

From: [billp28](#)
To: [Planning Commission](#); [Council, City](#)
Subject: Regarding the Application for Amending of PC2343 - 702 Ellsworth Place and 2901 - 2905 Middlefield Road
Date: Monday, November 6, 2023 11:09:42 AM

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

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

Regarding: LEGISLATIVE - Amending Planned Community 2343 zoning for 2901 - 2905 Middlefield Road

Dear Mayor Kou, Vice Mayor Stone, and members of the City of Palo Alto City Council,

The City Council's attempt to resolve the zoning dispute on Sept 18 shows some very careful reasoning. Enhanced traffic entry and exit safety measures make good sense if it is decided that the present parking lot must accommodate a new substandard R1 project.

Adding to this I believe the "Ellsworth Place Neighbors Request" of November 2nd, which employs a UPS-approved delivery space right on Ellsworth Place, is an even better step forward because it defines truck turnaround space that can double as a parking space. I like that this removes vehicle congestion at the entrance of Ellsworth Place.

All of this means that the Sutter Avenue public parking should remain unchanged. It need not be taken away for private developer use.

The requests of the Ellsworth Place Neighbors in the letter mentioned above nicely work with the Council's thinking by improving safety and circulation to benefit the street traffic and the greater Midtown community.

Thanks, Bill Preucel
(700 block Colorado Ave, frequent visitor to Ellsworth Place on foot and by bicycle)

From: [Palo Alto Forward](#)
To: [Council, City](#); [Planning Commission](#); [Human Relations Commission](#); [Historic Resources Board](#); [Architectural Review Board](#)
Subject: You're Invited - Holiday Party - 12/2
Date: Monday, November 6, 2023 6:31:14 PM

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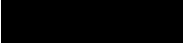
Honorable Council, Commission, and Board Members

Thank you for your service, attention to detail, patience, and expertise on so many issues. You all help make Palo Alto a great place to live.

I wanted to extend a special invite to the **Palo Alto Forward Holiday Party on Friday, December 1**. Festivities begin at 6:00 p.m. There will be amazing food (catered by local favorite Chef Julian of [The Redwood](#)) and great company.

You can RSVP [here](#) (party details are at the RSVP link) or just respond to this email. We would love to have you there to celebrate the year and all good things to come.

Warmly,

Amie Ashton
Executive Director, Palo Alto Forward


From: [Kristen Van Fleet](#)
To: [Council, City](#); [French, Amy](#); [Planning Commission](#); [Burt, Patrick](#); [Kou, Lydia](#); kou.pacc@gmail.com; [Lauing, Ed](#); [Lythcott-Haims, Julie](#); [Stone, Greer](#); [Tanaka, Greg](#); greg@gregtanaka.org; [Veenker, Vicki](#)
Subject: Incorrect Factual Framework in Attorney Letter for Dewey & Handa, November 3, 2023 - Ellsworth Place at Middlefield Road
Date: Monday, November 6, 2023 7:56:53 PM
Attachments: [Screenshot 2023-11-06 at 7.31.13 PM.png](#)
[Screenshot 2023-11-06 at 7.29.28 PM.png](#)

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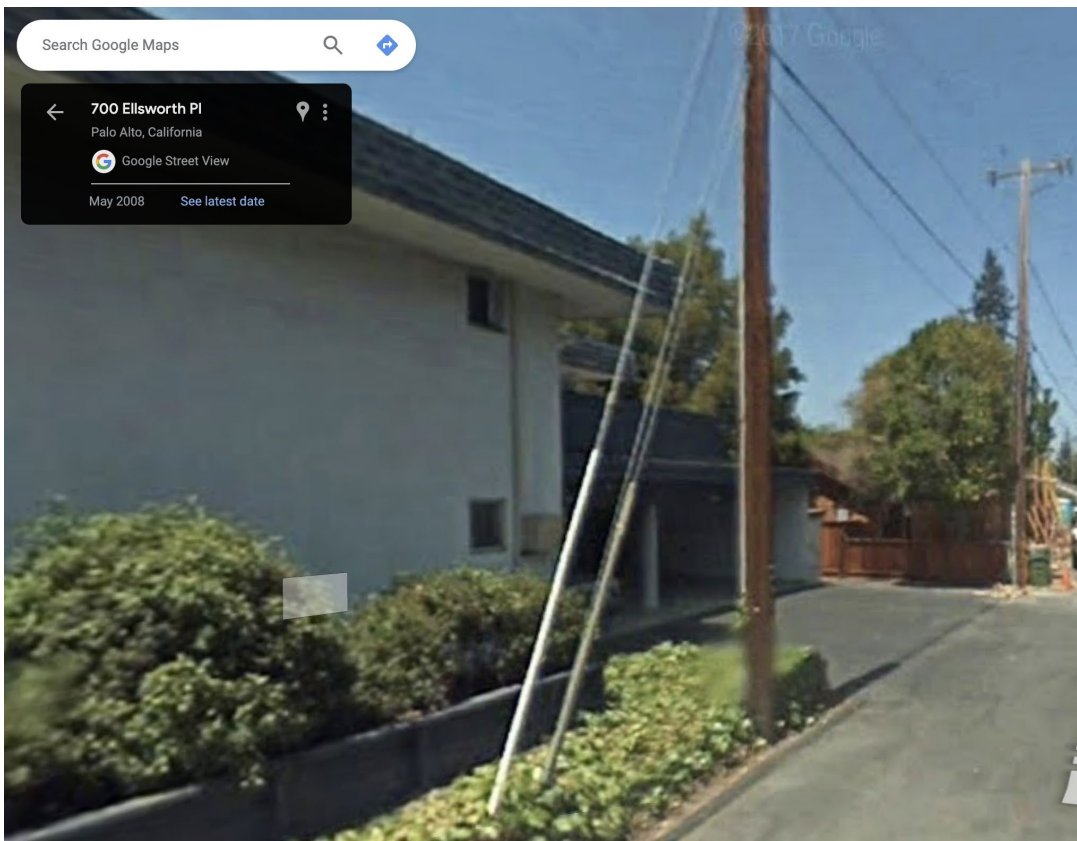
Dear Mayor Kou, Vice Mayor Stone, and Members of the City Council,

In reading the attorney's letter, the whole factual framework underlying the letter does not seem to be correct.

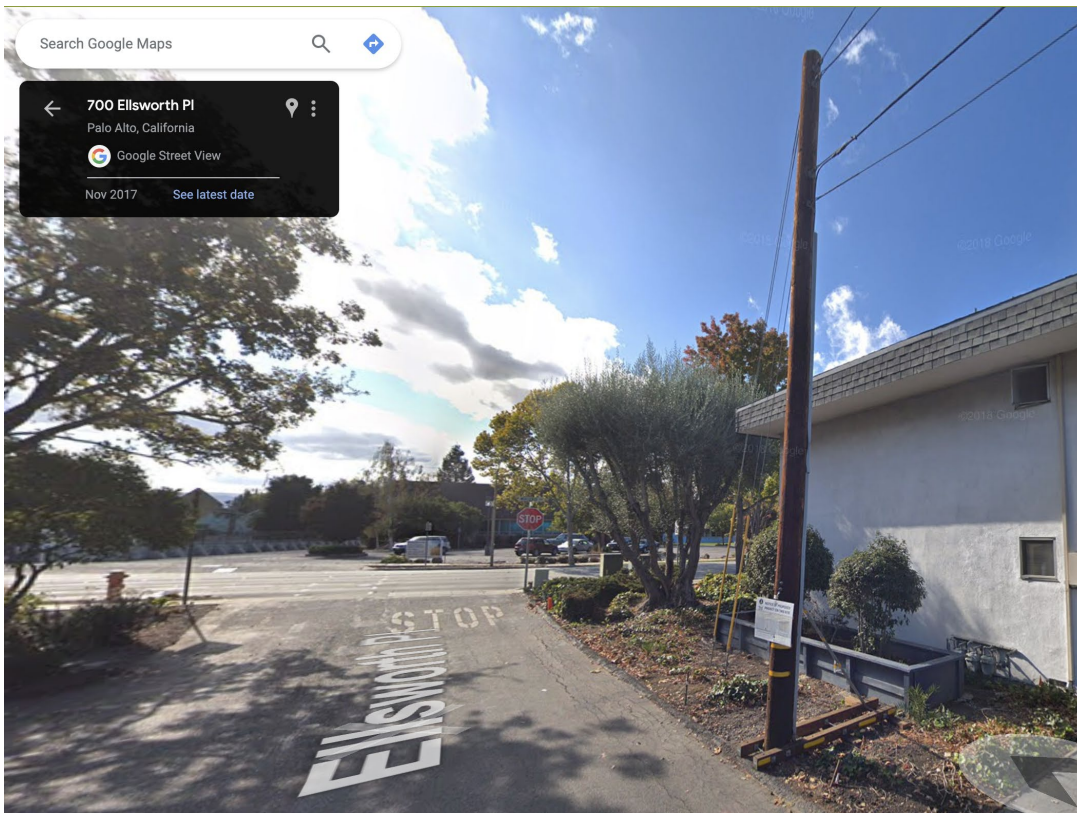
Referring to section 2:

"To begin with, the first utility pole at issue has no right to be in its current location. Based on a survey conducted when my client purchased his property in 2017 (provided to city staff and the City Attorney's office) this utility pole and its supportive horizontal bracing did not exist."

Please see a Google Maps photo from May 2008 which clearly shows this pole.



And in November 2017, once the ivy is cleared, the ivy is cleared, the bracing shows.



This is not the first time an incorrect framework has been used in a letter by the developer's attorney. They also said none of the existing homes had ingress/egress rights, which has also been proven to be untrue with letters from Chicago Title stating the ingress/egress rights for two of the existing homes, and we have documentation to support this for all 14 properties on Ellsworth Place, including the apartments.

Enough is enough! Say NO to this contrived bullying against the City of Palo Alto and the residents of Ellsworth Place, and maintain the PC2343 as it exists for the greater good in the Midtown area of Palo Alto!

Sincerely,

Kristen A. Van Fleet

From: [Melanie Grondel](#)
To: [Planning Commission](#)
Subject: Tree Ordinance under Fire
Date: Tuesday, November 7, 2023 10:43:17 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

Dear Commissioners,

I am writing about my concern about an upsurge in negative comments about the trees in our neighborhoods.

After the damage from last year's storms, I would consider the increase in frustration about problems and the cost of tree maintenance, to be expected. However, I discovered a backlash against the Tree Ordinance itself, which was updated with such great care and such great effort.

By many it was resented for the additional protection it provides for a greater number of trees. By some it was considered an interference in the rights of homeowners and their property rights to see restrictions in removing trees at will.

It seemed that in the year leading up the final version of the Update of the Tree Ordinance, there was quite a bit of support for maintaining and even for expanding the canopy. There was a growing appreciation of the values that the presence of trees brings to our environment. The concern for preserving trees at development sites in City Council and PTC discussions was encouraging and seemed to represent a real educational uptick. The emphasis on preservation of trees as part of the extensive discussions of development plans by Castilleja School, I consider a case in point.

To restore the special consideration that trees deserve, I would like to suggest an extra effort for outreach and education on the maintenance and importance of the trees around us that together make up our treasured canopy.

To that end I think it beneficial to develop educational information that is easy to locate on the City website. A section on the website and a brochure will be helpful : "Questions people ask" that simply explains the basic facts with a reference to the portion of the Tree ordinance that can give more in depth information. Tree maintenance and damage prevention need to be key subjects, with watering needs clearly explained.

The brochure can be made widely available in schools and libraries.

Presentations by a tree expert as informal outreach can make great strides to put the love for trees and the importance of trees once more in the forefront of our perception as it was a few years ago.

I think organizations such as Canopy and the Libraries can be a great help.

It would be very helpful if a small "speakers bureau" could be available with guest speakers to address these subjects when small civic organizations would request a speaker as part of their programs. I am also thinking of schools, churches, social gatherings and Farmers' Markets. There will be various innovative ways to reach people who are not green or gardening

oriented.

Steadily we can spread the notion that Trees are not just tall green things that occasionally shed but that they are Family, they protect and uplift us.

Thank you for your consideration,
Melanie Grondel - College Terrace - Palo Alto.

I

From: [Kristen Van Fleet](#)
To: [Council, City](#); [Burt, Patrick](#); [Kou, Lydia](#); kou.pacc@gmail.com; [Lauing, Ed](#); [Lythcott-Haims, Julie](#); [Stone, Greer](#); [Tanaka, Greg](#); greg@gregtanaka.org; [Veenker, Vicki](#); [Planning Commission](#)
Subject: ELLSWORTH PLACE - UPS APPROVED Delivery Spot & Other Safety Measures
Date: Friday, November 3, 2023 1:35:57 PM
Attachments: [Ellsworth Place - UPS Delivery Spot & Safety 11-2-2023.pdf](#)
[ELLSWORTH UPS Letters of 8-25-2023 to 9-25-2023 Kristen Van Fleet-combined.pdf](#)

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

Regarding: LEGISLATIVE - Amending Planned Community 2343 zoning for 2901 - 2905 Middlefield Road

Dear Mayor Kou, Vice Mayor Stone, and members of the City of Palo Alto City Council,

Please find attached 2 PDFs pertaining to 702 Ellsworth Place and 2901-2905 Middlefield Road, which will continue before the City Council this coming Monday, November 6, 2023.

The first PDF is an outline from Ellsworth Place Neighbors with our requests for:

1. The UPS-approved delivery spot on Ellsworth Place
2. The site triangle used for driveway ramps, which matches the unique conditions on Ellsworth Place
3. NO FENCE or anything over 1 foot within the site triangle
4. Adding arrows, red paint, and "No Parking" to the first 100 feet of Ellsworth Place
5. Adding tactile paving to the sidewalk on either side of the Ellsworth Place private road

The second PDF contains all communications with UPS regarding a delivery spot on Ellsworth Place and it gives their approval in writing for a space placed where the first utility pole is currently located. The communications also state that the proposed "smaller truck" delivery space is not useable, and makes an alternative suggestion for using parking space in the parking lot shared by Winterlodge and Kim Grant Tennis. Those businesses were asked about UPS's second suggestion to use parking lot spaces in their lot, and Kim Grant Tennis can't comment on this since they rent space from Winterlodge, which rents space from the CPA. Given the spaces are filled every afternoon, this doesn't seem feasible.

Please feel free to contact me if you have any questions. 650-646-8677

Thank you for your time and attention to this important issue affecting Midtown, Palo Alto. We appreciate all you do to help our city remain safe.

Sincerely,

Kristen A. Van Fleet
on behalf of Ellsworth Place Residents

Ellsworth Place Residents Request the Following
Regarding 702 Ellsworth Place and 2901-2905 Middlefield Road

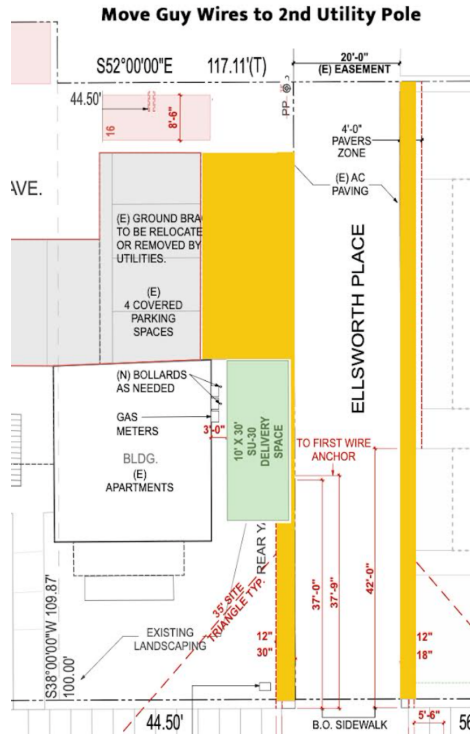
1) Implement the delivery space solution approved by UPS (see attachment).

This provides enough space to allow daily delivery trucks to turn around and park on Ellsworth Place, then drive forward to exit the road. This subsequently makes it safer for pedestrians and vehicles traveling by this intersection on Middlefield Road.

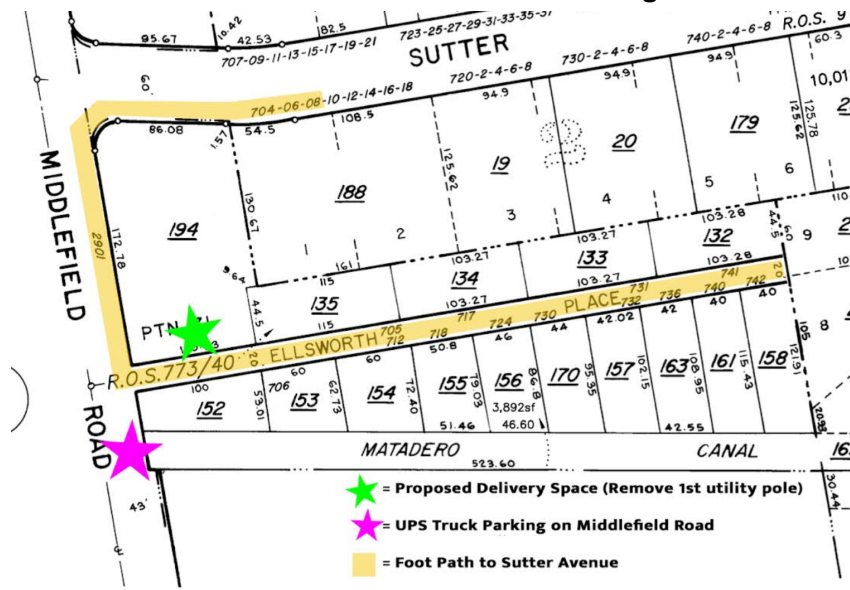
- UPS is known for its safety record and it has approved this idea.
- It does not require the removal of public parking on Sutter Ave which is already short on parking. (See the letter from Dr. James Stephens, DDS of 10/25/2023)
- Sutter Ave is too far to be useful to Ellsworth Place (.25 to .33 miles round trip)
- It utilizes a “compromised” “26-foot-wide private road” width; from CPA City Code
- Daily delivery trucks don’t have to back up into or park on Middlefield Road.
- There is no need to ban 24-foot trucks on Ellsworth Place; these are used for moving purposes and large appliances or furniture deliveries which rarely occur.
- The proposed “smaller” truck delivery space on Ellsworth Place isn’t useable:
 - It is too narrow; not enough room to open the doors once parked.
 - The 2nd utility pole is in the delivery space’s backup path.
 - It requires an empty driveway at 702 Ellsworth Place to utilize, and most delivery companies don’t allow their drivers to use private driveways.
- On the 702 Ellsworth Place side:
 - It does not impede Handa’s existing house plans.
 - IT PREVENTS THE DANGEROUS DESIGN of the public road ending directly into the private walkway of the proposed 702 Ellsworth Place house by extending the driveable 2.5-foot widened road to the fence located at 706 Ellsworth Place.
 - This solution DOES NOT REQUIRE ADDITIONAL PAVING above what is already slated to be paved and it lowers the cost of paving by switching paving material to drivable asphalt in place of expensive pavers with no noticeable design change overall.
 - This could be done as a public benefit in exchange for the 6-foot rear setback line being requested by Handa on the drafted ordinance. (The actual rear setback code on a substandard R-1 lot is 20 feet with less than 50% of the house at 14 feet.)
- On the 2901-2905 Middlefield Road apartment side:
 - It requires the removal of the first utility pole to make room for a delivery truck space, with the guy wires relocated to the second utility pole, (which may already have to occur for the currently proposed parking space #16).
 - Parking space #16 easily fits in the proposed “small delivery truck space”.
 - The 3.5-foot wide strip of driveable, asphalted road would be extended to the “new” guy wires at the “2nd” utility pole, and connect to the open space behind the carports. This creates enough room for a delivery truck

- to 3-point turn, angling back towards Handa's driveway and then parking in the delivery space facing the exit of Ellsworth Place.
- IT DOES NOT REQUIRE REMOVING THE BEAUTIFUL OLIVE TREE.

Additional Road Circulation is Shown Below in Yellow.
The green rectangle is the UPS-approved delivery truck space
 (located where the 1st utility pole is currently located)



The Subdivision Map Below Gives Measurements in Feet and Shows How Far Away Sutter Ave is From the End of the 525 Foot Long Ellsworth Place

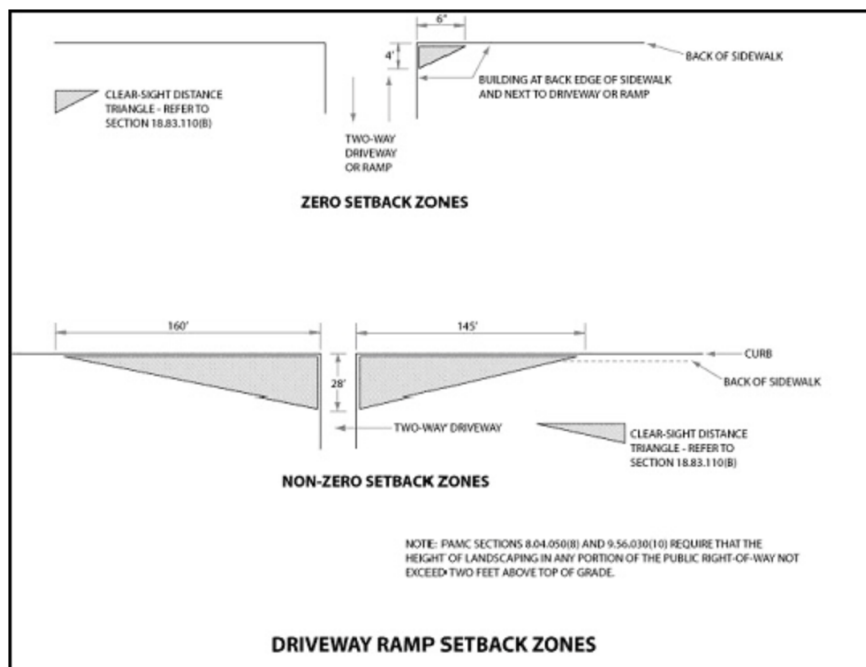


- 2) **IMPLEMENT THE LINE-OF-SIGHT TRIANGLE under code: 18.54.070, FIGURE 6 - Driveway ramps and setback zones** which is an L.O.S. triangle of 28 feet x 160 feet that is specifically designed for ramped exits.
- Ellsworth Place has a UNIQUE RAMPED EXIT found nowhere else in Palo Alto, except in underground parking garage exit ramps.
 - This keeps the line-of-site clear to the Matadero Creek fence, at the top of the hill where the bend in the sidewalk creates a blind spot.
 - Hexagon’s Traffic Review, on page 4 states, “According to Table 5 of the Palo Alto Municipal Code 18.54.070, 20 feet is the minimum width to serve residential developments (*footnote*: The intersection of Ellsworth Place and Middlefield Road has historically been accessed by a 20-foot driveway located on 702 Middlefield Road. To be conservative, this report treats the driveway approach as equivalent to an urban driveway serving over 11 multi-family units.)”
 - Doing the math, this places the trajectory of the L.O.S. triangle on the south corner of the 702 Ellsworth Place lot at about the Matadero Creek fence, (18 feet in from the city curb), which is where people are looking to see the blind spot caused by the bend in the sidewalk at the overpass.
 - This L.O.S. triangle maintains enough room for a patio enclosure on the front of the proposed 702 Ellsworth Place house (Middlefield Road side).

A Site Triangle That Works for Ellsworth Place

CA > Palo Alto > Palo Alto Municipal... > 18.54.070 Parking Design Tables and Figures

**Figure 6
Driveway Ramp Setback Zones**



3) **NO FENCE WITHIN THE LINE-OF-SITE TRIANGLE**

- NO FENCE or anything over 1 foot in height should be allowed within this 28 x 160 foot line-of-site triangle; (With exception for Matadero Creek infrastructure).
- The “fence photo” supplied by Handa for the packet has only one row of fencing which is NOT ACCURATE and misleads the actual conditions at this unique, double-inclined intersection caused by the Matadero Creek overpass.
- Children on the sidewalk are hidden by a fence.

Can You See The Child?



A Corner Fence Doubles the Number of Bars a Driver Has To Look Through

-AND-

The Slope of the Inclines at Middlefield Road and Ellsworth Place Makes It Taller Than 3-feet



Who Monitors the 1-Foot Height Rule INSIDE of the Fence? Ellsworth Place Residents may have to call code enforcement to keep the sight triangle at 1 foot, adding stress to the neighborhood!



4) ADD RED PAINT and “NO PARKING” to the curbs and street along the first 100 feet of Ellsworth Place, and two-way arrows with a lane-divide line at the entrance

- This is consistent with the apartment driveways on Middlefield Road
- Creates a FIRE LANE and also prevents parking at the entrance to Ellsworth Place, which can block the road; especially in an emergency
- Allows any car parked in the red to be legally towed.



Red-Painted Curbs Are Utilized at both Multi-Family Residential Complexes on Middlefield Rd
(NOTE: Both have a cul-de-sac space in the back, and neither have a STOP sign because they are actual driveways and not roads. Ellsworth Place is a private road; not a driveway.)



Above: Condos at 3069 Middlefield Road
Below: Apartments at 3085 Middlefield Road

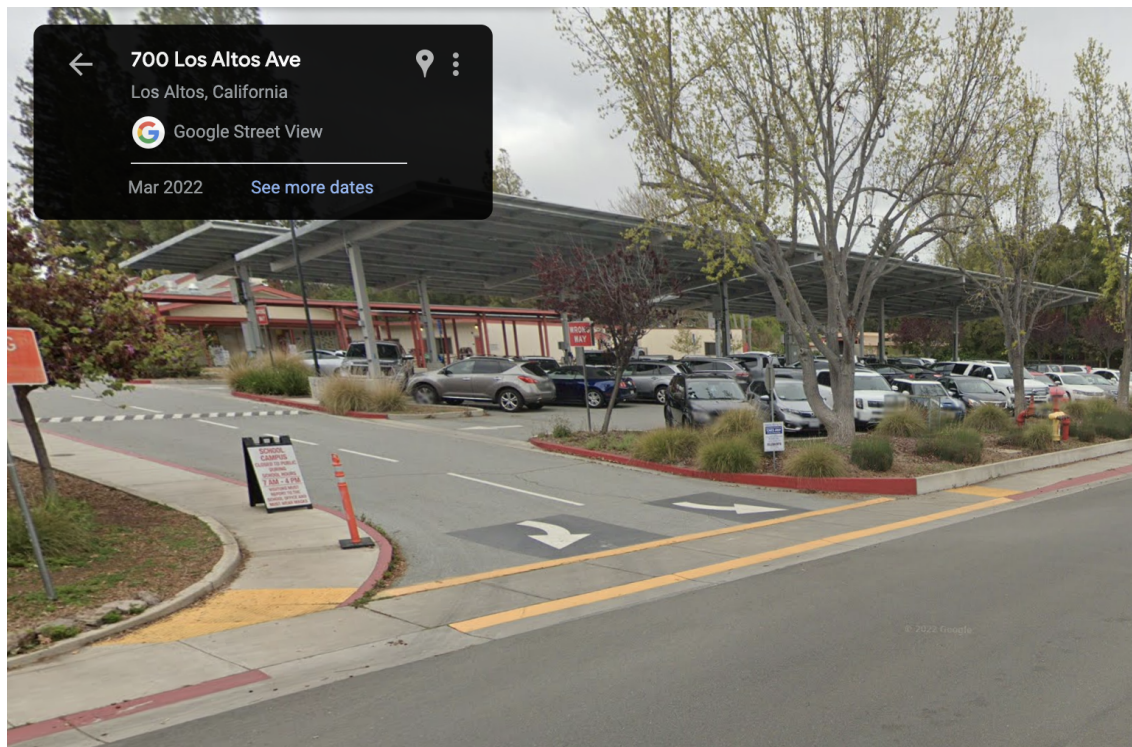


- 5) **ADD TACTILE PAVING** with yellow detectible warning pavers to the sidewalk on either side of the Ellsworth Place private street opening.
- These are commonly used around town to indicate to pedestrians that a roadway is present
 - Gives a visual warning to pedestrians that the Ellsworth Place road is there.
 - Gives a tactile warning to visually impaired pedestrians that the Ellsworth Place road is there.



Above: Entrance to Alma Village

Below: Entrance to Santa Rita Elementary School, Los Altos



UPS CUSTOMER SERVICE <customerservice@ups.com>

Fri, Aug 25, 2023 at 1:49 PM

To: [redacted]



Good afternoon,

I received your message, unfortunately there was no description of what you were calling for. I see your package was delivered 8/23 to your front door. I show it left on your brick porch with a red door and greyish house. Please respond to this email on what information you are looking for.

Regards,
Katie
Menlo Park UPS

ref:_00DF05wsA_5003k2b2NOI:ref

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Kristen Van Fleet <[redacted]>
To: UPS CUSTOMER SERVICE <customerservice@ups.com>

Fri, Aug 25, 2023 at 1:58 PM

Hi Katie,

The ticket was opened today for a larger issue and the customer service representative needed a recent package tracking number to open the ticket.

A developer is proposing to build a home on the parking lot at the start of the private street I live on here in Palo Alto, and the apartment complex that sold the parking lot has proposed a delivery truck space that does not work for UPS trucks. I spoke with a UPS driver about this issue this morning and he recommended I contact the Menlo Park UPS office.

If the developer's plan goes through, then a UPS driver will no longer be able to safely come down Ellsworth Place without having to use someone's driveway to back up and turn around. I was told by the driver today that they are not allowed to use people's driveways. I have a copy of the proposed "delivery space" plan and it's subsequent "back-up maneuvers" to use it, as was prepared by Hexagon, for this the developers are using to say their proposed plan is safe and useable. This issue affects all 15 home addresses here at Ellsworth Place in Palo Alto, CA.

Can someone please contact me about this issue? I will be presenting to the City of Palo Alto City Council about this problem on September 18, 2023, and need to include TRUTHFUL delivery information in my presentation to the City Council members and to the City Mayor, etc.

Thank you for your help with this urgent issue.

Sincerely,

Kristen A. Van Fleet



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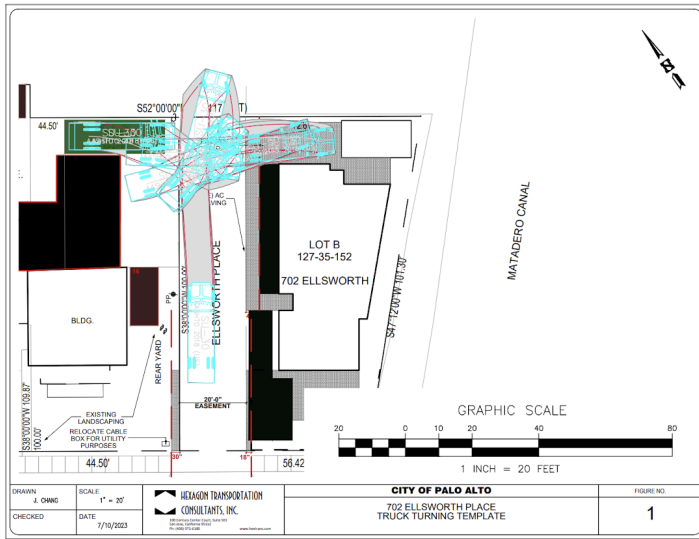
Kristen Van Fleet <[redacted]>
To: UPS CUSTOMER SERVICE <customerservice@ups.com>

Fri, Aug 25, 2023 at 2:11 PM

Sorry, I hit send too quickly. To see the truck delivery space design, please use this link for access to the public comments from the Planning and Transportation Commission meeting of July 12, 2023. On PDF pages 58 - 62 is the TRUCK TURNING TEMPLATE. I have also attached these pages in a PDF, and there is a screenshot of the first template added into this email. The delivery parking space measures 10 feet x 30 feet, with a building wall on the left and a fence on the right side of the parking space. The delivery driver told me today that it was too small for his truck.

I need something in writing from UPS to help us get the developers to plan a better solution for delivery truck parking that is safe for the neighborhood and useable by the delivery truck drivers. I am also reaching out to other delivery companies for help with this.

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2023/ptc-7.12-public-comments6.pdf>



[Quoted text hidden]

ptc-7.12-public-comments_pages 56-62_ELLSWORTH PLACE TRUCK TURNING TEMPLATE.pdf
1303K

UPS CUSTOMER SERVICE <customerservice@ups.com>

Fri, Aug 25, 2023 at 3:00 PM



Kristen,

I printed out your emails and gave them to our center manager. He will follow up with you, most likely with a phone call.

Regards,
Astaria

----- Original Message -----
From: Kristen Van Fleet
Sent: 8/25/2023 2:11 PM
To: customerservice@ups.com

CAUTION! This email originated outside of the organization. Please do not open attachments or click links from an unknown or suspicious origin.

Sorry, I hit send too quickly. To see the truck delivery space design, please use this link for access to the public comments from the Planning and Transportation Commission meeting of July 12, 2023. On PDF pages 58 - 62 is the TRUCK TURNING TEMPLATE. I have also attached these pages in a PDF, and there is a screenshot of the first template added into this email. The delivery parking space measures 10 feet x 30 feet, with a building wall on the left and a fence on the right side of the parking space. The delivery driver told me today that it was too small for his truck.

I need something in writing from UPS to help us get the developers to plan a better solution for delivery truck parking that is safe for the neighborhood and useable by the delivery truck drivers. I am also reaching out to other delivery companies for help with this.
<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2023/ptc-7.12-public-comments6.pdf> [cityofpaloalto.org]

UPS CUSTOMER SERVICE <customerservice@ups.com>

Mon, Sep 18, 2023 at 6:04 PM



Hello Kristen,

Miriam has passed your case and conversations over to me as she has not been with UPS longer enough to answer your questions. I have reviewed the pictures and the information you have provided. You are correct in your evaluation of the proposed "space" planned for delivery.

UPS has a strict policy and training for drivers to not place themselves or their delivery vehicle in a situation to cause harm or property damage. This policy includes an addendum that states (and is enforced) that the driver must limit placing themselves and delivery vehicles in a situation to cause them to "back up" to exit the delivery area. There are very few exceptions to this and it applies to all delivery vehicle sizes. The size of the delivery vehicles that services the area are 14 feet long and 10 feet wide. Since the drivers have found an alternative (although not a perfect solution), the current proposed plan of 11 feet is unacceptable. Based on the first picture you sent to show how the delivery vehicles used to park for delivery, would be the only acceptable solution for the Ellsworth Place deliveries. As this is no longer the case, the drivers will continue to park on Middlefield Rd until we are able to devise a better solution.

I do hope this information is helpful for your meeting. Please continue to reply to this email if there are any more questions or information.

Thank you

Angelita Q
UPS Menlo Park
[Quoted text hidden]
[Quoted text hidden]

Wed, Sep 20, 2023 at 2:30 PM

To: UPS CUSTOMER SERVICE <customerservice@ups.com>

Hi Angelita,

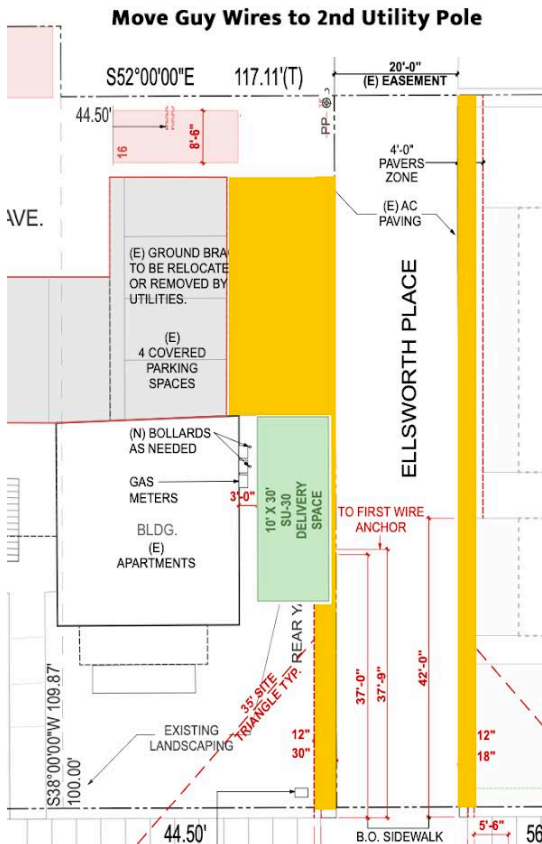
Thank you for getting back to me in time for the City of Palo Alto (CPA) City Council meeting last Monday, September 18, 2023. I was able to get your letter to the Council Members while they were in discussion about Ellsworth Place deliveries, and it provided the needed information to support the fact the proposed delivery space does not work. So the City Council voted to extend the meeting to give the developers time to find a suitable delivery space.

Earlier today I spoke with our main delivery driver, Josh, and showed him your letter and the following idea I came up with for a delivery space on Ellsworth Place. He gave me his permission to use his name in this email. Josh said that he could park his truck safely in this green space, as shown in the diagram below, which I created by using Photoshop to rework the developer's transportation plan. He said with the road at the width of the orange netting (the 26-foot wide mark), it may require one backup maneuver to get into the space, angling the truck back towards the driveway of the proposed home, (but not onto the paved driveway), and then he could pull into that spot where there is currently a utility pole now. Then to leave the space he could safely drive forward and back out to Middlefield Road.

Josh also said that parking here allows him to reach the business where Samyama was located, at 2995 Middlefield Road. (That building is currently vacant, but it will have tenants again at some point in the future.)

Notes:

- There is currently a utility pole in this location, so the guy wires would have to be relocated to the second pole.
- The yellow lines indicate a driveable, blacktopped road, with a width of 26 feet up to where the delivery space begins.
- The yellow box on the left side ends where the guy wires would begin to brace that second utility pole.
- The proposed home on the right side of the road would have a paved (non-driveable) walkway and driveway to the right of that yellow driveable road line.



Other ideas mentioned during Monday night's meeting were:

- 1) The apartments provide package lockers for the residents on Ellsworth Place. Ellsworth Place Residents DO NOT WANT THIS, as we are not an apartment complex! We need to get packages delivered to our front doors! Not all of our neighbors own cars and some of our

senior citizen-aged neighbors no longer drive, so there would not be an easy way to retrieve packages from East Menlo Park, should they be too large for a parcel locker! (Not to mention the logistics of maintaining the lockets, the rate of theft, etc.)

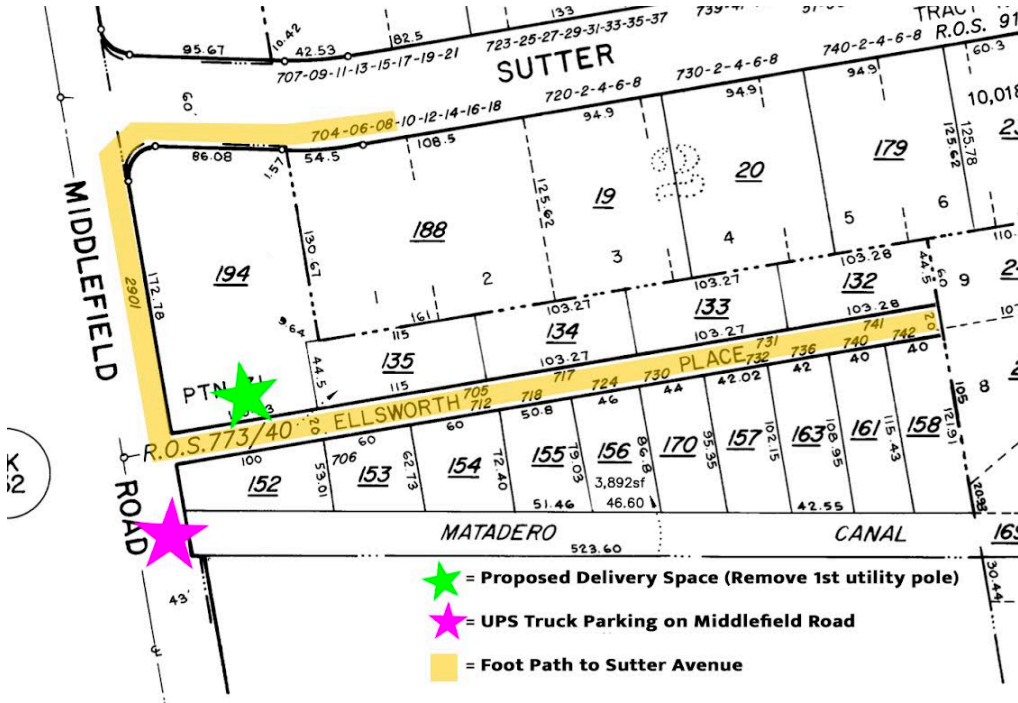
2) The City of Palo Alto Transportation Department were also going to look into making a delivery/loading zone on Sutter Ave, but this greatly extends the amount of walking needed. In calculating the length to reach the far end of Ellsworth Place, which is a 525-foot-long road, it would require 1/4 to 1/3 mile of walking to make the round trip. (Josh said that was too far to walk!)

Below is our parcel map that shows the lengths in feet of this location.

The Green Star is where the green rectangle is located in the diagram above.

The Pink Star is where Josh is currently parking on Middlefield Road.

The Yellow line is the walking path from Sutter Ave.



Please give your thoughts and/or approval or suggestions on the proposed idea. I will then forward this email to the CPA Transportation and Planning department and also to the developers. We are seeking a solution that works for everyone here on Ellsworth Place, including the apartments, and also keeps it safe for all who traverse on or near Ellsworth Place. Thank you for your time and attention to this matter.

Sincerely,

Kristen A. Van Fleet

[Quoted text hidden]

4 attachments



Screenshot 2023-09-12 at 10.54.27 AM.png
5655K



Screenshot 2023-09-12 at 10.57.16 AM.png
5111K



Screenshot 2023-09-12 at 10.57.16 AM.png
5111K



Screenshot 2023-09-12 at 10.54.27 AM.png
5655K

UPS CUSTOMER SERVICE <customerservice@ups.com>

Mon, Sep 25, 2023 at 6:00 PM



Good evening Kristen,

I do apologise for the late response, as I have been out of office. I am glad to hear that you wwere able to talk to Josh and work out some solutions to the issue at hand.

Unfortunately, Josh is right in that the parking and walking from Sutter Ave will not be a viable option. This is due to the fact the drivers have set time allowances for each delivery. When there are and will be closer options, parking and having to walk that far from Sutter Ave to make deliveries will not be allowed by UPS standards.

We would agree that proposed delivery space indicated by the green star is workable for the driver and a sound delivery option for all involved. Until the green star location is ready to be utilized, our drivers will need to continue to use the the location indicated by the pink star.

There is also an option for the driver to use that involves using the parking lot area between [2995 Middlefield Rd](#) and the Matadero Canal. This option would only be usable if that particular parking lot area is vacant at time of delivery. It would involve the driver entering at the driveway between [2995 Middlefield Rd](#) and [3009 Middlefield Rd](#) and then looping around the back of [2995 Middlefield Rd](#) to the parking lot area by Matadero Canal. Once in the parking lot area (if empty) the driver will be able to pull up into the last several parking spaces and when done with deliveries pull away onto the driveway entering back onto Middlefield Rd. This area is also only a few feet away from where the drivers have been parking (the pink star).

I hope this information will help you and the City Council come to a viable solution.

[Quoted text hidden]

[Quoted text hidden]

From: [Winter Dellenbach](#)
To: [Planning Commission](#)
Subject: Slide deck to view - Tree Ordinance item at your PTC Nov. 8 meeting - from Winter Dellenbach
Date: Saturday, November 4, 2023 12:28:02 PM
Attachments: [1 Tree Slides final 11-3-23.key](#)

You don't often get email from [REDACTED] [Learn why this is important](#)

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Dear Commissioners - This week, you will discuss the City's Tree and Landscape Preservation and Management Ordinance (Muni Code Chapter 8.10). In preparation, I here provide for your review a set of powerpoint slides I created concerning the unique value and role trees and our urban forest canopy have in our City, including their role in combating climate change that is simply critical to meeting our 2030 Climate Goals. The slides will take about 5 minutes to review (attached below).

Included are both basic and less understood facts and information about our green infrastructure.

To view: Click on the top arrow on the screen to start. You then may then toggle forward (or back) by clicking on the arrows on bottom left screen for each slide.

Also, you will see a few possible additions in the redlined Ordinance (see your packet), Two suggested sections in Chapter 8.10 are of particular interest.

8.10.050 Removal of Protected Trees

(a) (1) (iii) - It has reached the end of its useful lifespan and is at risk for retrenchment [limb shedding] or other tree decline coping processes, exhibits abnormal or unsuitable structure for its immediate environment that is not correctable, or it has outgrown the space available. In all of the above cases, the urban forester must agree with the assessment of the designated arborist.

(b) (2) - Retention of the tree(s) would result in reduction of the otherwise-permissible buildable area of the lot by more than twenty-five percent, and there is no financially feasible design alternative that would permit preservation of the tree(s), where financially feasible means an alternative that preserves the tree unless retaining the tree would increase project cost by more than twice the reproduction cost of the tree or ten percent of the given project valuation, whichever is greater. Calculating the 25% reduction of buildable area may include the Tree Protection Zones of one or multiple protected status trees. When multiple trees contribute to the 25% reduction of buildable area, the preferred approach is to propose the removal of the fewest possible trees to fall below the 25% reduction threshold.

I urge you to understand our Tree Ordinance and give it your continued enthusiastic support. We should not reduce tree protection now in place. The Ordinance is balanced - It will protect trees, but of course allow removal when merited, and protect property owners rights to build to the legal extent for their lot area. It is in conformance to State and City ADU laws.

Thank you for serving our City and its residents as a Commissioner.

Winter Dellenbach
Palo Alto




WHY PROTECT TREES IN PALO ALTO

So many reasons...

SOME BENEFITS OF TREES

- Rainfall interception with reduction in flood risk, storm water runoff, and water pollution
- Emissions avoidance through reduced energy use
- Minimization of heat effects and reduction of exposure to UV rays

- 
- Provision and protection of wildlife habitat, particularly by larger trees
 - Improved quality of life and health through reduction in noise pollution and stress
 - Increased measurable property values through curb appeal, privacy, sense of place and neighborhood charm.
 - Trees are beautiful, making us feel good

PALO ALTO CLIMATE, SUSTAINABILITY & EQUITY GOALS

- Increased carbon sequestration and storage by our public and private urban trees are needed to reach our 2030 Sustainability and Climate Action Plan goals.
- Climate Action Plan: Increase City tree canopy to 40% city-wide coverage by 2030.
- Residents in lower-income non-white neighborhoods disproportionately bear the brunt of extreme heat, due in part to a lack of tree shade.
- The “10,000 Trees in 10-years” City initiative with Canopy will in part address our tree inequity.

CARBON SEQUESTRATION 1.0

- Trees capture carbon dioxide from the atmosphere, then fix it during photosynthesis to store in it's biomass (sequestration).
- Trees then release oxygen into our atmosphere.

REMOVAL HARMS MORE THAN TREES

- In the contiguous U.S., the urban forest stores over 708 million tons of carbon, about 12.6% of annual carbon dioxide emissions. – *USDA*
- Yet it adds 28.2 million tons of carbon (about .05% of annual emissions) per year, mostly due to tree removal and waste, with wildfires an increasing factor. - *USDA*
- Urban carbon sequestration is valued at about \$2 billion per year. – *USDA*

All good reasons to protect trees from removal

MANY TREES IMPROVE WITH AGE

- Mature trees have higher carbon density and biodiversity, contributing to climate resilience.
Agriculture Sec. Tom Vilsack
- Big mature trees may contain 10 tons of carbon or more, depending on size and species.
- Some single big trees can sequester the same amount of new carbon in a year as might be contained in an entire mid-size tree.
- Of 400 tree species surveyed, 97% didn't slow down, absorbing increasing amounts of carbon as they aged. *-Nature, Jan., 2014*

PALO ALTO *THINKS IT'S SO COOL* – BUT ACTUALLY IT'S HOT

- Heat already kills more people in the U.S. than hurricanes, tornadoes and other weather-events, contributing to 12,000 deaths a year. - *NYT, July 2021*
- Climate change is supercharging California heat waves... - *L.A. Times, 2-7-2021*
- Experts say that adapting to climate change will require cities to preserve trees when possible, plant a diversity of trees and opt for large ones when appropriate, and rethink how they fit into urban plans. - *L.A. Times, 10-2-23-2023*

WHAT TO DO? PLANT & PROTECT TREES!

- *Trees are, quite simply, the most effective strategy, and technology we have to guard against heat in cities. - Brian Stone Jr., professor of environmental planning, Georgia Institute of Technology*

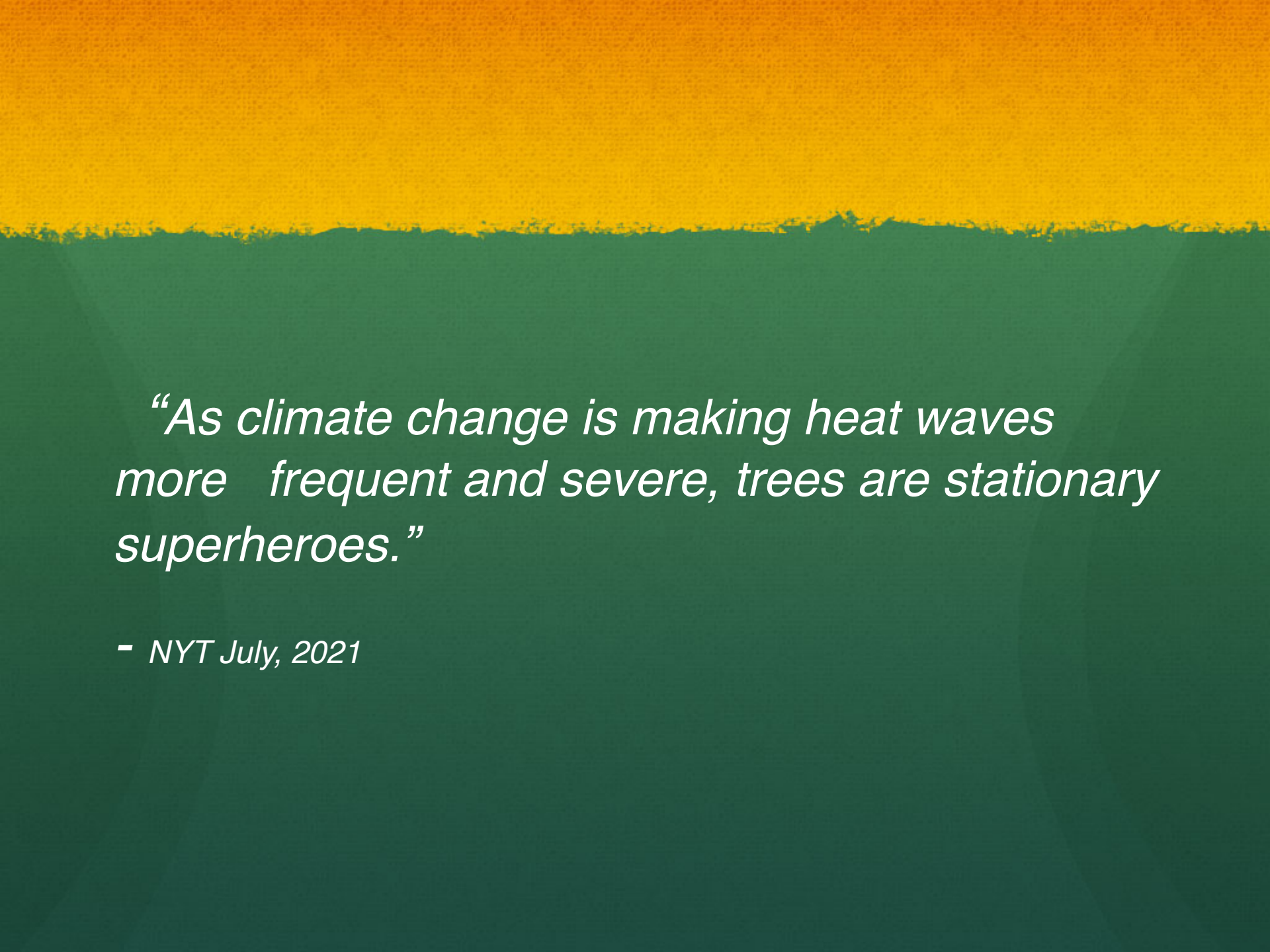
TREE COOLING IS MORE THAN *THROWING SHADE*

Transpiration 1.0

- Yes, it is cooler in the shade. But trees also cool more widely by transpiration.
- Trees evaporate water, pulling it from the ground, then release it from their leaves into the air.
- That's why walking through a park, or living or working near several large trees feels even more refreshing than the shade of one lone tree. - *NYT, July, 2021*

TURN DOWN THE AC

- Scientists find that trees can lower air temperature in city neighborhoods by 10 or more degrees. - *NYT, July, 2021*
- Trees reduce electricity demand for air conditioning, sparing money and emissions, while helping avoid potentially catastrophic power failures during heat waves. - *NYT, July, 2021*
- Carefully positioned trees can reduce a home's energy costs by 25%. - *U.S. Department of Energy*



“As climate change is making heat waves more frequent and severe, trees are stationary superheroes.”

- NYT July, 2021

WE CAN'T LIVE WITHOUT THEM

“Proximity to urban trees is critical for interruption of climate change and for human health” - UC Davis

For residents and workers to thrive and remain healthy, and our City remain livable, we must protect and increase our tree-rich green infrastructure.

From: [Scott O'Neil](#)
To: [Council, City](#); [Planning Commission](#); [HeUpdate](#)
Subject: Shift in HCD Posture on Pre-Applications & Implications for Palo Alto
Date: Sunday, November 5, 2023 9:07:34 PM

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

Dear Palo Alto City Council, Planning and Transportation Commission, and City Staff,

I wish to draw your attention to a development in state regulatory posture that I believe applies to Palo Alto. In [HCD's Policy and Practice Review for San Francisco](#), there are findings that San Francisco's practice of requiring mandatory preliminary applications (PPAs) was illegal, and that other remaining pre-application steps remain illegal.

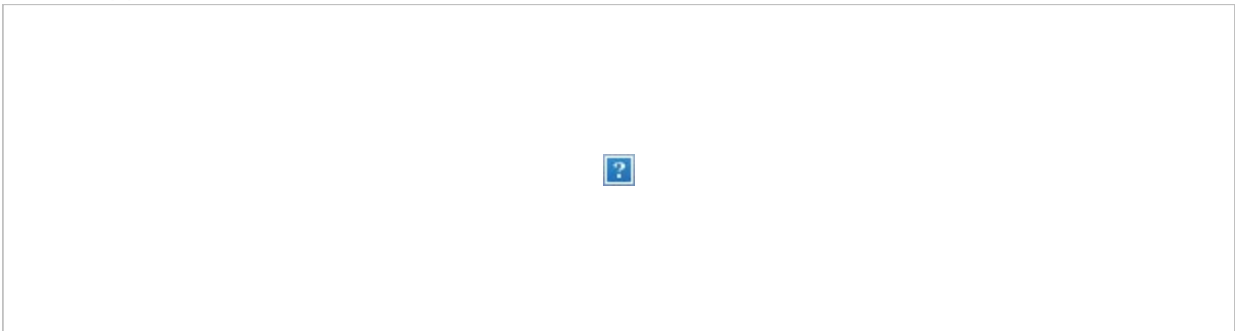
As you know, Palo Alto also has a required pre-application process in the case of rezoning requests, which includes PHZ requests. The time for this part of the process is not currently tracked in the data Palo Alto is sending HCD. However, HCD seems to have begun counting required pre-application steps in consideration of overall timelines and for Permit Streamlining Act (PSA) compliance purposes. I believe Palo Alto will need to better account for this time to reach certification and comply with PSA.

This does not come as a surprise to me. On 12/7/2022 I wrote to the city that I believe this portion of the process "counts," and that I had heard from a developer that it is sometimes the most laborious portion of it. I hope the move from HCD will be helpful in getting attention on improving them.

HCD's Findings in San Francisco

HCD Report

In San Francisco, HCD found that "Local rules require entitlement processes to begin before formal application submittal."



HCD appears to be reviewing this question in the context of both constraints, and compliance with the Permit Streamlining Act (PSA):

"In July 2023, the San Francisco Planning Department also removed the requirement

that most dense housing projects begin with a mandatory Preliminary Project Assessment (PPA) process that added, on average, a year to the application process.” (p.6)

“The Required Actions below are critical to addressing constraints to production identified in the Key Findings and, in some cases, to complying with state housing laws.”

...

Consistent with the recent action to eliminate the Preliminary Project Assessment, ensure that no mandatory pre-application processes are required in order for a housing development project applicant to submit a preliminary application under the Permit Streamling Act. (p. 15-16)

Both of these factors have applicability to Palo Alto, but to determine precise applicability it is worth drilling into the cited UCB study.

Berkeley Study

[Reviewing the UCB study](#) referenced in the findings lets us reach the definitions underlying these findings, and determine what sorts of policies they’re applying to. On page 24 the researchers are clear about how they are measuring timelines, using the words “earliest required application date”:

*“... calculating timeframes to entitlement for discretionary observations requires tracking the **earliest required application date**. Prior to discontinuing the PPA requirement in July 2023, San Francisco required project proponents submit a PPA for specific types of development before submitting a project application.” (p.24)*

It is also clear they are looking at this date in the context of evaluating compliance with the Permit Streamlining Act (PSA):

“First, the data the city makes publicly available on project applications shows San Francisco systematically failed to meet PSA notification deadlines for discretionary approvals issued in 2018 - 2021. Planning recorded more information on application notices in its public portal for applications filed after January 1, 2018, as compared to prior years, indicating that San Francisco Planning is doing more to track and disclose project intake. Still, the city’s data shows the city routinely did not meet PSA deadlines. Also, up until July 2023, local policy required the entitlement process for most dense development to begin with a mandatory Preliminary Project Assessment (PPA) process that added, on average, a year to the application process.” (p.13)

However, it is not only for PSA purposes that they are using this date. They are also using it to assess impact on entitlement timelines, as illustrated in the section titled **“Local rules require entitlement processes begin before the application—and navigate multiple hurdles along the way to approval.”** (Note how HCD later mirrored this language.) This

section includes Table 8, which shows the impact of PPAs on timeframes:



We need to be careful about ascribing Berkeley’s methodology decisions to HCD policy. But it’s clear for the Berkeley paper, the **“earliest required application date” is being used for both timeline evaluation and PSA considerations.** Moreover, **HCD has accepted that approach to measuring entitlement time, and cited it as a basis for enforcement decisions in San Francisco.**

If any jurisdiction wanted to assert that entitlement timelines cannot begin before Formal Application, they might consider that surely HCD heard San Francisco’s best arguments for this proposition prior to making their contrary enforcement decisions in that city.

Interestingly (and of indirect applicability to Palo Alto), the “earliest required application date” is not only applied to processes directly administered by the city. A city-required community engagement process is also in-scope. In San Francisco, the earliest required application is not to the city, but to neighborhood associations:

“Still, San Francisco Planning policy mandates a neighborhood notification process before a project proponent files an application, and a pre-application hearing called the “Pre-Application Community Outreach Process” or “Pre-Application Meeting.”⁷⁵ This pre-application process requires project proponents to send notices and copies of plans to adjacent neighbors and neighborhood organizations before applying to develop land for any new construction or alteration that would change an existing structure by 7 vertical feet or 10 horizontal feet. San Francisco Planning compiles the list of neighborhood organizations that project proponents must notify. However, San Francisco Planning does not consistently track pre-application meetings in its public portal. (p.42)

This must be the remaining portion of the entitlement process that HCD is insisting keeps San Francisco out of compliance on PSA compliance and/or timelines, even after abolition of the PPA process in the city. This illustrates how broadly the “earliest required application” standard is being used in HCD enforcement decisions in San Francisco.

Applicability to Palo Alto

HCD’s interpretations in San Francisco have several implications for Palo Alto:

Timeline Constraints in Housing Element

The finding that the entitlement process begins with PPA submittal will have implications for housing element certification for any jurisdiction that is under scrutiny for timeline constraints, and which has mandatory pre-applications.

According to the adopted Draft 2 Housing Element, Palo Alto requires PPAs for rezoning requests, whereas preliminary reviews by ARB are optional.

- “[Rezoning] begins with a required preliminary screening with the City Council.” (4-53)
- “Prior to application submittal, applicants may choose to seek a preliminary review by the ARB prior to filing a formal application.” (4-56)

It appears that both of these may apply to some projects. Under the findings above, the rezoning process prescreen would certainly be included as part of entitlement timelines, but the optional ARB hearing would not.

Because HCD has flagged timelines as a potential constraint in their rejection letters, I believe the third submitted draft of the Housing Element should include an analysis of timelines that includes pre-application submittal dates as part of the entitlement timeline for projects that were subjected to a process that required the pre-application. To ensure a representative picture, this should be for a complete set of recent projects, ie: “all projects with formal application submitted in the last [X] years” as opposed to drilling into specific projects.

Permit Streamlining Act Compliance for Rezoning Requests

If mandatory PPAs are a violation of the Permit Streamlining Act, then Palo Alto should review whether requiring PPAs for rezoning applications is a violation of the PSA. Unfortunately, neither the HCD report nor the Berkeley study provide a direct legal citation. The city may find requesting technical guidance from HCD to be helpful.

Future APRs

With the ambiguity of the scope of the entitlement process resolved, future APRs submitted by the city should use preliminary application submittal date for its entitlement timelines, wherever the pre-application was required, ie: PHZ/rezoning requests.

Certitude Required

It is of note that San Francisco is being found in continued noncompliance even after abolishing PPA as a mandatory requirement. The remaining pre-application procedures create delay that might be *unknowable by the city*, due to the unusual outsourcing of the requirement to neighborhood associations. HCD is nevertheless holding San Francisco accountable for this time for the purpose of determining compliance with state law.

From this we can infer HCD believes the city has a duty to form their policies and procedures in such a way that the earliest required application date is knowable, and may not accept

incompleteness of evidence as evidence of compliance. This should provide additional motivation to having a picture of entitlement timelines which includes pre-applications in the next draft.

Data for Palo Alto

I went through all of our recent PHZ applications to quantify what our preliminary processes are adding. I chose PHZ applications because they are easier to research, both in that I can build on what Palo Alto Forward did in our December 6 2022 letter (Table 2), and because the study sessions typically have an associated article in the Weekly. Moreover, the Housing Element says other rezoning requests are relatively rare, so the PHZ picture would be most of picture:

“Beyond the PHZ program described above – rezoning requests for housing projects are relatively rare.” (4-54)

I took our “Table 2” projects, and added the 3265 ECR project from this year. I subtracted the 3150 El Camino Real PHZ application from 2021 for which I cannot find a preliminary application record. Then I looked up the earliest preliminary application for each that I could find for each project, consistent with the “earliest required application” standard. Notably, only two projects went to formal application (660 University and 800 San Antonio.)

Results are summarized in Table 1. [Full data can be found at this link.](#)

Table 1.

	Preliminary Application to Study Session	Study Session to Formal Application	Preliminary Application to Formal Application (total)
Duration (mean)	129 days	91 days	218 days
Samples	8	2	2

218 days (7.26 months) is what Palo Alto should expect to see for preliminary application contribution to entitlement timelines for PHZ projects. Simply adding 218 days to existing measurements of entitlement timelines should give a decent idea of what timelines would become in Palo Alto under a “first required application” standard.

Notably, I could find no examples of projects which had prescreens occurring in a timeframe consistent with what the Housing Element claims:

“The City Council generally hears the prescreen request within two months.” (4-53)

The fastest project was 3997 Fabian Way, at 76 days. This was an outlier. The second

fastest was 660 University, at 109 days.

There is no downward trend in these timelines the city could point to. The first half of the dataset had somewhat shorter times to prescreen (126 days) than the second half (131 days). The only PHZ project of 2023 has a time to prescreen of 144 days -half a month longer than the mean.

Conclusion

While the city is making progress on zoning that should help open up development at scale in some part of the city without requiring rezoning, most of land in the city is neither in the El Camino Focus Area, nor the South Palo GM/ROLM areas. Outside of these areas, only specific sites are being upzoned -and not enough, in my view- which means much of the city will continue to rely on rezoning requests for development.

I therefore remain concerned that Palo Alto is not tracking required pre-applications in its entitlement timelines. This is obscuring a likely constraint on housing production which the city seems to be underestimating, and may be putting us in violation of the PSA. The recent regulatory action in SF suggest this is likely to become a live issue for the city soon. I would encourage you to get in front of it by updating tracking requirements. This will give a more complete view of entitlement timelines for projects that require rezoning in the city, which should help you drive improvements.

Thank you,

-Scott O'Neil

P.S. I am on the board of Palo Alto Forward, but writing for myself today.

From: [Aram James](#)
To: michael.gennaco@oirgroup.com; [Afanasiev, Alex](#); [Wagner, April](#); [Bill Johnson](#); [Binder, Andrew](#); [Bryan Gobin](#); [Cecilia Taylor](#); [Cindy Chavez](#); [Council, City](#); [D Martell](#); [Damon Silver](#); [Daniel Kottke](#); [David S. Norris](#); [Dennis Upton](#); [Diana Diamond](#); District1@bos.sccgov.org; [Don Austin](#); [Donald Mendoza](#); [Donna Wallach](#); [DuJuan Green](#); [EPA Today](#); [Jensen, Eric](#); [GRP-City Council](#); [Gennady Sheyner](#); [Greer Stone](#); [Human Relations Commission](#); [Jay Boyarsky](#); [Jeff Moore](#); [Joe Simitian](#); [Josh Becker](#); [Julie Lythcott-Haims](#); [KEVIN JENSEN](#); [Kaloma Smith](#); [Karen Holman](#); [Lait, Jonathan](#); [Lewis James](#); [Linda Jolley](#); [Lotus Fong](#); [Kou, Lydia](#); [Mata, Anthony](#); [Van Der Zwaag, Minka](#); [O'Neal, Molly](#); [Palo Alto Renters' Association](#); [ParkRec Commission](#); [Planning Commission](#); [Raymond Goins](#); [Reifschneider, James](#); [Roberta Ahlquist](#); [Rosen, Jeff](#); [Salem Ajluni](#); [Sameena Usman](#); [Sean Allen](#); [Shana Segal](#); [Shikada, Ed](#); [Spieckerman, Damian](#); [Stump, Molly](#); [Sue Dremann](#); [Supervisor Otto Lee](#); [Supervisor Susan Ellenberg](#); [Vara Ramakrishnan](#); [Vicki Veenker](mailto:Vicki.Veenker); [WILPF Peninsula Palo Alto](#); [Perron, Zachary](#); [alisa mallari tu](mailto:alisa.mallari.tu); [bob nunez](mailto:bob.nunez); citycouncil@mountainview.gov; [Lee, Craig](#); cromero@cityofepa.org; [dennis burns](mailto:dennis.burns); Figuroa, Eric; jaxpolo@yahoo.com; kenneth.Binder@shf.sccgov.org; [Burt, Patrick](#); rabrica@cityofepa.org
Subject: Opinion: My beloved Gaza of crowded markets and vibrant cafes is gone, demolished and a place of grief
Date: Friday, October 27, 2023 10:18:22 PM

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Opinion: My beloved Gaza of crowded markets and vibrant cafes is gone, demolished and a place of grief

<https://www.latimes.com/opinion/story/2023-10-27/gaza-israel-bombing-homes-families-memories>

From: [Aram James](#)
To: [Angie Evans](#); [Binder, Andrew](#); [Bryan Gobin](#); [Cindy Chavez](#); [Council, City](#); [Diana Diamond](#); [District1@bos.sccgov.org](#); [Donna Wallach](#); [DuJuan Green](#); [Lauing, Ed](#); [Jensen, Eric](#); [GRP-City Council](#); [Gail Smith](#); [Human Relations Commission](#); [Jay Boyarsky](#); [Jeff Rosen](#); [Jethroe Moore II](#); [Joe Simitian](#); [Josh Becker](#); [Julie Lythcott-Haims](#); [Kaloma Smith](#); [Karen Holman](#); [Lewis james](#); [Lotus Fong](#); [Van Der Zwaag, Minka](#); [Palo Alto Renters' Association](#); [ParkRec Commission](#); [Paul George @ PPJC](#); [Planning Commission](#); [Rosen, Jeff](#); [Sameena@Secure-Justice.org](#); [Sarah E. Sandoval](#); [Sean Allen](#); [Sean Webby](#); [Shana Segal](#); [Shikada, Ed](#); [Sue Dremann](#); [Supervisor Cindy Chavez](#); [Supervisor Otto Lee](#); [Supervisor Susan Ellenberg](#); [WILPF Peninsula Palo Alto](#); [alisa mallari tu](#); [citycouncil@mountainview.gov](#); [dennis burns](#); [Figueroa, Eric](#); [frances.Rothschild@jud.ca.gov](#); [james pitkin](#); [kenneth.Binder@shf.sccgov.org](#); [Foley, Michael](#); [ssciolla@paweekly.com](#)
Date: Saturday, October 28, 2023 12:22:02 AM

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<https://theintercept.com/2023/10/27/secret-military-base-israel-gaza-site-512/>

From: Chuck Jagoda
To: Aram James
Cc: D Martell; Binder, Andrew; CDSpieckerman@solanocounty.com; District1@bos.sccgov.org; Shikada, Ed; GSheyner@paweekly.com; KP14him@aol.com; Kou, Lydia; ParkRec Commission; Planning Commission; alphonse9947@gmail.com; appeal.bryan.gobin@gmail.com; Wagner, April; becker.josh@gmail.com; cindy.chavez@bos.sccgov.org; Council, City; Lee, Craig; cromero@cityofepa.org; dangel@da.sccgov.org; daniel.k@earthlink.net; daustin@pausd.org; dbarton@nbo.law; dennis.r.burns@gmail.com; dianaLdiamond@gmail.com; donald.mendoza@menlo.edu; donnaisanactivist@gmail.com; dsnorris@menlopark.gov; dujuang@sbcglobal.net; epatoday@epatoday.org; Figueroa, Eric; friendsofcubberley94303@gmail.com; greg@gregtanaka.org; gstone22@gmail.com; Human Relations Commission; Reifschneider, James; jamespitkin777@yahoo.com; joe.simitian@bos.sccgov.org; judgecordell@icloud.com; Tannock, Julie; julieforpaloalto@gmail.com; kathy8420@qq.com; lindajolley9@yahoo.com; Foley, Michael; michael.gennaco@oirgroup.com; moore2j@att.net; pastor@universityamez.com; roberta.ahlquist@sjsu.edu; rsvp.paloalto.2022@gmail.com; sallen6444@yahoo.com; sdremann@paweekly.com; supervisor.ellenberg@bos.sccgov.org; supervisor.lee@bos.sccgov.org; vara@acm.org; voteshanasegal@gmail.com; wilpf.peninsula.paloalto@gmail.com; yolanda@rocketmail.com; Perron, Zachary
Subject: Re: City Council declares support for Palestinians
Date: Friday, October 27, 2023 8:08:21 AM

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How did they get so hip, sophisticated, and MORAL?

On Thu, Oct 26, 2023 at 6:25 PM Aram James <[REDACTED]> wrote:
Yes, very exciting!

On Thu, Oct 26, 2023 at 5:20 PM D Martell [REDACTED] > wrote:
Yes, yes, yes!
Richmond proud!

On Thu, Oct 26, 2023 at 4:17 PM Aram James [REDACTED] wrote:
City Council declares support for Palestinians

Today's Mercury News (Oct 26, 2023)

City Council declares support for Palestinians

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From: Aram James
To: D Martell
Cc: Binder, Andrew; CDSpieckerman@solanocounty.com; District1@bos.sccgov.org; Shikada, Ed; GSheyner@paweekly.com; KP14him@aol.com; Kou, Lydia; ParkRec Commission; Planning Commission; alphonse9947@gmail.com; appeal.bryan.gobin@gmail.com; Wagner, April; becker.josh@gmail.com; cindy.chavez@bos.sccgov.org; Council, City; Lee, Craig; cromero@cityofepa.org; dangel@da.sccgov.org; daniel.k@earthlink.net; daustin@pausd.org; dbarton@nbo.law; dennis.r.burns@gmail.com; dianaLdiamond@gmail.com; donald.mendoza@menlo.edu; donnaisanactivist@gmail.com; dsnorris@menlopark.gov; dujuang@sbcglobal.net; epatoday@epatoday.org; Figueroa, Eric; friendsofcubberley94303@gmail.com; greg@gregtanaka.org; gstone22@gmail.com; Human Relations Commission; jagodachuck@gmail.com; Reifschneider, James; jamespitkin777@yahoo.com; joe.simitian@bos.sccgov.org; judgecordell@icloud.com; Tannock, Julie; julieforpaloalto@gmail.com; kathy8420@qq.com; lindajolley9@yahoo.com; Foley, Michael; michael.gennaco@oirgroup.com; moore2j@att.net; pastor@universityamez.com; roberta.ahlquist@sjsu.edu; rsvp.paloalto.2022@gmail.com; sallen6444@yahoo.com; sdremann@paweekly.com; supervisor.ellenberg@bos.sccgov.org; supervisor.lee@bos.sccgov.org; vara@acm.org; voteshanasegal@gmail.com; wilpf.peninsula.paloalto@gmail.com; yolanda@rocketmail.com; Perron, Zachary
Subject: Re: City Council declares support for Palestinians
Date: Thursday, October 26, 2023 6:25:51 PM

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Yes, very exciting!

On Thu, Oct 26, 2023 at 5:20 PM D Martell [REDACTED] wrote:

Yes, yes, yes!
Richmond proud!

On Thu, Oct 26, 2023 at 4:17 PM Aram James [REDACTED] > wrote:
City Council declares support for Palestinians

Today's Mercury News (Oct 26, 2023)

City Council declares support for Palestinians

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From: [D Martell](#)
To: [Aram James](#)
Cc: sallen6444@yahoo.com; moore2j@att.net; vara@acm.org; voteshanasegal@gmail.com; [Council, City](#); julieforpaloalto@gmail.com; alphonse9947@gmail.com; judgecordell@icloud.com; sdremann@paweekly.com; epatoday@epatoday.org; Lee, Craig; cromero@cityofepa.org; dennis.r.burns@gmail.com; rsvp.paloalto.2022@gmail.com; CDSpieckerman@solanocounty.com; friendsofcubberley94303@gmail.com; donald.mendoza@menlo.edu; donnaisanactivist@gmail.com; [Planning Commission](#); dsnorris@menlopark.gov; KP14him@aol.com; lindajolley9@yahoo.com; michael.gennaco@oirgroup.com; jagodachuck@gmail.com; [Figueroa, Eric](#); Foley, Michael; dujuang@sbcglobal.net; [Perron, Zachary](#); [Tannock, Julie](#); wilpf.peninsula.paloalto@gmail.com; [ParkRec Commission](#); pastor@universityamez.com; kathy8420@qq.com; Kou, Lydia; becker.josh@gmail.com; joe.simitian@bos.sccgov.org; supervisor.lee@bos.sccgov.org; supervisor.ellenberg@bos.sccgov.org; [Human Relations Commission](#); cindy.chavez@bos.sccgov.org; District1@bos.sccgov.org; dianaL.diamond@gmail.com; daniel.k@earthlink.net; yolanda@rocketmail.com; GSheyner@paweekly.com; greg@gregtanaka.org; gstone22@gmail.com; appeal.bryan.gobin@gmail.com; jamespitkin777@yahoo.com; daustin@pausd.org; dangel@da.sccgov.org; dbarton@nbo.law; roberta.ahluquist@sjsu.edu; [Shikada, Ed](#); [Binder, Andrew](#); [Reifschneider, James](#); [Wagner, April](#)
Subject: Re: City Council declares support for Palestinians
Date: Thursday, October 26, 2023 5:20:57 PM

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Yes, yes, yes!
Richmond proud!

On Thu, Oct 26, 2023 at 4:17 PM Aram James <[REDACTED]> wrote:

City Council declares support for Palestinians

Today's Mercury News (Oct 26, 2023)

City Council declares support for Palestinians

https://edition.pagesuite.com/popovers/dynamic_article_popover.aspx?guid=019f2c01-b39f-49b6-9eb2-999b211ebafe&appcode=SAN252&eguid=a2f53665-5b34-4417-a0af-f485d3fc63b4&pnum=29#

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From: [Aram James](#)
To: sallen6444@yahoo.com; moore2j@att.net; vara@acm.org; voteshanasegal@gmail.com; Council, City; julieforpaloalto@gmail.com; alphonse9947@gmail.com; judgecordell@icloud.com; sdremann@paweeekly.com; epatoday@epatoday.org; Lee, Craig; cromero@cityofepa.org; dennis.r.burns@gmail.com; rsvp.paloalto.2022@gmail.com; CDSpieckerman@solanocondo.com; friendsofcubberley94303@gmail.com; donald.mendoza@menlo.edu; donnaisanactivist@gmail.com; Planning Commission; dsnorris@menlopark.gov; KP14him@aol.com; lindajolley9@yahoo.com; michael.gennaco@oirgroup.com; jagodachuck@gmail.com; Figueroa, Eric; Foley, Michael; dujuang@sbcglobal.net; Perron, Zachary; Tannock, Julie; wilpf.peninsula.paloalto@gmail.com; ParkRec Commission; pastor@universityamez.com; kathy8420@qq.com; Kou, Lydia; becker.josh@gmail.com; joe.simitian@bos.sccgov.org; supervisor.lee@bos.sccgov.org; supervisor.ellenberg@bos.sccgov.org; Human Relations Commission; cindy.chavez@bos.sccgov.org; District1@bos.sccgov.org; dianaLdiamond@gmail.com; daniel.k@earthlink.net; dmpaloalto@gmail.com; yolanda@rocketmail.com; GSheyner@paweeekly.com; greg@gregtanaka.org; gstone22@gmail.com; appeal.bryan.gobin@gmail.com; jamespitkin777@yahoo.com; daustin@pausd.org; dangel@da.sccgov.org; dbarton@nbo.law; roberta.ahlquist@sjsu.edu; Shikada, Ed; Binder, Andrew; Reifschneider, James; Wagner, April
Subject: City Council declares support for Palestinians
Date: Thursday, October 26, 2023 4:18:09 PM

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City Council declares support for Palestinians

Today's Mercury News (Oct 26, 2023)

City Council declares support for Palestinians

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From: [Aram James](#)
To: julieforpaloalto@gmail.com; ajluni@hotmail.com; jaxpolo@yahoo.com; voteshanasegal@gmail.com; moore2j@att.net; JRosen@dao.sccgov.org; KP14him@aol.com; dennis.r.burns@gmail.com; tom.dubois@gmail.com; rsvp.paloalto.2022@gmail.com; alphonse9947@gmail.com; sallen6444@yahoo.com; GSheyner@paweekly.com; supervisor.lee@bos.sccgov.org; supervisor.ellenberg@bos.sccgov.org; becker.josh@gmail.com; lindajolley9@yahoo.com; dujuang@sbcglobal.net; wilpf.peninsula.paloalto@gmail.com; alisa@justlikefamily.com; vara@acm.org; sajluni@yahoo.com; jaxpolo@gmail.com; raj@siliconvalleydebug.org; goinsrayl@gmail.com; gstone22@gmail.com; Hornung, Joel; Jensen, Eric; Figueroa, Eric; Perron, Zachary; daniel.k@earthlink.net; kenneth.Binder@shf.sccgov.org; angiebevans@gmail.com; Shikada, Ed; shayase@onemain.com; joe.simitian@bos.sccgov.org; SupeChavezNews@bos.sccgov.org; donnaisanactivist@gmail.com; Reifschneider, James; appeal.bryan.gobin@gmail.com; Wagner, April; jagodachuck@gmail.com; bcartwright@padailypost.com; Council, City; pastor@universityamez.com; ParkRec Commission; Planning Commission; editor@paweekly.com; sdremann@paweekly.com; epatoday@epatoday.org; District1@bos.sccgov.org; dianaLdiamond@gmail.com; Binder, Andrew; michael.gennaco@oirgroup.com; Van Der Zwaag, Minka; vote@sallylieber.org; Foley, Michael; judgecordell@icloud.com; Tannock, Julie; Human Relations Commission; miguel.rodriguez@pdo.sccgov.org; jimofalltrades@hotmail.com; roberta.ahluquist@sjsu.edu; walterwilson@hotmail.com; paloaltofreepress@gmail.com; friendsofcubberley94303@gmail.com; jvalle1800@gmail.com; Zelkha, Mila; citycouncil@mountainview.gov; council@redwoodcity.org; cindy.chavez@bos.sccgov.org; jbovarsy@dao.sccgov.org; rbaker@dao.sccgov.org; Stump, Molly; Molly.ONeal@pdo.sccgov.org; CDSpieckerman@solanocounty.com; dbarton@nbo.law; daustin@pausd.org; donald.mendoza@menlo.edu; bnunez51@yahoo.com; dangel@da.sccgov.org; dsnorris@menlopark.gov; dmpaloalto@gmail.com; cmrstaylor@gmail.com; jamespitkin777@yahoo.com; cromero@cityofepa.org; Lee, Craig; brad_imamura@yahoo.com; greg@gregtanaka.org; admin@siblingcitiesusa.org
Subject: California city first in U.S. to officially back Palestinians, accuses Israel of 'ethnic cleansing'
Date: Wednesday, October 25, 2023 10:56:32 PM

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California city first in U.S. to officially back Palestinians, accuses Israel of 'ethnic cleansing'

<https://www.latimes.com/california/story/2023-10-25/california-city-first-in-nation-to-support-palestinians-in-gaza-with-resolution-accusing-israel-of-ethnic-cleansing>

From: [REDACTED]
To: [Planning Commission](#)
Cc: ["PABAC"](#)
Subject: Item 4. Retail Study and Recommendations
Date: Wednesday, October 25, 2023 5:14:21 PM

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Honorable Planning & Transportation Commissioners,

Though I am a member of PABAC, I am writing as an individual because the Retail Study before you has not yet come to PABAC for review.

I have just returned from out-of-town and happened to run across this Retail Study item. I cannot attend the meeting as I have a conflict tonight.

The study's recommendations do not explicitly state that the recommendations are for auto parking, but the report reads as though that was the primary concern. It only explicitly mentions bike parking in one short section that I caught in my quick read of the report.

This report has not been to City of Palo Alto's Pedestrian & Bicycle Committee (PABAC) for review. That is a little surprising as paucity of bicycle parking and inconveniently placed bike parking at commercial and shopping centers has been discussed in other contexts at PABAC over the last few years. Wayfinding to bicycle parking from bicycle-friendly routes should also be considered in the report.

This would be consistent with numerous Goals, Policies and Programs in the Comprehensive Plan Transportation Element.

Please ask staff to bring this report to PABAC for review and comment.

Thank you for considering my comments.

Penny Ellson



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From: [James Stephens](#)
To: [French, Amy](#); [Planning Commission](#); [Council, City](#); [Burt, Patrick](#); [Kou, Lydia](#); kou.pacc@gmail.com; [Lauing, Ed](#); [Lythcott-Haims, Julie](#); [Stone, Greer](#); [Tanaka, Greg](#); greg@gregtanaka.org; [Veenker, Vicki](#)
Subject: Regarding the Application for Amending of PC2343 - 702 Ellsworth Place and 2901 - 2905 Middlefield Road
Date: Wednesday, October 25, 2023 5:11:46 PM
Attachments: [Palo Alto City Council.docx](#)

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Please find attached my letter regarding the Application for Amending of PC2343 - 702 Ellsworth Place and 2901 - 2905 Middlefield Road.
Please include my letter in the printed packet for the November 6th City Council Meeting.
I will be out of town and unable to present in person. Thank you, James Stephens

James D. Stephens, DDS
Midtown Professional Building
2875 Middlefield Road, Palo Alto, CA 94306
650.248.6717 [REDACTED]

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TO: Palo Alto City Council

Re: Regarding: LEGISLATIVE - Amending Planned Community 2343 zoning for 2901 - 2905 Middlefield Road

10/25/2023

Dear Amy French, Mayor Kou, Vice Mayor Stone, and members of the City of Palo Alto City Council,

I am writing today to comment on the unintended consequences of the development project at Elsworth Place and Middlefield Road. My wife and I own the Medical Dental building on the corner of Middlefield Road and Sutter Avenue in Palo Alto. Known as the Midtown Professional Building, it has provided offices for neighborhood Physicians and Dentist since the late 1950's. Additionally, we both practiced dentistry in Suite #1 of the building for almost 40 years.

My concern is regarding the loss of access to parking for residents on Elsworth Place and the suggestion that they can simply park on Sutter Avenue. It not quite so simple as Sutter is already impacted by vehicles from the residents of high density living already in the area. Over the years we have had Sutter Avenue residents trespass parking in our lot which is reserved for our patients and practioners. Telling the Elsworth Place residents that they can simply go around the corner to park is disingenuous as few spaces are available at any time of the day let alone afternoons and evenings. The issues around parking in the lot for the Midtown Professional Building will be significantly magnified by this near-sighted recommendation.

I would strongly encourage the City Council and Planning Department to find a solution that allows for adequate parking on the Elsworth Place site and not increase the demand on the already dense parking on Sutter that will impact the healthcare professionals that serve the community and their patients. The result of displacement of the residents of the Elsworth Place community will be a significant negative effect on the residents and businesses on Sutter Avenue and Middlefield Road and lead to a significant quality of life issues for the many Sutter Avenue residents who already have to search for adequate parking.

Thank you for your consideration.

Respectfully,
James Stephens, DDS

Midtown Professional Building

[REDACTED]
Palo Alto, CA 94306
[REDACTED]