (6 units), and 840 Emerson (19 units). Together, the draft inventory indicates that these four parcels are suitable for 33 units of housing.

We have significant concerns that these four parcels have existing uses that are highly unlikely to terminate within the planning period. The downtown Whole Foods is deeply established having operated here for decades, and is currently the only grocery store that is walkable from downtown Palo Alto without crossing Alma and the Caltrain tracks. Indeed, the Whole Foods appears to be exactly the type of existing use that is strongly disfavored by HCD guidance, which notes:

“For example, an analysis might describe an identified site as being developed with a 1960’s strip commercial center with few tenants and expiring leases and, therefore, a good candidate for redevelopment, versus a site containing a newly opened retail center, an active Home Depot, the only grocery store in the city, etc. that is unlikely to be available for residential development within the planning period.” [HCD Guidebook p. 25](#) (emphasis added)

Unless the city has specific evidence that Whole Foods intends to give up its leases on

the four parking lot parcels, then we believe that these parcels are highly unlikely to be available for residential development during the planning period. Indeed, it is hard to imagine these parcels being developed without the simultaneous redevelopment of the Whole Foods across the street, since the store evidently relies on these parking spaces. The fact that the Whole Foods itself is not listed on the site inventory is yet another reason to remove its parking lot from the list.

We would further note that this example illustrates a flaw in how the city is identifying housing sites. Palo Alto is prioritizing sites using a ratio of improvement value to land value, together with age of structure. This approach does not consider how the use of low-value parcels (i.e., Whole Foods parking lots) can be entangled with higher-value parcels (i.e., the store itself). The business operations of Whole Foods cannot be separated as the current methodology does now. Instead, the city should assess the store and the parking lots as a single existing use.

But even if that approach were adopted here, we still think including this grocery store in the city's inventory would be unwise for the reasons outlined above. The existing grocery store will certainly be a key community resource, especially as the city expands housing in the area.



View of Whole Foods from one of the Homer lots across the street. Signs at the entrance (visible in Google maps) indicate that the lot is exclusive to Whole Foods.



The Emerson lot is furthest from Whole Foods. Use is for Whole Foods customers only.



This lot connects the other three together, and might be too narrow to support housing depending on setbacks. Driving in from the entrance pictured, the lot is again marked as exclusive to customers of Whole Foods (not pictured, visible in Google Maps from High Street entrance).



Front lots are Whole Foods only.

929 Emerson (1 unit contested)

The Multi-Family-Allowed site at 929 Emerson indicates that the parcel is an office. However, our recent visit suggests that it is a single-family unit of housing. There is no business signage, it is zoned residential (MFA), and the architecture and features are

typical of a structure built for residential habitation. Redfin [concur](#)s that this is a 2 BR / 2BA housing unit.

The site inventory is incorrect to list the site as having a baseline of zero residential units; the correct number is one. As a result, if the city thinks it has a realistic capacity of four units, it should claim a net capacity of three units instead of the four units currently being claimed.



General Conditions

In addition to the sites enumerated above (29% of parcels visited), other sites seemed to be disused (29%). These are more likely to develop during the planning period. However, the remaining sites are occupied by businesses that are strong enough to have survived the pandemic (41%). We think the city should expect a significant fraction of these existing uses to continue throughout the planning period. See Appendix 1 for our site log. The city should reach out to the owners and tenants of these non-vacant properties to determine whether their existing uses are likely to discontinue during the planning period. In the absence of such findings, we are concerned that the city's site inventory is not adequate to meet its RHNA goals.

Conclusion

As discussed, this letter reflects our notes from a brief tour of sixteen lots over four blocks downtown. It's a small sample so far, but this section was chosen arbitrarily,

without regard to any factors that would impact site suitability. We found concerns at 29% of sites visited. (5/17) If we view the Whole Foods lots as one unit, then the issue rate would still be 14%. (2/14) On a per-unit basis, the issue rate is 31% (34/108).

All three percentages imply rates that would imply exceeding the buffer the city has reserved in the inventory it presented to PTC in excess of RHNA, including for no-net loss. If these sites are representative of the overall site inventory, then the city might not have adequate buffer to meet its RHNA without including additional sites, or including existing sites at higher densities.

Please let us know if you have any questions. Thank you for your attention and all you're doing on the Housing Element.

-Scott O'Neil and Robert Chun

Appendix 1. Site Log

Location	Inventory Impact	Notes
160 Homer Av	4 market rate units	Whole Foods parking
160 HOMER AV	4 market rate units	Whole Foods parking
HIGH ST APN 12028042	6 market rate units	Whole Foods parking
840 Emerson St	19 moderate income units	Whole Foods parking
821 EMERSON ST	4 market rate units	Great site
829 Emerson St	7 market rate units	In use by stable business.
839 Emerson St	4 market rate units	Great site
847 EMERSON ST	3 market rate units	In use by stable business. Lot dimension concerns.
190 CHANNING AV	6 moderate income units	Great site
901 High St	12 moderate income units	In use by stable business.
925 High St	5 moderate income units	Great site
929 HIGH ST	4 moderate income units	Great site
975 HIGH ST	14 moderate income units	In use by stable business.
943 Emerson St	4 market rate units	In use by stable business.
929 EMERSON ST	4 market rate units	This appears to be a house, not an office.
926 Emerson St	4 moderate income units	In use by stable business.
849 High St	9 moderate income units	In use by stable business.

Highlighted sites are described in more detail in the body of the letter

From: [Rob Nielsen](#)
To: [Council, City](#); [Planning Commission](#); [HeUpdate](#); [Wong, Tim](#); [Lait, Jonathan](#)
Subject: Re: Housing element groundtruthing - South Palo Alto along El Camino Real
Date: Monday, March 21, 2022 9:03:43 AM
Attachments: [ECR_LosRobles_south_supp.pdf](#)

You don't often get email from croberntn@yahoo.com. [Learn why this is important](#)

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

Here is some supplemental information to the original report sent yesterday, March 20.

Best regards,
Rob Nielsen

On Sunday, March 20, 2022, 11:13:54 PM PDT, Rob Nielsen <croberntn@yahoo.com> wrote:

Here is a groundtruthing report on South Palo Alto - El Camino Real Palo Alto.

Thank you for your time and attention.

Best regards,
Rob Nielsen

From: [Aram James](#)
To: [Planning Commission](#); [City Mgr](#); [Council, City](#); [Alison Cormack](#); eric.filseth@cityofpaloalto.com; [Greer Stone](#); [Greer Stone](#); [Kou, Lydia](#); [Tanaka, Greg](#); [Tom DuBois](#); [Human Relations Commission](#)
Subject: What about outreach to African Americans —Reparations Now!!!!
Date: Monday, March 21, 2022 10:00:10 PM

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

>> What about outreach to African American !!! Reparations Now!!!!

>>

>>

>> Sent from my iPhone

From: [Aram James](#)
To: [Planning Commission](#); [Human Relations Commission](#); [Council, City](#)
Subject: Great idea add Stanford research park to motion so it does not die
Date: Monday, March 21, 2022 10:48:12 PM

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

Pat, don't let Molly push u around Molly delaying hoping this will die. Just like Molly and Ed (city manager) will try to dominate encryption discussion on April 4

Is planning director lait on Stanford payroll
?

Sent from my iPhone

On Mar 21, 2022, at 10:34 PM, Aram James
<abjpd1@gmail.com> wrote:

Don't let Late push you around Pat! Or
Molly Stump!

Sent from my iPhone

Begin forwarded message:

From: Aram James
<abjpd1@gmail.com>
Date: March 21, 2022 at
10:32:29 PM PDT
To: Pat Burt
<pat@patburt.org>, GRP-City
Council
<council@redwoodcity.org>,
Alison Cormack
<alisonlcormack@gmail.com>,
Human Relations Commission
<hrc@cityofpaloalto.org>

**Subject: Great idea add
Stanford research park to
motion so it does not die**

Sent from my iPhone

From: [Aram James](#)
To: [Tanner, Rachael](#); [City Mgr](#); [Stump, Molly](#); [Greer Stone](#); [Pat Burt](#); [Council, City](#); [Planning Commission](#)
Subject: : Great idea add Stanford research park to motion so it does not die
Date: Monday, March 21, 2022 10:52:39 PM

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

Pat, don't let Molly push u around Molly delaying hoping this will die. Just like Molly and Ed (city manager) will try to dominate encryption discussion on April 4

Is planning director lait on Stanford payroll
?

Sent from my iPhone

On Mar 21, 2022, at 10:34 PM, Aram James
<abjpd1@gmail.com> wrote:

Don't let Late push you around
Pat! Or Molly Stump!

Sent from my iPhone

Begin forwarded message:

From: Aram James
<abjpd1@gmail.com>
Date: March 21,
2022 at 10:32:29
PM PDT
To: Pat Burt
<pat@patburt.org>,
GRP-City Council

<council@redwoodcity.org>,
Alison Cormack
<alisonlcormack@gmail.com>,
Human Relations
Commission
<hrc@cityofpaloalto.org>

**Subject: Great
idea add Stanford
research park to
motion so it does
not die**

Sent from my
iPhone

From: [Binder, Andrew](#)
To: [Aram James](#)
Cc: [Shikada, Ed](#); [City Mgr](#); [Linda Jolley](#); [Dave Price](#); [Braden Cartwright](#); [Emily Mibach](#); [Greer Stone](#); [Pat Burt](#); [Council, City](#); [Linda Jolley](#); [Joe Simitian](#); [Stump, Molly](#); [Planning Commission](#); [Rebecca Eisenberg](#); [Rebecca.Tanner@cityofpaloalto.org](#); [Vara Ramakrishnan](#)
Subject: RE: California Public Records Request
Date: Tuesday, March 22, 2022 3:51:07 PM

I'll be reaching out soon.

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

From: Aram James <abjpd1@gmail.com>
Sent: Tuesday, March 22, 2022 1:21 PM
To: Binder, Andrew <Andrew.Binder@CityofPaloAlto.org>
Cc: Shikada, Ed <Ed.Shikada@CityofPaloAlto.org>; City Mgr <CityMgr@cityofpaloalto.org>; Linda Jolley <lindajolley9@yahoo.com>; Dave Price <price@padailypost.com>; Braden Cartwright <bcartwright@padailypost.com>; Emily Mibach <emibach@padailypost.com>; Greer Stone <gstone22@gmail.com>; Pat Burt <pat@patburt.org>; Council, City <city.council@cityofpaloalto.org>; Linda Jolley <lindajolley9@yahoo.com>; Joe Simitian <joe.simitian@bos.sccgov.org>; Stump, Molly <Molly.Stump@CityofPaloAlto.org>; Planning Commission <Planning.Commission@cityofpaloalto.org>; Rebecca Eisenberg <rebecca@privateclientlegal.com>; Rebecca.Tanner@cityofpaloalto.org; Vara Ramakrishnan <vara@acm.org>
Subject: California Public Records Request

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

Hi Andrew,

The last time I attempted to discover who was responsible for the latest wave of ticketing RV's along El Camino Real —after chief Robert Jonson said the police were just following policy from higher up in city government —I filed a similar California Public Records Act Request —and the city responded there was no such policy. In other words the police were claiming the ticketing of RVs was not being done as a result of any initiative by the PAPD and the city claimed no such higher up city policy existed requiring the police to ticket the RVs. So who is responsible for the current waive of ticketing RVs along El Camino Real? The police? City Manager Ed Shikada? Some third party in the city? The ticket ghost?

Andrew please help me out on this issue. As we both agree its all about transparency. Please give me a call when you have a chance.

Best regards,

Aram

415-370-5056

>

> Pursuant to the California Public Records Act: who is currently responsible in Palo Alto City government for the police policy requiring ticketing of RV's along El Camino Real in Palo Alto and in other areas of Palo Alto.

>

> Sincerely,

>

> Aram James

>

> Sent from my iPhone

From: [Dona Tversky](#)
To: [Bhatia, Ripon](#); [Planning Commission](#)
Cc: [Star-Lack, Sylvia](#); [Elizabeth Egan](#)
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma
Date: Thursday, March 24, 2022 11:59:20 AM

Some people who received this message don't often get email from dona.tversky@gmail.com. [Learn why this is important](#)

Dear Ripon,

I hope you are well.

I am writing to again ask for change at the California Ave and El Camino intersection where we lost a middle school child on a bike two years ago. (And I know we lost another biking middle schooler on El Camino in Mountain View last week -- horrific.) The light crossing El Camino from Cal Ave is still very short, insufficient time to cross even if you are biking and certainly not for walking. It is unsafe. Can the time please be lengthened at least to match the duration of the El Camino and Stanford Ave light?

One other issue: I live on the corner of Stanford and Yale streets and that is another unsafe intersection. Not infrequently cars fail to see and stop at the stop sign when they are cruising down Stanford Ave. And then today, a dear friend was hit by a car while crossing Stanford.

I would love your attention on both of these intersections to protect our children and community.
Thank you for your work,



Dona A. Tversky, MD MPH (she, hers)

www.donatversky.com

Psychotherapist and psychiatric consultant

Ravenswood Family Health Center and Stanford Psychiatry & Behavioral Sciences

On Tue, Mar 2, 2021 at 8:06 AM Bhatia, Ripon <Ripon.Bhatia@cityofpaloalto.org> wrote:

Good Morning Dr. Tversky,

We were informed by the Caltrans that they made few changes to the pedestrian signal timings at this intersection. However, they have not yet communicated any timeline for their review/evaluation of the overall intersection. Our staff is following up with Caltrans and we are hoping that Caltrans will work on it in near future.

Thank you,

Kind Regards,

Ripon

From: Dona Tversky <dona.tversky@gmail.com>
Sent: Tuesday, February 23, 2021 9:13 PM
To: Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org>
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma

Very helpful, thank you for your thorough response. Do you know the timeline for the California Ave evaluation?

On Tue, Feb 16, 2021 at 8:49 AM Bhatia, Ripon <Ripon.Bhatia@cityofpaloalto.org> wrote:

Good Morning Dr. Tversky,

This email is a follow up to your concerns at the subject intersections and provides you information on the City's projects and proceedings related to this request.

1. El Camino Real and California Avenue: El Camino Real is a state-owned facility. The intersection is under the jurisdiction of the State of California, Department of Transportation (Caltrans), therefore, signal timings are controlled by Caltrans Staff. City staff is in the process of communicating with the Caltrans to evaluate the signal timing among other intersection improvements at this intersection for improving safety at this intersection.
1. Alma Street & Churchill Avenue: City currently has a project in the process involving railroad crossing safety improvements at this intersection. The project is a collaboration between Caltrain, Caltrans, and the California Public Utilities Commission and funded through Section 130 Federal Funding. A community meeting was also conducted

in January. Also, project information was discussed at the February PABAC meeting. Staff plans to bring the information regarding this project to the Planning Commission and the City Council in near future. The project related information and details are available on the following webpage:

https://cityofpaloalto.org/gov/depts/trn/alma_churchill_section_130_project.asp

We appreciate your input and interest. Hopefully, you find this information helpful. If you have any questions or concerns, or you'd like to be added to project mailing list to receive email updates about this project, please email transportation@cityofpaloalto.org.

Thank You,

Kind Regards,

Ripon Bhatia

From: Dona Tversky <>
Sent: Tuesday, February 9, 2021 8:33 PM
To: Planning Commission <Planning.Commission@cityofpaloalto.org>
Subject: Plans for intersections at El Camino and California Ave & Churchill and Alma

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

Dear Planning commission,

I am a long time Palo Alto resident and mother of two kids with concerns for pedestrian and bicycle safety in two local intersections.

1.) El Camino & California Ave: The walk sign is FAR too short for any running adult to use to cross the street, much less a mother walking with kids or kids alone. Can that please be evaluated and lengthened? Many children use that crosswalk getting to schools.

2.) Churchill & Alma: I just heard plans at the School Board meeting for changes to the crosswalks around Paly (which is great) but no mention of the dangerous Churchill crossing at Alma and the train tracks where there is poor visibility and many young bikers sharing the road with fast moving cars and the background of trains.

Can these two sites be evaluated? Are there plans in place?

Thank you,

Dona

Dona A. Tversky, MD MPH

--

Warmly,

Dona

From: [Elizabeth Egan](#)
To: [Bhatia, Ripon](#)
Cc: [Dona Tversky](#); [Planning Commission](#); [Star-Lack, Sylvia](#); [Kamhi, Philip](#)
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma
Date: Tuesday, March 29, 2022 12:57:24 PM

Some people who received this message don't often get email from egan@stanford.edu. [Learn why this is important](#)

Dear Ripon,

Thank you for your email. Like Dr. Tversky, I am the parent of two school-aged children who bike across el Camino Real to get to school. While I appreciate that CalTrans is ultimately in control of the timing of the lights at el Camino, it is hard for me to understand how this is not being considered a public health emergency when we have had two middle school children run over and killed by trucks in as many years. While it may be true that Palo Alto cannot do anything about the timing of the lights besides asking Caltrans for a review, what else is being done to improve the safety of child bicyclists in our community?

Thank you,
Elizabeth Egan

Elizabeth S. Egan, MD PhD
Tashia and John Morgridge Endowed Faculty Scholar in Pediatric Translational Medicine
Stanford Child Health Research Institute
Assistant Professor of Pediatrics
Stanford University School of Medicine
240 Pasteur Drive, BMI 2400
Stanford, CA 94305
650-498-6953

On Mar 29, 2022, at 11:33 AM, Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org> wrote:

Dear Dr. Tversky,

As you know that the intersection of El Camino Real and California Avenue is State of California facility, we have requested the Caltrans (CA Department of Transportation) to review pedestrian timings for providing additional time to allow for pedestrian to cross and if such timings can be made similar to that of crossing at Stanford Avenue. Unfortunately, since the signal is not within the City's jurisdiction, city staff cannot make any adjustments to signal timings and has to go through Caltrans.

With regards to intersection of Yale Street and Stanford Avenue, we will review the intersection in field for any visibility issues of the stop signs and work with Public Works to address visibility of such signs. We sincerely appreciate your input in improving traffic conditions in Palo Alto.

Thank You,

Best Regards,
Ripon

From: Dona Tversky <dona.tversky@gmail.com>
Sent: Thursday, March 24, 2022 11:59 AM
To: Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org>; [Planning Commission <Planning.Commission@cityofpaloalto.org>](mailto:Planning.Commission@cityofpaloalto.org)
Cc: Star-Lack, Sylvia <Sylvia.Star-Lack@CityofPaloAlto.org>; Elizabeth Egan <egan@stanford.edu>
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma

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We appreciate your input and interest. Hopefully, you find this information helpful. If you have any questions or concerns, or you'd like to be added to project mailing list to receive email updates about this project, please email transportation@cityofpaloalto.org.

Thank You,

Kind Regards,
Ripon Bhatia

From: Dona Tversky <>

Sent: Tuesday, February 9, 2021 8:33 PM

To: Planning Commission <Planning.Commission@cityofpaloalto.org>

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Can these two sites be evaluated? Are there plans in place?

Thank you,
Dona

Dona A. Tversky, MD MPH

--
Warmly,
Dona

From: [Rebecca Eisenberg](#)
To: [chuck jagoda](#); [Council, City](#); [Joe Simitian](#); [City Mgr](#)
Cc: [Roberta Ahlquist](#); [Aram James](#); [Greer Stone](#); [Alison Cormack](#); [Figueroa, Eric](#); eric.filseth@cityofpaloalto.com; [Tannock, Julie](#); [Sajid Khan](#); [Jeff Rosen](#); [Perron, Zachary](#); [Reifschneider, James](#); [Palo Alto Free Press](#); [Chris Robell](#); [Jonsen, Robert](#); [Winter Dellenbach](#); [Jay Boyarsky](#); [Enberg, Nicholas](#); [Chavez, Cindy](#); [Raj](#); [Planning Commission](#); [Palo Alto Forward](#); [Angie, Palo Alto Renters Association](#)
Subject: Palo Alto's Proposal to place affordable housing on a Superfund Site
Date: Monday, March 28, 2022 6:12:33 PM

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

All:

[Palo Alto City Council, especially its Mayor and Council member Stone, continue to insist that affordable housing should be built at Stanford Research Park,](#) particularly the areas of SRP near El Camino and Page Mill.

They do so despite the known and provable fact that the location they propose is on top of the epicenter of [one of our country's biggest and most toxic Superfund sites](#). Placing low-income communities on the most polluted land is unethical, improper, and in direct violation of the State of California's demand that affordable housing be used to further equity, sustainability, and social justice.

According to the Environmental Protection Agency's website at EPA.gov, that part of Stanford Research Park is so contaminated that "residential uses are prohibited."

See:

<https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0902134>

Specifically:

<https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.redevelop&id=0902134#Limits>

Activity and Use Limitations

At this site, activity and use limitations that EPA calls institutional controls are in place. Institutional controls play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use. They also guide human behavior. For instance, zoning restrictions prevent land uses - such as residential uses - that are not consistent with the level of cleanup. For more background, see [Institutional Controls](#).

The use of groundwater beneath the site is prohibited without additional cleanup."

See also:

<https://www.nytimes.com/2018/03/26/lens/the-superfund-sites-of-silicon-valley.html>

"From its origins as a manufacturer of silicon chips and semiconductors, Santa Clara County is riddled with 23 toxic Superfund sites, [more than any county in the country](#). "

"Some of these sites, still under remediation, contain fully occupied office buildings, others are in or near parks and playgrounds. One, a former Hewlett-Packard property, is a soccer field..." -- referring to the soccer field located on the corner of Page Mill and El Camino, a photo of which is shown as the dominant graphic in this NYT

article.

While I fully support the use of all available land to house our most vulnerable, and I also strongly urge the City of Palo Alto to demand that Stanford and/or HP clean up the toxic waste dump that its uses created, I do not think that it is acceptable for our city leadership to use this Superfund site as the "ideal" (according to the Mayor) location for affordable housing unless and until it is cleaned up and officially declared safe for human habitation.

My point of view should not be controversial. Does Palo Alto city leadership truly propose to put affordable housing on a known Superfund site declared unfit for residential uses?

Best,

Rebecca Eisenberg

Rebecca Eisenberg, Esq.

Principal & Founder

Netskink Positive Impact Investments

Private Client Legal Services

www.linkedin.com/in/eisenberg


rebecca@privateclientlegal.com

415-235-8078

From: [Alan Jones](#)
To: [Public Commentator](#), [Cornell Commencement](#)
Subject: How my grandfather Louis Fink managed to graduate from Cornell in 1913
Date: Sunday, March 27, 2022 12:07:50 AM

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

>>>



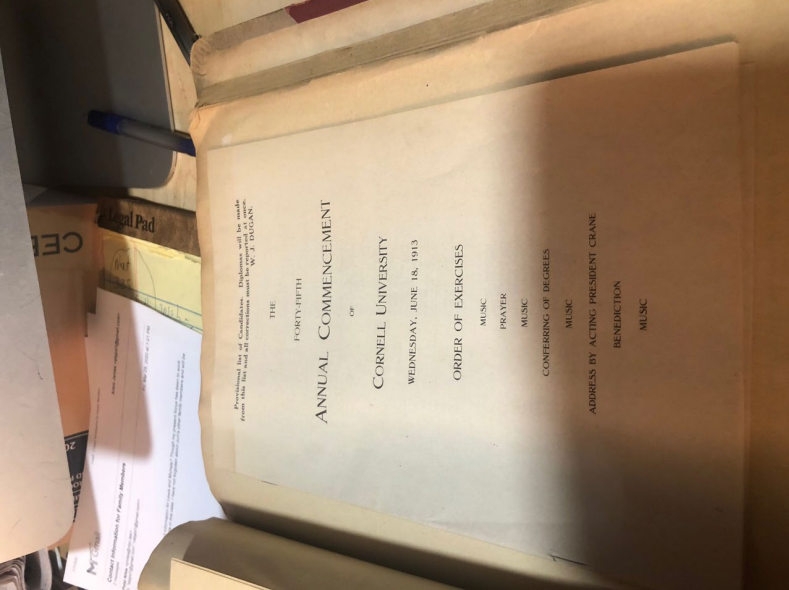
LOUIS FINK
\$2000.00

LOUIS FINK has sold CURRENT LITERATURE successfully three summers. He believes in CURRENT LITERATURE, in himself, and in the Fund, which has been the means of paying his expenses all through his college course, and of which he is a loyal admirer. He met with complete and satisfying success. He sends the following tribute to the Fund:

"I am now back at college with enough funds for the entire year as a result of my work with CURRENT LITERATURE this summer. Of course, I shall sell CURRENT LITERATURE again next season. I know of no proposition for the self-supporting student which is more profitable than CURRENT LITERATURE. Certainly there is none nearly as pleasant. I interviewed out one thousand representative men and women. From this number I have 525 subscriptions. Among my subscribers are state senators, congressmen, generals, manufacturers, judges, editors, bankers, engineers, ministers, and reputable business men. This is the best canvassing proposition to students today. There is a larger commission than any other proposition offers, there are no deliveries to make, renewals count the same as subscriptions. With best wishes, I remain,

LOUIS FINK."

>>>



THE
FORTY-FIFTH
ANNUAL COMMENCEMENT
OF
CORNELL UNIVERSITY
WEDNESDAY, JUNE 18, 1913

ORDER OF EXERCISES

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PRAYER
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1199
1200

Louis Tuck,

Cornell University

Class of 1913.

A Record of
Things Considered.

Wise and Otherwise

From: [Aram James](#)
To: [Vara Ramakrishnan](#); [Angie Evans](#); [chuck jagoda](#); [Jay Boyarsky](#); [Jonsen, Robert](#); [Kevin Nious](#); [Dennis Upton](#); [Van Der Zwaag, Minka](#); [Human Relations Commission](#); [Planning Commission](#); [ParkRec Commission](#); [paloaltofreepress@gmail.com](#); [ParkRec Commission](#); [Tanner, Rachael](#); [Shikada, Ed](#); [Eduardo Guilarte](#); [Lewis. james](#); [sean james](#); [Stump, Molly](#); [Holman, Karen \(external\)](#); [Joe Simitian](#); [Greg Tanaka](#); [Alison Cormack](#)
Subject: : Nick Enberg's violent record beyond his release of a vicious canine on the defenseless Joel Alejo....this guy still with the department..Rosen failed to bring charges against Enberg in either incident
Date: Saturday, March 26, 2022 6:17:51 PM

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

Hi Palo Alto Free Press:
So why did the Memphis police stop using the net?

BTW one of Robert Jonson's opponents for Sheriff:
SGT CHRISTINE NAGAYE announced today in an article in the Daily Post that the 1st thing she will do if elected sheriff will be to end radio encryption re the sheriff's department. She has been with the sheriff's department for 20 years. And unlike Robert Jonson she can spell TRANSPARENCY and actually believes in the concept.

On April 4, the PAPD is having a "study session" one sided propaganda session where the PAPD will try to jam down our throats that radio encryption is the only way the city can go.

Of course members of the press like Dave Price, Diana Diamond and other knowledgeable opponents of radio encryption will NOT be invited to the propaganda dog and pony show.

And guess what the two smug Stanford grads on the city council, Alison "I've never seen a cop I didn't love" Cormack and Erie "I'm better than all of you" Filseth.....are supporting Robert "I'm a Stone cold authoritarian" Jonsen for sheriff.

Ok, hope the Palo Alto Free Press can attend the dog and pony show on April 4, to weigh in on the encryption matter and other police practices issues.

aram

On Mar 26, 2022, at 3:48 PM, Palo Alto Free Press <paloaltofreepress@gmail.com> wrote:

This was suggested years ago and fell on deaf ears by both Palo Alto Police Management and the Palo Alto Human Relations Commissioner.

This actual device was jointly developed by the US Army and one other government agency.

Zapped! Police departments finding net gun useful

<https://www.southcoasttoday.com/story/news/state/1999/09/30/zapped-police-departments-finding-net/50513843007/>

It was implemented by the Memphis Police Department. I spoke years ago with the chief at the time. He told me its no longer in use. But they did use it to control an ongoing goose problem on their municipal golf course.... I had to laugh at that one.....

Mark Petersen-Perez
Editor and chief
Palo Alto Free Press
Reporting from Nicaragua

Sent from my iPad

On Mar 26, 2022, at 3:55 PM,
Roberta Ahlquist
<roberta.ahlquist@sjsu.edu>
wrote:

Why can't these offices calm the
person down, and not shoot to
kill!??? One mentally ill man,
and 3+ cops w/ guns!
They all need better training,
including the value of lives,
mentaly ill or not.

roberta ahlquist

On Sat, Mar 26, 2022 at 2:20
PM Aram James
<abjpd1@gmail.com> wrote:

FYI: Rosen complicit????
And of course Perron still
with the PAPD and the IPA
report on alleged use of the N
word has yet to be released. Is
Ed Shikada and Molly Stump
complicit in the on going
perron scandel

<https://www.santacruzsentinel.com/2016/01/26/palo-alto-officer-who-used-taser-during-christmas-day-shooting-is-identified-2/>

Shared via the [Google app](#)

Sent from my iPhone

From: [Dona Tversky](#)
To: [Elizabeth Egan](#)
Cc: [Bhatia, Ripon](#); [Planning Commission](#); [Star-Lack, Sylvia](#); [Kanth, Philip](#)
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma
Date: Tuesday, March 29, 2022 1:21:38 PM

Some people who received this message don't often get email from dona.tversky@gmail.com. [Learn why this is important](#)

Dear Ripon,

Thank you for your reply and for putting resources towards the Stanford and Yale intersection. Feel free to pass on my contact information to anyone investigating it. Since we really live at that corner, we have a lot of first hand experience of what goes on there. Of course Dr. Egan can give details of her own accident there.

As for the California intersection, I absolutely agree with Dr. Egan. We cannot stop at asking for a review when kids are actually being killed trying to cross El Camino. This is horrifying. What can we as citizens with your leadership to put more pressure on Caltrans?

Thank you,
Dona

On Mar 29, 2022, at 12:57 PM, Elizabeth Egan <cegan@stanford.edu> wrote:

Dear Ripon,

Thank you for your email. Like Dr. Tversky, I am the parent of two school-aged children who bike across el Camino Real to get to school. While I appreciate that CalTrans is ultimately in control of the timing of the lights at el Camino, it is hard for me to understand how this is not being considered a public health emergency when we have had two middle school children run over and killed by trucks in as many years. While it may be true that Palo Alto cannot do anything about the timing of the lights besides asking Caltrans for a review, what else is being done to improve the safety of child bicyclists in our community?

Thank you,
Elizabeth Egan

Elizabeth S. Egan, MD PhD
Tashia and John Morgridge Endowed Faculty Scholar in Pediatric Translational Medicine
Stanford Child Health Research Institute
Assistant Professor of Pediatrics
Stanford University School of Medicine
240 Pasteur Drive, BMI 2400
Stanford, CA 94305
650-498-6953

On Mar 29, 2022, at 11:33 AM, Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org> wrote:

Dear Dr. Tversky,

As you know that the intersection of El Camino Real and California Avenue is State of California facility, we have requested the Caltrans (CA Department of Transportation) to review pedestrian timings for providing additional time to allow for pedestrian to cross and if such timings can be made similar to that of crossing at Stanford Avenue. Unfortunately, since the signal is not within the City's jurisdiction, city staff cannot make any adjustments to signal timings and has to go through Caltrans.

With regards to intersection of Yale Street and Stanford Avenue, we will review the intersection in field for any visibility issues of the stop signs and work with Public Works to address visibility of such signs. We sincerely appreciate your input in improving traffic conditions in Palo Alto.

Thank You,

Best Regards,
Ripon

From: Dona Tversky <dona.tversky@gmail.com>
Sent: Thursday, March 24, 2022 11:59 AM
To: Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org>; Planning Commission@cityofpaloalto.org
Cc: Star-Lack, Sylvia <Sylvia.Star-Lack@CityofPaloAlto.org>; Elizabeth Egan <cegan@stanford.edu>
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma

Some people who received this message don't often get email from dona.tversky@gmail.com. [Learn why this is important](#)

Dear Ripon,

I hope you are well.

I am writing to again ask for change at the California Ave and El Camino intersection where we lost a middle school child on a bike two years ago. (And I know we lost another biking middle schooler on El Camino in Mountain View last week -- horrific.) The light crossing El Camino from Cal Ave is still very short, insufficient time to cross even if you are biking and certainly not for walking. It is unsafe. Can the time please be lengthened at least to match the duration of the El Camino and Stanford Ave light?

One other issue: I live on the corner of Stanford and Yale streets and that is another unsafe intersection. Not infrequently cars fail to see and stop at the stop sign when they are cruising down Stanford Ave. And then today, a dear friend was hit by a car while crossing Stanford.

I would love your attention on both of these intersections to protect our children and community.
Thank you for your work,



Dona A. Tversky, MD MPH (she, hers)

www.donatversky.com

Psychotherapist and psychiatric consultant
Ravenswood Family Health Center and Stanford Psychiatry & Behavioral Sciences

On Tue, Mar 2, 2021 at 8:06 AM Bhatia, Ripon <Ripon.Bhatia@cityofpaloalto.org> wrote:

Good Morning Dr. Tversky,

We were informed by the Caltrans that they made few changes to the pedestrian signal timings at this intersection. However, they have not yet communicated any timeline for their review/evaluation of the overall intersection. Our staff is following up with Caltrans and we are hoping that Caltrans will work on it in near future.

Thank you,

Kind Regards,
Ripon

From: Dona Tversky <dona.tversky@gmail.com>
Sent: Tuesday, February 23, 2021 9:13 PM
To: Bhatia, Ripon <Ripon.Bhatia@CityofPaloAlto.org>
Subject: Re: Plans for intersections at El Camino and California Ave & Churchill and Alma

Very helpful, thank you for your thorough response. Do you know the timeline for the California Ave evaluation?

On Tue, Feb 16, 2021 at 8:49 AM Bhatia, Ripon <Ripon.Bhatia@cityofpaloalto.org> wrote:

Good Morning Dr. Tversky,

This email is a follow up to your concerns at the subject intersections and provides you information on the City's projects and proceedings related to this request.

1. El Camino Real and California Avenue: El Camino Real is a state-owned facility. The intersection is under the jurisdiction of the State of California, Department of Transportation (Caltrans), therefore, signal timings are controlled by Caltrans Staff. City staff is in the process of communicating with the Caltrans to evaluate the signal timing among other intersection improvements at this intersection for improving safety at this intersection.
1. Alma Street & Churchill Avenue: City currently has a project in the process involving railroad crossing safety improvements at this intersection. The project is a collaboration between Caltrain, Caltrans, and the California Public Utilities Commission and funded through Section 130 Federal Funding. A community meeting was also conducted in January. Also, project information was discussed at the February PABAC meeting. Staff plans to bring the information regarding this project to the Planning Commission and the City Council in near future. The project related information and details are available on the following webpage:

https://cityofpaloalto.org/gov/depts/trn/alma_churchill_section_130_project.asp

We appreciate your input and interest. Hopefully, you find this information helpful. If you have any questions or concerns, or you'd like to be added to project mailing list to receive email updates about this project, please email transportation@cityofpaloalto.org.

Thank You,

Kind Regards,
Ripon Bhatia

From: Dona Tversky <>

Sent: Tuesday, February 9, 2021 8:33 PM

To: Planning Commission <Planning.Commission@cityofpaloalto.org>

Subject: Plans for intersections at El Camino and California Ave & Churchill and Alma

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

Dear Planning commission,

I am a long time Palo Alto resident and mother of two kids with concerns for pedestrian and bicycle safety in two local intersections.

- 1.) El Camino & California Ave: The walk sign is FAR too short for any running adult to use to cross the street, much less a mother walking with kids or kids alone. Can that please be evaluated and lengthened? Many children use that crosswalk getting to schools.
- 2.) Churchill & Alma: I just heard plans at the School Board meeting for changes to the crosswalks around Paly (which is great) but no mention of the dangerous Churchill crossing at Alma and the train tracks where there is poor visibility and many young bikers sharing the road with fast moving cars and the background of trains.

Can these two sites be evaluated? Are there plans in place?

Thank you,
Dona

Dona A. Tversky, MD MPH

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Warmly,
Dona