



PLANNING & TRANSPORTATION COMMISSION MINUTES

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Wednesday, September 14, 2005
REGULAR MEETING at 7:00 PM
Council Chambers
Civic Center, 1st Floor
250 Hamilton Avenue
Palo Alto, California 94301

ROLL CALL: 7:05 AM

Commissioners:

Patrick Burt—Chair (arrived at 9:00 PM)
Karen Holman—V-Chair (recused—Item 2)
Lee I. Lippert
Paula Sandas
Phyllis Cassel
Daniel Garber
Annette Bialson

Staff:

Steve Emslie, Planning Director
Wynne Furth, Senior Asst. City Attorney
Amy French, Current Planning Manager
John Lusardi, Planning Manager, Special Projects
Steven Turner, Senior Planner
Clare Campbell, Associate Planner
Zariah Betten, Executive Secretary

AGENDIZED ITEMS:

1. 870 N. California Avenue
2. 901 San Antonio Road
3. Zoning Ordinance Update—Continued to October 26, 2005

Vice-Chair Holman: Good evening, I would like to call the meeting to order and welcome you to the Planning and Transportation Commission meeting of Wednesday, September 14, 2005. Would the Secretary take the roll, please? Thank you.

Before we address any items on the agenda there is an opportunity for members of the public who are here to speak to any item not on the agenda tonight to speak under Oral Communications. I do have one card. If anyone else would like to speak to the Commission, again on items not on the agenda, please fill out a card and give it to Zariah. We have Steve Kutner who is going to make comments. Please state your name and address it would be appreciated.

ORAL COMMUNICATIONS. Members of the public may speak to any item not on the agenda with a limitation of three (3) minutes per speaker. Those who desire to speak must complete a speaker request card available from the secretary of the Commission. The Planning and Transportation Commission reserves the right to limit the oral communications period to 15 minutes.

1
2 Mr. Steve Kutner, Palo Alto: This evening I wanted to address a topic of an upcoming agenda
3 item, a review of the second Downtown North trial. I may be out of town at the time the hearing
4 will be held so I ask for your forbearance this evening.
5

6 As you may recall, last year Council approved an opens streets traffic plan expected to reduce
7 cut-through traffic in this area by about 20 percent. The plan comprised several circles, a closure
8 at Middlefield-Palo Alto Avenue and turn restrictions signs on Alma and Middlefield. Recent
9 Transportation Division data showed the results of this plan. The most significant figure as
10 presented by Joe Kott during a public meeting on July 21 showed that cut-through traffic was
11 down by 75 percent. That is factor of nearly four times the target. To put this in context the
12 target for the original barrier plan was 65 percent. So the open streets plan beat the barrier plan
13 target as well. In last month's residents survey over 70 percent of residents said keep the current
14 plan. There were comments of course with some wanting more and others wanting less. So
15 despite claims by many people over many years that only a barrier plan would work and that an
16 overwhelming majority of residents wanted one we find the opposite to be true after all.
17

18 When rhetoric got so heated here during 2003 and 2004 I asked a well-known psychologist what
19 went wrong here? Why were people digging in their heels so? Why did the public and private
20 conversations get so out of hand? She replied simply, things got romanticized. Saying thus I
21 believe she distilled the conditions here quite well.
22

23 In view of the data and the survey I ask you to consider recommending two changes. First
24 replacing the barrier at Middlefield-Palo Alto Avenue with a turn restriction sign as we see
25 elsewhere on Middlefield and on Alma. This is identical to the original open streets plan
26 presented to the Transportation Staff to Council last year. There was a turn restriction sign at
27 that intersection. The rationale for the change is simple, Palo Alto Avenue veers off of
28 Middlefield it is not perpendicular. Sooner or later perhaps on a dark or rainy or foggy winter
29 evening a driver will miss the sign saying street closed and plow right into the barrier with
30 serious injuries or perhaps worse likely.
31

32 Did that go off early. I have about another minute.
33

34 Vice-Chair Holman: Okay, just finish your sentence if you would please.
35

36 Mr. Kutner: The barrier should be replaced with a turn restriction sign if only for safety. I also
37 will write an email to the Commission to address this and a few other topics should I not be
38 available or here during the hearing. I hope that will be helpful in your deliberations. Thank
39 you.
40

41 Vice-Chair Holman: Thank you. Seeing no other cards for Oral Communications we move to
42 agenda changes.
43

44 **AGENDA CHANGES, ADDITIONS AND DELETIONS.** The agenda may have additional
45 items added to it up until 72 hours prior to meeting time.
46

1 Vice-Chair Holman: If there are no objections or if we have a motion to do so we could move
2 Item Number 3 to the forefront and hear that as Item Number 1. If I could hear a motion to do
3 that.

4
5 MOTION

6
7 Commissioner Cassel: I move that we move Item Number 3 forward to Item Number 1.

8
9 SECOND

10 Commissioner Bialson: I will second that.

11
12 Vice-Chair Holman: Any discussion? Can we vote on that then please? Commissioner Sandas.

13
14 Commissioner Sandas: Just one question. I am not sure why we need to do that.

15
16 Vice-Chair Holman: There is more information forthcoming on this and there was a noticing
17 issue as well on this. So for those two reasons it would be prudent to move it forward. We have
18 a date identified of October 26th so we could move it forward to a date certain. If you would like
19 to include that as part of your motion Commissioner Cassel.

20
21 Commissioner Cassel: I thought we were just moving the item forward. You want me to
22 continue the item?

23
24 Vice-Chair Holman: To continue the item to October. Is that the Staff's intention?

25
26 Mr. Steve Emslie, Planning Director: What we would recommend is that the Commission move
27 it forward for the purpose of continuing it to a date certain and taking any public testimony in the
28 audience this evening.

29
30 Commissioner Cassel: So I am just moving it forward at this time.

31
32 MOTION PASSED (6-0-0-1, with Commissioner Burt absent)

33
34 Vice-Chair Holman: Okay, that's good. Could we see hear a vote of approval of that motion
35 then? (ayes) So that is a unanimous approval to move it forward to the first item on our agenda
36 this evening and we will look to continuing it later.

37
38 So does Staff have a presentation on this? What we are going to do is hear a brief Staff
39 presentation and then take any comment from the public who wishes to speak tonight and then
40 we will hear other communication later.

41
42 **NEW BUSINESS:**

43 ***Public Hearings.***

44
45 **3. Zoning Ordinance Update** – Planning and Transportation Commission review and
46 recommendation for an zoning ordinance amendment for Chapter 18.65 of Title 18
47 (Zoning Ordinance) for the purpose of allowing the auto dealership overlay zone
48 (Combining District) in the Limited Manufacturing Zoning (LM) districts as is currently

1 provided in the Service Commercial District (CS), General Manufacturing (GM) and
2 General Manufacturing Combining District (GM (B)) to provide auto dealerships as a
3 permitted use and to allow for additional site and design standards for automobile
4 dealerships selling new, pre-owned and used automobiles. Planning and
5 Transportation Commission review and recommendation to provide for off site
6 advertising for multiple auto dealerships and amending existing sign standards for auto
7 dealerships.
8

9 Mr. John Lusardi, Planning Manager, Special Projects: Madam Chair, members of the
10 Commission this item before you is a recommendation by Staff and initiation by the City
11 Council to add the LM districts within the 101 corridor to the auto district overlay zone that is
12 allowing the auto district overlay zone to be applied in the LM districts. I want to point out that
13 all this is is adding the LM zone in the overlay district zone itself. It is not specifically rezoning
14 or applying the overlay to any specific site. That would require a separate review by the
15 Planning Commission and the Council. So that item is before you tonight.
16

17 We also have additional items regarding signage that we would like to discuss further with you
18 on October 26.
19

20 Vice-Chair Holman: I have no cards from any members of the public. So could we see a motion
21 unless there are any comments from the Commissioners or any questions from the
22 Commissioners. Commissioner Cassel.
23

24 MOTION
25

26 Commissioner Cassel: Then I will move that we continue this item to a date certain of October
27 26th.
28

29 SECOND
30

31 Commissioner Bialson: I will second the motion.
32

33 Vice-Chair Holman: Any comments or questions?
34

35 Commissioner Lippert: I have a question. How does this affect our previous recommendation
36 that is going forward to Council on the 26th?
37

38 Mr. Lusardi: I am not sure what recommendation that is.
39

40 Commissioner Lippert: We have the LM and GM districts.
41

42 Mr. Lusardi: It does not change the industrial districts that are going forward to the City
43 Council. This is a separate chapter. The auto district overlay is a separate chapter in the Zoning
44 Ordinance not within the industrial districts themselves.
45

46 Commissioner Lippert: Okay.
47

48 MOTION PASSED (6-0-0-1, with Commissioner Burt absent)

1
2 Vice-Chair Holman: Any other questions or comments? Then if we could vote on the motion to
3 continue this item to a date certain of October 26. Could we have a vote of yeas? (ayes) Any
4 nays? Okay that motion also passes unanimously.
5

6 I neglected to mention previously that Chair Burt will be joining us during the meeting and will
7 be arriving as soon as he can. Commissioner Cassel has graciously consented to manage the
8 clock in the meantime.
9

10 Our next item on the agenda is Item Number 1. We do have a number of cards on that item. It is
11 870 North California Avenue. A request by Stratford School on behalf of the Palo Alto Unified
12 School District for a Conditional Use Permit to allow a private educational use at an existing
13 vacant school facility, Garland School. The zone district is PF, Public Facility. The
14 Environmental Assessment is exempt from the California Environmental Quality Act per section
15 15301. Does Staff have a presentation?
16

- 17 **1. 870 N. California Avenue***: Request by Stratford School on behalf of the Palo Alto
18 Unified School District for a Conditional Use Permit to allow a private educational use
19 within an existing vacant school development (Garland School). Zone District: PF Public
20 Facility. Environmental Assessment: Exempt from the California Environmental Quality
21 Act per section 15301.
22

23 Ms. Clare Campbell, Associate Planner: Good evening Commissioners. The project before you
24 tonight is for a Conditional Use Permit for the private educational use at an existing school
25 district facility at Garland School. The site originally functioned as a fulltime public school for
26 approximately 30 years ending in 1985. Since that time the school has been leased to private
27 schools as well as used as swing sites for school district properties that have been undergoing
28 renovation.
29

30 In October of 2004 the Unified School District leased to Stratford School allowing them to begin
31 operations in July of 2005. Staff received an application for a Conditional Use Permit in
32 December 2004. After Staff review and plan revisions the use permit was tentatively approved
33 on July 29, 2005. During the 14-calendar day hearing request period two requests were
34 submitted from neighboring citizens of the project.
35

36 The original approved plan allowed the use of the inner campus area for student drop-off and
37 pickup. The area was accessed by the existing side driveway that is located on the easterly side
38 of the property. The concerns that were initially raised with the requests for hearings related to
39 the privacy and noise impacts by the use of this driveway. In the effort to get the school started
40 on time for the 2005-2006 school year the school applied for a Temporary Use Permit. The
41 Temporary Use Permit was granted to the school based on limited enrollment and included
42 conditions of approval that addressed the noise issues and privacy issues by not allowing them to
43 access the inner campus areas at all for that Temporary Use Permit.
44

45 Since the time of the hearing request other issues regarding safety have been brought forward
46 from the neighborhood. The applicant has been working with the neighbors and Staff to address
47 all of the concerns that have been raised and in doing so has revised a plan for the project. The
48 revised plan, which you have at places and is also up on the screen here, is the new direction that

1 the applicant would like to proceed in. The revised plan addresses the initial concerns raised by
2 the two requestors. The side driveway will not be used as the access route for the loading area
3 and the student loading area will now be located in the same place as when it was used for
4 previous public schools. Also, with the proposed revised conditions of approval, which you also
5 have at places, Staff feels that the safety issues will be fully addressed for the project. The Staff
6 recommends that the Planning and Transportation Commission recommend that the City Council
7 uphold the Director of Planning and Community Environment's decision to approve the
8 Conditional Use Permit based upon the findings in the Record of Land Use Action attached to
9 the Staff Report with the inclusion of the revised draft conditions of approval. This concludes
10 Staff's report and Stratford School is here to present fully the details of the project proposal.
11 Thank you.

12
13 Vice-Chair Holman: Any questions for Commissioners before we hear the presentation from
14 Stratford School? So is Staff's intention for Stratford School to make their presentation now?
15

16 Mr. Emslie: Yes, unless there are any clarifying questions we would recommend you go directly
17 to the applicant's presentation.
18

19 Vice-Chair Holman: Great, thank you. Whoever is speaking for Stratford School has 15
20 minutes. You also need to complete a card I do not have one. I can't identify which one it is,
21 I'm sorry.
22

23 Mr. Joe Wagner, Stratford School, Applicant: I am the founder of Stratford School. I think the
24 card is on its way up. Thank you. Thank you for having us here this evening.
25

26 Just by way of background I founded Stratford School with Sherry Adams who is here tonight
27 about six or seven years ago primarily because we wanted to offer a really good learning
28 environment for children, one where we would treat parents and very much listen to them with
29 respect and have an environment for their children where there were high expectations for all
30 children, sound academic subjects were being taught and a certain amount of discipline and
31 structure in the classroom. For the most part we have been very successful. We started in 1999
32 with a small preschool in Danville. Since that time we have grown to eight campuses. I should
33 say just by way of background, seven of those campuses are similarly situated to our site in Palo
34 Alto in the sense that they are in former public school facilities. As you all are very much aware
35 there are a number of facilities throughout the Bay Area that are no longer needed, that are
36 surplus, and those become available to private institutions. When they do become available
37 obviously we are able to work with the communities and sometimes setup a school there. That is
38 what we have been able to do in communities such as Fremont, Los Gatos, San Jose, Sunnyvale
39 and now Palo Alto.
40

41 One of our primary missions when we go in and start a school is to make sure that we are good
42 neighbor. It is not lost upon us that our lifeblood is our ability to operate and we only get that
43 due to the fact that we have good community relations. We understand that neighbors have
44 concerns whenever there is any type of change for something that has been around for a long
45 time. I think in this case you will see that it has been both a public school and a private school,
46 there are obviously differences between how private schools operate but I think the fact that our
47 schools are all in residential areas we have learned to deal with neighbor concerns to maybe a
48 better extent than other private schools. So it is something that I think that we are very good at

1 and we take very seriously because we understand that our ability to operate going forward is
2 conditioned on good relations. So we do take it very seriously and that is why when we applied
3 for a use permit back in December one of the first things we did was setup a neighborhood
4 meeting just so we could find out what are the hot button issues at this site, what worked for the
5 previous public schools, what worked for the previous private schools and what were the
6 concerns. We also obviously worked very closely with the Planning Department to make sure
7 that things were going smoothly.
8

9 I should just say that in terms of how we operate our schools not on the academic side but just on
10 the administration side, arrival and departure is a big deal for us because we don't have bus
11 transportation obviously. We don't have a public school system where kids are arriving all from
12 one neighborhood on a bus. We have almost all of our students coming from for instance Palo
13 Alto but there will be a handful from Atherton or Menlo Park or Mountain View/Los Altos. So
14 we are going to have more car transportation. So we have to manage it very well. Because we
15 are a private institution we do have some leverage over our parents in how they behave from a
16 neighborhood standpoint. So we lean on them pretty hard and when a planning department says
17 this is how it needs to work you can be assured that that's how it works because that is what we
18 have been able to do in the other communities. We have never had to dismiss a parent for
19 violating though we have sat them down and talked to them when they didn't head the call of
20 following the arrival and departure procedures. Some of the specific things we do are this: we
21 stagger arrival and departure so different classes show up at different times; we encourage
22 carpooling, bicycling and walking; and not just encourage it but we actually award savings bonds
23 at the end of the year to children who participate both to teach them a good lesson about
24 carpooling but also to teach them a lesson about savings and it has some effect. We probably
25 wrote \$10,000 or \$15,000 in savings bonds in June and July to children who carpoled and that
26 means a lot them. So we want to make sure that they understand that we really value what they
27 have done to lower our traffic impact in the neighborhood. So there are some positive things that
28 we do.
29

30 By way of background at this specific site as I mentioned we did apply for a use permit in
31 December. We were issued the temporary permit in August after having received sort of a
32 conditional use permit in late July. We did hear some concerns from neighbors at that point
33 through the Planning Department. Since that time we have worked very closely with the
34 Planning Department and neighbors by having more meetings to make sure that we are
35 addressing their concerns. The one issue that we heard loud and clearly was that we would
36 prefer that all the traffic stayed in the front. Taking a step back, there are a number of public
37 schools that sort of tend to divide and conquer by having some traffic in the front and some
38 traffic in the back. We operate five of our six other schools by dividing the traffic between front
39 and back just because it tends to lessen the load in any one area. We thought that that would be a
40 nice solution here. We understand from neighbors that it might be a nice solution for your traffic
41 but it is not necessarily a nice solution for our backyards. We listened to that, we worked with
42 Planning and we changed that to make sure that all the traffic stayed in front. I should say we
43 had a similar situation in Los Gatos where we had traffic in the back and traffic in the front the
44 neighbors decided they didn't want traffic in the back so we put all the traffic in the front. Now
45 all of our arrival and departure happens in the front and one of the ways that we made that work
46 was just staggering our arrival and departure even a little bit more than we do at some of the
47 other campuses which is something that we have talked to the Planning Department here about.
48

1 As I look at this plan the one major change from the July 29th letter, the significant change, is
2 again moving the traffic from the back to the front. We have made sure that by reconfiguring the
3 parking along the side and the front that we have been able to maintain the same or close to the
4 same number of parking spaces that we had before. We think that with the enrollment where it is
5 and where it is expected to grow it will give us a chance to kind of grow into the school, see what
6 works, listen to neighbors, come back to you if you wish. As an example, we opened a school in
7 Sunnyvale two years ago and they said this is a plan that we think is going to work. We are not
8 sure. Operate for a year and come back to us after a year and let us grade you. I am happy to do
9 that because as well intentioned as I might be or as the Planning Department might be or even
10 you might be we are not going to get this exactly right. We are going to have some issues as to
11 what plan we come up with and we are probably going to want to tweak it in a year. So if you
12 want to bring us back in a year and say this worked really well but this didn't work so well and
13 we need to change this, I am all for it. It will keep neighbors happy and when neighbors are
14 happy it means that you are going to let us run our really wonderful school.

15
16 I just wanted to say a couple more things. The way we got the lease for this school is through an
17 auction process with the school district. The money that accrues to the school district will be
18 \$650,000 a year for the next ten years. Given the budget chaos in Sacramento that is a nice
19 significant contribution to the school district that is largely unfettered. In other words, the
20 Governor is not telling them what to do with it, the legislature is not telling them what to do with
21 it, the County is not telling them. The school district largely gets to decide what to do with that
22 and they have many needs. So as much of an asset as I think we are to the community just by the
23 fact that I think we are a good school and we have a lot of parents who think the same and I think
24 the kids benefit a lot from our presence in the community there are some residual effects as well.
25 We are giving money back to the school district so that they can improve their programs. I think
26 having good public schools and good private schools can be obviously good for the community
27 or else I wouldn't be doing what I am doing.

28
29 With that said I wanted to obviously not take all 15 minutes but give you a chance if you had any
30 more specific questions for me about the plan to answer them also have Matt Wylfstat, our
31 President, available to answer any as well.

32
33 Vice-Chair Holman: Thank you. Commissioner Cassel, you have a question?

34
35 Commissioner Cassel: Yes. What you haven't done for us is explain what it is you are
36 proposing and there are a lot of people here and watching on television that don't know what it is
37 you are proposing. So if you could walk us through where the cars are going to go and who is
38 going where on that plan in about a minute or so.

39
40 Mr. Matthew Wylfstat, Applicant: Certainly. If you look at the left side of the drawing there
41 that is what we will call the front of the school. Generally you will see hash marks there those
42 are the parking spots. We have arrival in the morning for both preschool and elementary school
43 students. The elementary school students will make a right turn into the western part of the lot
44 right where the red dot is and simply drop off there and not park the car. They would arrive
45 before the preschool and pre-kindergarten students.

46
47 Commissioner Cassel: It will help if you use that little pointer, please.

48

1 Mr. Wylfstat: Right.

2
3 Vice-Chair Holman: Could you just restate what you were just saying using the pointer, please?

4
5 Mr. Wylfstat: This is a good test of my nerves. So you can see this is the western border here.
6 The cars will come in this way, queue here and drop off in the morning and pick up in the
7 afternoon. Those are elementary students. The preschool parents will do the same but in a
8 different staggered departure time and arrival time. So the goal would be perhaps the
9 kindergarten, first and second grade students will come in one ten minute period, the third
10 through fifth grade parents might come in another period that would be adjustable based on how
11 much enrollment actually ends up in certain grades. For preschool and pre-kindergarten it would
12 be the same. The parents would actually park for preschool and pre-k and would bring their
13 children to the classroom and sign them in.

14
15 As you might imagine for elementary we are under the auspices of the State Department of
16 Education. For preschool we are under the auspices of the Department of Social Services and
17 the Department of Social Services has different requirements regarding arrival and departure
18 than the Department of Education does. One of those requirements is that parents with an ID
19 must sign their children in and out on a daily basis.

20
21 The staff parking would be on the eastern side, which to my understanding, I didn't see it, but
22 historically has been used for staff parking although I am not certain it has been designated as
23 such but both public and private schools from my understanding have used that historically for
24 staff parking. That is from a traffic standpoint.

25
26 What we would anticipate doing from an operational standpoint would be this: we follow a
27 traditional school year from sort of Labor Day to mid-June. School runs from sort of a normal
28 school day from 8:00 to 3:30, again with sort of 15 minute increments based on which grade we
29 are talking about. There is an extended care program that starts as early as 7:00 that has very few
30 students enrolled. We have an afternoon extended care which has more students enrolled that
31 would run from 3:30 to 6:00.

32
33 Let me give you a little more detail. The way it works in the beginning is right now we have no
34 students in extended care so no one comes between 7:00 and 8:00. Between 8:00 and 8:15
35 elementary students come through and they are doing a drop off where they don't park but as Joe
36 was saying after 8:15 we have the preschool students come and they come in increments where
37 they have ten to 15 minute increments where they are only allowed to be there in that time
38 period. They will actually park, bring their kids in and sign them in.

39
40 Commissioner Cassel: Where are they going to be parking?

41
42 Mr. Wylfstat: They are going to be parking in these spots here, these spots here and we also are
43 putting in an overflow area. So we are going to link the two parking lots. So in order to create
44 some of the spaces that we used to have back here we have created this link. That enables
45 parents to park here when the rest of the spots are full.

46
47 Vice-Chair Holman: Any other questions? Commissioner Sandas.

1 Commissioner Sandas: Thank you. I have one question about your staggered start time. Jordan
2 Middle School starts around eight o'clock in the morning. My some finished there last year and
3 I can't remember when it started. It is 8:05, thank you. It seems like we are having a huge
4 onslaught of kids trying to get to school about the same time you have one of your start times. I
5 was wondering if it was possible to stagger it so it doesn't coincide with the start of Jordan
6 School.

7
8 Mr. Wagner: Just for clarification, is their first class actually starting at 8:05 or is that sort of?
9 Okay, right. Then there is a second bell at 8:10? Right that is the tardy bell. Our class would
10 begin at 8:15 currently for elementary students. So sort of our first bell is ten minutes after their
11 first bell although we don't have a bell but apples to apples our first bell is 8:15. That is
12 something that has worked well because it has enabled us to not have the preschool and pre-
13 kindergarten not start too late because obviously it pushes it back. That is not to say that it is set
14 in stone but it works reasonably well at the other campuses.

15
16 Mr. Wylfstat: One other thing I would add is I went out there to be crossing guard for a day just
17 to see what things were like and count traffic myself. So I stood in the lot and counted from
18 eight o'clock on when we started traffic coming through and I counted five pedestrians going
19 through. There is clearly much more traffic earlier on but it is decent walk across all the way
20 down Jordan Middle School. So between 8:00 and 8:15 there were five pedestrians, three were
21 unaccompanied minors, one was an adult with a parent.

22
23 Commissioner Sandas: Thanks.

24
25 Vice-Chair Holman: Any other questions? Commissioner Garber.

26
27 Commissioner Garber: How many students do you expect to have in your school that are
28 actually from Palo Alto, percentage-wise or numbers-wise?

29
30 Mr. Wagner: I could give you some examples. It is hard to predict.

31
32 Commissioner Garber: Yes, just a projection.

33
34 Mr. Wagner: In Sunnyvale we have two campuses and when we went before the Planning
35 Commission to open the second campus we obviously looked at that and it was approximately 40
36 percent of the students were Sunnyvale residents. Now obviously that is not apples to apples at
37 all. Sunnyvale is a different community. I think it has about 70,000 residents off the top of my
38 head, I could be wrong in that I could be wildly wrong. We would anticipate having a number of
39 Palo Alto residents but again by the fact that you have a number of employers here with
40 employees that might take advantage of it as well. So you could see some parents bringing their
41 children from Fremont, not likely because we have a campus in Fremont but you might see that.
42 The other situation is obviously Palo Alto public schools are very, very good and there are other
43 good private schools in Palo Alto. So from a strictly administrative or business standpoint we
44 will have to compete and do very well here to attract Palo Alto residents. I think that we will we
45 have done that in other communities like Danville and Los Gatos that might be more similar to
46 Palo Alto although not to the same extent.

47
48 Commissioner Garber: So?

1
2 Mr. Wagner: Forty percent would be sort of a ballpark figure. In fact, as a follow up, based on
3 the 90 or so students that we have now we can easily query that and tell you what the number is.
4

5 Commissioner Garber: Also you had mentioned that in your first year you would not have a full
6 class load. How does that ramp up over the years, year one, year two, year three?
7

8 Mr. Wagner: Again I will give you the comparisons. Typically a school might be between 30
9 and 40 percent enrolled the first year. It so happens that Palo Alto is only about a quarter
10 enrolled right now. So it didn't open with as much enrollment as say some of our other schools.
11 That might be a function of the economy. I would expect next year that it would be 50 percent
12 full, maybe by the third year 60 percent full and maybe by the fourth year 75 percent full. If you
13 can imagine the dynamic a lot of parents don't start their children at a new school in second,
14 third and fourth grade. They might start their kindergartener there or their first grader there but
15 typically for second, third or fourth grade they are already established somewhere. As we grow
16 from a base off our first year we are able to add essentially a class each year. So if we have 30
17 kindergarteners right now, which we don't but if we did, we might expect to have say 25 or so
18 first graders next year. It really sort of ramps up that way from the bottom up typically.
19

20 Mr. Wylfstat: It is a tough question to answer because it is hard to predict exactly what is going
21 to happen. The things we know are one, as Joe is mentioning, as we get kids they like it and they
22 stay and sort of continues to grow the enrollment. The other thing that happens is that most of
23 our new students come from referrals. So as we get established in the community apparently
24 students really like us because they tell others and then it eventually grows that way.
25

26 Commissioner Garber: If I am understanding you just reading between the lines the first year
27 you think you are probably around what 35 to 50 students? Am I getting that right?
28

29 Mr. Wagner: Twenty-five percent of 400 would be about 100 students.
30

31 Commissioner Garber: Okay. So then the following year would be another?
32

33 Mr. Wagner: Two hundred students.
34

35 Commissioner Garber: Okay. Up to your projected maximum of 400-plus?
36

37 Mr. Wagner: That is correct.
38

39 Commissioner Garber: After a period of four or five years, perhaps.
40

41 Mr. Wagner: Ideally, but not necessarily. Put it this way, every Planning Commission that we
42 have ever presented to is looking at on obviously you could be full tomorrow that is what we are
43 planning for. From a realistic standpoint we don't have any school that operates at capacity.
44

45 Commissioner Garber: I understand. I am just trying to get a sense of what the steps are here so
46 that if there needs to be mitigation or issues that are addressed what the impact is.
47

1 Mr. Wagner: Right. I would say this, maybe a best-case scenario from my standpoint or a lesser
2 case from your standpoint I would be very pleased if the first year we are at 25 percent because
3 that is where we are, second year we were at 50, third year we at 60 and fourth year we were at
4 75 percent. We might stay at about 75 percent through the term of the lease, which is a ten-year
5 lease.

6
7 Mr. Wylfstat: As I say, based on historicals of other schools and I think Joe is being optimistic
8 given that we are hoping to grow like that.

9
10 Commissioner Garber: I have no more questions for the moment.

11
12 Vice-Chair Holman: I believe Commissioner Sandas has another question.

13
14 Commissioner Sandas: When parents come to the school and they driver their children to the
15 school do they have a specific request that says please come in via Louis Road as opposed to
16 Middlefield Road? Louis Road is to the east and it is about a block to the east of the school
17 whereas Middlefield Road is a couple blocks up to the west.

18
19 Mr. Wagner: Right now there is not that requirement as far as I know and Staff could correct me
20 on that. Typically, we have been much more prescriptive. Again, I don't mind being more
21 prescriptive. What we would typically do is tell parents you are only allowed to approach the
22 school from the west and you must exit to the east in this case so that there are no left turns. You
23 may say what if the parent works over on Page Mill and El Camino? So what. It is not that big
24 of a deal. It is still going to be more efficient even though it is not necessarily more efficient for
25 that individual parent. It will be more efficient for traffic as a whole. Now in this case that may
26 not necessarily be the case because of Jordan Middle School. You may say everyone must
27 approach the school from the east and exit to the east. I am agnostic on that other than the fact
28 that I think we should do what is more efficient. In terms of it being a pain to one parent or
29 another as long as they get into the routine it is no big deal.

30
31 Commissioner Sandas: This question must be for Staff and I don't know if it is an appropriate
32 time to ask the Staff this question but would it be a safety problem if traffic drove up California
33 Avenue and had to make a left into the Stratford School parking lot?

34
35 Ms. Heba El-Guendy, Transportation Engineer: There is no such requirement at this point. One
36 concern with having a requirement like that is that we may divert traffic into residential
37 neighborhoods. It is better to have the traffic spread depending on where they are coming from
38 than to emphasize it on certain roads.

39
40 Commissioner Sandas: Okay.

41
42 Vice-Chair Holman: I have just a couple of questions if there are no other Commissioners who
43 have questions. Commissioner Garber.

44
45 Commissioner Garber: It is not exactly clear to me in the current plan that you have up there just
46 how many cars are actually parking through the day. Are there going to be cars in addition to
47 staff that you are expecting to park at your school from parents or others?

1 Mr. Wylfstat: Is your question are there going to be people parked there all day in addition to
2 staff?
3

4 Commissioner Garber: Yes.
5

6 Mr. Wylfstat: All the parents are not allowed to stay. They are allowed to come visit. We don't
7 get that many visitors. All the people parked during the day will be staff who are there other
8 than that it is drop-off/pickup or a visiting parent who wants to stop in a class to see how their
9 kid is doing.
10

11 Commissioner Garber: So there is no expectation that there will be some sort of required offsite
12 parking for your use.
13

14 Mr. Wagner: On a regular basis the answer is no. On a special occasion basis the answer would
15 be potentially yes and that would be a spring program or a winter program where they are doing
16 a singing recital. We try to schedule those so that the whole school isn't doing it at once. It
17 again might be the second and third grade class do it at nine o'clock on a Wednesday but the
18 third and fourth graders do it at eleven o'clock. There are some days where we would have, for
19 instance a Halloween celebration or a Thanksgiving Day celebration, where there are more
20 parents coming to the school and picking up early and parking but those are a limited number of
21 days. We would have a few open houses on Saturday's one or two during the year. Typically
22 we are sort of a traditional school, 8:00 to 3:30, no traffic in the evenings we don't run evening
23 programs and nothing going on over the weekends.
24

25 Commissioner Garber: Thank you.
26

27 Vice-Chair Holman: Any other Commissioners have questions for the applicant or Staff?
28

29 I have a couple. You have some other sites and I was wondering how successful your TDM
30 program has been at those other sites. Also, if you have any information about what the ratio is
31 of number of students to number of car trips, AM and PM.
32

33 Mr. Wagner: First let me just address our situations at other campuses. We have seven public
34 schools that we lease including the school in Palo Alto, the Garland site. Five of those seven
35 schools were able to use both a front area and a back area. Two of those schools were able to use
36 just a front area. The apples to apples comparison for us would be Los Gatos and Palo Alto we
37 use the front area of both schools. The enrollment there, sort of the high peak enrollment on any
38 one-day would be about 400 students. So kind of getting to where I would envision us being
39 here in four or five years. We manage the traffic there and it is in a residential area as well, the
40 street that it is on you would definitely call a residential street and no comparison to California.
41 The situation there is that we need to stagger arrival and departure pretty significantly. In terms
42 of how many trips are generated I don't have the information on that. I can tell you this, each
43 family for the most part drives with the exception that there are some carpoolers. That doesn't
44 mean there is a trip for each kid because we have a number of siblings. But we do generate
45 traffic and I think someone pointed out in the letter relative to public schools, especially public
46 schools historically, private schools generate traffic there is just no ifs, ands or buts about it.
47

1 I will tell you again we take it very seriously and we manage it very well at Los Gatos. We have
2 had significant neighborhood complaints in the back so we moved the traffic to the front and
3 there again we had a parking lot that went about half the length of the school. We went to the
4 Union School District and said would you be willing to increase the size of the parking lot? We
5 would be happy to help pay for it if you would be willing to do it. We said, it is because we
6 anticipate our enrollment growing next year. The first couple of years it was fine and we
7 anticipate our enrollment growing. We worked with them on that and we increased the number
8 of spots in the front and we are very tough on managing it in the front. We have a security guard
9 who is out there, we have a number of staff members who are out there each morning. Part of
10 their function, part of their responsibility is I am on traffic duty in the front of the school this
11 morning and they are out there. So it works reasonably well.

12
13 The other and I will just very quickly say at our second Sunnyvale campus that I told you had us
14 come back after a year, I would love this to happen next year. There are a number of neighbors
15 here. At the second meeting there were also maybe a quarter of the neighbors that were there for
16 the first year came back for the second year and all of them said we did a good job and lived up
17 to what we said we were going to do. It was a success story. I would encourage you, either
18 yourselves to reach out to your Sunnyvale fellow Planning Commissioners and what about this
19 second Stratford campus in Sunnyvale? What happened? What were the challenges? What did
20 they agree to do and how did they live up to those challenges? It was the first time I had walked
21 out of sort of a public meeting thinking the process really worked very well for both the
22 neighbors and the applicant. You felt like it was a real win/win over the course of a year because
23 again I felt like they took a long view of it. They didn't just say we are going set this in stone for
24 the next ten years.

25
26 Vice-Chair Holman: A really brief response to this is the Sunnyvale school in a residential area
27 or on more highly traveled streets?

28
29 Mr. Wagner: It is more similar – we have two Sunnyvale campuses and one is definitely in a
30 residential area. The second one is across from a park on Washington, which is more similar to
31 California. It is in a residential community but it is not back in the residential area if you know
32 what I mean. It is across the street from a park at the intersection of Pastoria and Washington.

33
34 Vice-Chair Holman: Okay. The other is I wasn't sure I discerned if you had the information and
35 gave an answer to the relationship between the number of students and the number of vehicle
36 trips. Do you have anything?

37
38 Mr. Wagner: I think I gave an anecdotal answer as opposed to a quantitative answer, which is
39 probably the one you want. Again I would say loosely if there are 480 students you could start
40 with the maximum is going to be 480 trips, back out siblings and back out the amount of
41 carpoolers and then if you are looking for peak traffic you say we know that these kids go to
42 extended care so they are not hitting the peak. They are being picked up between say four and
43 six. So if you are looking for peak traffic you just back out those three components. We would
44 have some information that Sunnyvale Planning did on our behalf and it might apply here.

45
46 Vice-Chair Holman: Okay, thank you very much. Any other questions before we go to public
47 comment? All right, thank you very much.

48

1 We have several cards from members of the public and getting some more. So our first speaker,
2 and we will have three-minute comment from members of the public, our first speaker is Soroush
3 Kaboli and pardon me if I mispronounce. Again, just a reminder to state your name and your
4 address and speak right into the microphone. Thank you.
5

6 Mr. Soroush Kaboli, Palo Alto: Thank you. My daughter is a 12-year old and attends Jordan.
7 Thank you for allowing me to speak about my concerns tonight. Most of my study was based on
8 information available on the City's website. I appreciate the presentation tonight but it does not
9 alleviate my concern. My single most important concern is the safety of our children and the
10 impact on them by the amount of traffic to be generated by Stratford at its peak capacity not its
11 present proposed 100 students, the peak capacity of 480. Just to put it in perspective as opposed
12 to what Garland's original intent was with about 300 students. It is my understanding that the
13 total number of parking stalls which was revised tonight to be about 66 plus the loading zone
14 area. I have also been told that at maximum capacity 31 stalls will be used by Stratford staff.
15 This will leave about 36 stalls for parents to use plus the loading zone, which in my opinion is
16 not adequate for the load proposed at peak. At full capacity Stratford will have 96 preschoolers
17 and again I have to apologize if I am working with charts that may not be correct I am going by
18 what is on the City's website. They will have 96 preschoolers, 96 pre-kindergarten, 56
19 kindergarten and 110 first to fifth graders arriving between 8:00 and 8:45. This totals 358
20 arrivals between 8:00 and 8:45 of which approximately 248 requires parents parking and taking
21 the children to their classes. This also coincides with the heaviest existing traffic for Hayes and
22 Jordan. I firmly believe that the study that was done by the City and the proposed staggering by
23 Stratford is inadequate and does not address the danger that will be created at peak traffic hours.
24 I also want to mention that Stratford while in conditional use permit is already violating what it
25 has promised my neighbors and I have seen less than three guards as promised. If they are
26 violating the conditions now what should we expect when they reach full capacity? Since we all
27 have received this new plan of information tonight I would like to urge the members to defer
28 action on this until all of us including City Staff have had ample time to study this new
29 information. I also would like to ask Stratford to coordinate its work and plan with Jordan to
30 address this problem. In conclusion, I would like to ask Stratford to consider a much lower cap
31 than the proposed 482 students at full capacity. Thank you.
32

33 Vice-Chair Holman: Thank you very much. Our next speaker will be Elspeth Farmer.
34

35 Ms. Elspeth Farmer, Palo Alto: I am the present Jordan Middle School Traffic Representative. I
36 would like to switch my time and have Richard Swent speak first because he is the person who
37 has been the traffic rep at Jordan and knows the history of the school and then I will take his
38 spot. Is that all right?
39

40 Vice-Chair Holman: I believe that is fine. I am looking for his card.
41

42 Mr. Richard Swent, Palo Alto: As Elspeth said for the last five years I have been the PTA
43 Traffic Safety Rep at Jordan. I am also on the City School Traffic Safety Committee. I was
44 involved in the planning when Terman was at this site and I was involved when Nixon was at
45 this site. Mostly I am concerned that in this case the process that worked so well in the past was
46 not followed and this project has not received the reviews that it should have received. When
47 Terman was going to go there Jordan was very much involved, there was a lot of coordination
48 with the Jordan administration, City School Traffic Safety Committee saw the plans and had

1 plenty time to review them. I made some suggestions including bringing all the traffic in from
2 Louis so that drivers don't have to go through the middle of the Jordan commute. We added a
3 traffic crossing guard at North California and Louis because we knew there would be more
4 traffic there. That worked very well of course there were a lot of buses not so many cars. The
5 same process was followed when Nixon was there and I think again it worked very well. I don't
6 think the neighbors had any complaints about that. This time for whatever reason, I don't think
7 necessarily it was the school, may have been the school district or the City that process was not
8 followed. City School Traffic Safety Committee heard nothing about this until last week when
9 members of the public came to complain about it. I heard nothing last year although the
10 application was put in in December. I was the Jordan Traffic Safety Rep I heard nothing about it
11 until I saw banners go up on the outside of their school. I bike by there everyday and I saw these
12 banners go up, "Stratford School." I started inquiring and I could get no information about any
13 plans for coordinating with Jordan traffic.

14
15 Commissioner Sandas asked a question about the traffic direction. If you look in your packet,
16 the school handbook page four, it says, "For arrival and departure parents should only approach
17 the school from the south so the cars will be on the school side of the street only." South is what
18 we call west, it is compass south, which is the bottom there, which is going to put all the
19 Stratford traffic driving right through the heart of Jordan congestion. I worked for five years to
20 reduce congestion at the North California intersection and I don't want hundreds more cars going
21 through there that have no business there. So if anybody had asked me I could have told them
22 that but they didn't ask me. This process failed. So please, we have a brand new plan up here
23 that has only been out for a week. It hasn't received proper review, it has not been reviewed by
24 the traffic engineer who is familiar with the school traffic patterns in Palo Alto. So please don't
25 accept this plan. Let's wait and make sure that whatever plan we come up with gets proper
26 reviews and goes through the right process. Thank you.

27
28 Vice-Chair Holman: Thank you very much. Our next speaker will be David Lichtenger.

29
30 Mr. David Lichtenger, Palo Alto: I live here in Palo Alto with my wife and two sons. My older
31 son, Will, is 11 and a sixth grader at Jordan. He is always running late to school so I know he is
32 always running down that street right around eight o'clock. So my concern is that there is no one
33 out there directing traffic out there. There are going to be parents that are going to be dropping
34 off their kids early and you are going to have a situation where a lot of kids are going to be
35 running through there and there is not going to be anyone really to protect them and make sure
36 that cars aren't turning into them in that driveway.

37
38 In the previous plan there was going to be quite a bit of traffic here dropping off which seems to
39 have been changed. My concern is that there are a lot of kids running up and down these streets
40 right around eight o'clock so with the times that they propose having crossing guards I think
41 there is going to be a significant amount of crossover in terms of kids going past there and also
42 cars turning in here.

43
44 Also I am very, very concerned about this. This used to be a single access driveway which now
45 is a two-lane paved road. My concern is that as the student population grows for Stratford there
46 is going to be quite a bit of pressure to convert this into and change this traffic pattern here and
47 use this for either parents parking or have the cars go through here on a regular basis. My house
48 is right over here and there would be quite an additional amount of noise, pollution and fumes

1 and pollution there. So I think that most Jordan students are going to be unsupervised between
2 11 and 14 years old and they are going to be coming right down here. My concern is that with
3 this amount traffic going on here with the numbers we have heard tonight you are going to have
4 a situation where there is going to be a real safety issue and there could very easily be an
5 accident where a child could be seriously hurt. So I am very, very concerned about not having a
6 crossing guard there earlier and potentially trying to stagger the times and make them later as
7 well. I am also questioning some of the stats that they brought up on the other side in terms of
8 Stratford's percentages. I would like to know how many Palo Alto students are currently
9 enrolled. I would like to know that number because that would be interesting to know that. So
10 there are a lot of concerns we have about this plan.

11
12 I just want to bring up one other thing. I was never notified formally and thank you for the time.
13

14 Vice-Chair Holman: Thank you. The next speaker is Matthew Wylfstat. Oh, that's you. All
15 right. The next speaker then is Brigitte Turneure. The following speaker will be Linda
16 Borders.

17
18 Ms. Brigitte Turneure, Palo Alto: I just found out about this...

19
20 Vice-Chair Holman: Ma'am you can pull the microphone down it will be easier for you and then
21 I need you to state your name and address please.

22
23 Ms. Turneure: I live right in back of the school field where the three big trees are. I have really
24 some questions. There is a conditional permit and a temporary permit I heard today. Does that
25 mean that we are going to change the traffic pattern like it was proposed first by the school?
26 Who can answer that question? Are we going to change the traffic pattern as the school grows
27 just like the previous speaker mentioned? Because then I have all sorts of concerns.

28
29 Vice-Chair Holman: We can have Staff answer that question later.

30
31 Ms. Turneure: Okay. I will base my remarks on the previous plan. First of all then noise
32 pollution and the air pollution and the quality of life have been addressed already for the
33 residents who are directly affected and my husband and I are one of those. The other issue is an
34 issue of safety. If they were to come around in later years to the playground children and cars
35 don't mix. When I was an elementary student one of my fellow students was very badly hurt by
36 a car in very similar conditions as these as the Stratford School proposes and as I fear we will
37 have in the future. Another concern of mine is the pathway that leads from Garland this way and
38 see it is right across from the access driveway. Traditionally as long as Garland originally
39 existed there has been a pathway connecting Garland Drive with the Stratford School site now
40 and students who go to Walter Hayes and to Jordan Middle School have used that. They will
41 collide head on with the traffic that I fear might be ahead of us in a few years. I don't see how
42 all these projected cars and enrollment numbers for cars can be accommodated in the front. I
43 think this is a very serious consideration. Thank you.

44
45 Vice-Chair Holman: Thank you. Our next speaker is Linda Borders.

46
47 Ms. Linda Borders, Palo Alto: My husband and my house is on a flag lot and it is adjacent to the
48 far end of the access driveway. We have lived in our home for 18 years and we have seen many

1 schools come and go on the Garland site. We have had minimal problems with the schools over
2 the years and have considered all of them to be good neighbors.

3
4 I will speak about the privacy concerns that we feel if in the future that access road was ever
5 reactivated. We recently learned of the plan that the preschool children will be dropped off and
6 picked up down this access road. If future capacity for the school is 482 children and half of
7 them, I have heard in various meetings that half of them, 50 percent, will be considered
8 preschoolers. Even if that percentage is off there is going to be a lot of preschoolers. So let's
9 say 240 preschoolers are driven down that access road daily, four trips per student in and out to
10 drop off, in and out to pick up, that is almost 1,000 trips by our homes on a daily basis. If the
11 numbers are off maybe it is 700. Anyway it is a lot of trips by our homes. The homes that are
12 on Louis Road some of them are separated by a chain link fence with vegetation others have a
13 wooden fence. Some of the homes have cottages in the backyards, which at times are used by
14 guests or are offices. In my husband's case, in our case, it is a cottage that is ten feet from the
15 fence. It is currently my husband's office and it was built as a granny unit for an elderly relative
16 that will come in time. Also some of us like to garden in our backyard and sit on our deck during
17 the day. Some of us even purchased homes in the flag lot for privacy and relative quiet from
18 traffic. We feel that the access road will create, if it is used, unnecessary traffic, noise and
19 exhaust in a residential part of the Garland School site. I think the site plan now is fine for at
20 least the privacy concerns but I am concerned that when the school reaches capacity that that is
21 going to be reactivated again and we will be right back here again with neighbors being upset
22 about all the intrusion into the privacy of our homes. So I want to make sure that that does not
23 happen; I do feel that 482 students with all the cars coming is an awful lot for this school that
24 like Walter Hayes is in a neighborhood that really has previously been used for biking and
25 walking to school. Now it is going to be very much of a commuter school with lots of cars.
26 Thank you.

27
28 Vice-Chair Holman: Thank you. The next speaker is Joe DeStefano to be followed by Elspeth
29 Farmer.

30
31 Mr. Joe DeStefano, Palo Alto: Good evening. I have three daughters one age 12 at Jordan and
32 twin girls over at Walter Hayes. So thank you for you time this evening. What I would like to
33 cover is the arrival and departure times of Stratford and Jordan students and there is an overlap.
34 Morning arrivals, Stratford K-8 elementary arrival times are 8:00, 8:15 with school starting at
35 8:15. Stratford preschool arrival times are scheduled for 8:15 and 8:30. A large percentage of
36 the Stratford preschoolers will most likely have older siblings eligible for the earlier 8:00 AM
37 arrival. We all like to drop our kids off so we can get to work. If given the opportunity to drop
38 the children off earlier working parents will do it. We all know that. Based on past years
39 experience observing the parents at the French-American School, Mid-Peninsula, the parents will
40 drop them off. We have been at this location by the way since 1993 so we have a little
41 experience watching how the schools work off North California. Many local Walter Hayes
42 working parents tend to drop off their children very early to play on the playground, very natural.
43 The Jordan website states the students are allowed in class at 8:05 and the tardy bell is at 8:10.
44 The approximate arrival times for Jordan students runs 7:45 to 8:10 therefore Jordan students
45 will be riding bikes or walking by the Stratford site while hundreds of out-of-area Stratford
46 parents, 482 student capacity, are arriving and departing. Then we have the afternoon. So the
47 elementary departure for Stratford is scheduled between 3:00 and 3:15, Jordan Middle School
48 ends at 2:55 on Monday, Tuesday, Thursday and Friday. Commissioner Sandas you know

1 having a child that used to be at Jordan there is a thing called TEAM where the teachers stay
2 after school to help the children so there are more Jordan children that are going to be leaving
3 during the time that Stratford is letting go. So there is a tremendous safety concern for students
4 riding or biking home east along North California and from Jordan passed Stratford. I would
5 like to just sum up with many years ago in October 2002 there was a Jordan student hit by a
6 Terman parent while riding his bike right here. I was the first on the scene to plug the puncture
7 wound to stop the blood flow and to put a tourniquet on his leg while the paramedics came. That
8 happened right here and I was right there. We don't want to have that happen again. You have a
9 unique opportunity what you decide here is a ten year decision. That is the amount of the lease.
10 So we have the opportunity right now to get this right for ten years. Thank you.

11
12 Vice-Chair Holman: Thank you very much. The next speaker is Elspeth Farmer to be followed
13 by Annette DeStefano.

14
15 Ms. Farmer: I am the current Traffic Safety Rep at Jordan. I would like to add on to what Joe
16 just said about having the time to do it right. Because Stratford is not at capacity we have an
17 opportunity to slow the train down and really look at this thing. So I am here to urge you not to
18 approve this conditional use permit until the proper channels have been followed, until Jordan
19 has been involved, until the Traffic Safety Committee that is a liaison. The City and the school
20 district have a committee that is supposed to address these issues. It never came to that
21 committee. When I started at Jordan this fall at the welcome to school sixth grade parents were
22 coming to me as the Traffic Safety Rep, we were doing bike checking. I kept saying don't worry
23 send your kids on bikes it is the way we want to do things. Don't forget that we live in Palo Alto
24 and we have a school commute corridor system. North California and Newell are designated by
25 the City Council that the safety of students, pedestrians and bicycle safety of school children is
26 the first priority in a school commute corridor. Now we have a new plan that dumps all sorts of
27 traffic onto that school commute corridor and it has not be properly reviewed. We need it to be
28 reviewed not solely for how do the cars flow but in relation to how does it affect safety of
29 pedestrians and the safety of people on bikes. While I think the analysis of moving cars around
30 looks good I haven't seen that this has been reviewed by an analyst who specializes in school
31 commute issues, pedestrian issues or bike safety issues. That is what is missing here. This is the
32 most dramatic change that has happened to Jordan ever since the site of Garland has been leased.
33 In the past, as Rich explained, you had either private schools that had a much lower capacity or
34 you had public schools leasing it who are bussing kids in but you have not had a school of this
35 nature that has so many pre-kindergarten kids from out of the area who will be bringing cars in.
36 So as much as Stratford talks about being a good neighbor we, Jordan, are the most important
37 neighbor and Jordan is not even mentioned in any of the analysis of the Staff. If you read the
38 stuff from the Staff Jordan Middle School was not mentioned. Stratford is talking about the
39 neighbors, I am talking about Jordan, which is a huge neighbor, and in fact it is the only site that
40 Stratford has that has a middle school next door. The playing fields of Jordan border on the
41 Stratford site. So it is a very unique situation, two schools, lots of traffic, something new and
42 with the effort we make at Jordan to get kids to walk and bike and the effort we make in Palo
43 Alto to have a Traffic Safety Committee between the city and the school it is incumbent on us to
44 use that process. So that's it.

45
46 Vice-Chair Holman: Thank you and good timing. The next speaker is Annette DeStefano to be
47 followed by Will Driscoll.

48

1 Ms. Annette DeStefano, Palo Alto: Hello. I am a concerned parent also and also a neighbor. I
2 have been very concerned with this whole process about the clear lack of coordination between
3 the Planning Department, Stratford School, Jordan Middle School, Traffic Safety liaison, city
4 School Traffic Safety Committee and the school district on these safety issues. The 870 North
5 California conditional use permit is not a normal Planning Department project because it
6 involves a compromise of student commute safety. There appears to have been a lack of
7 coordination on this project with experts in the Transportation Department especially with
8 serious school traffic safety issues. The Stratford School has staggered their own arrival and
9 departure times but according to Attachment H, which is on the original conditional use permit,
10 Stratford coordinating arrival and departure times with neighboring public middle school has not
11 been accomplished in a satisfactory manner. Why the student safety issues matter to the
12 Planning Commissions and citizens of Palo Alto? As Elspeth mentioned, North California
13 Avenue is designated as an official network segment of the school commute corridors network.
14 In this the application of designation state that because North California is an official segment
15 there must be “heightened review of land use changes on corridor streets with respect to the
16 effect of school commute safety of added vehicle turning movements into and out of
17 development or redevelopment sites.” Also, the Comprehensive Plan for the City of Palo Alto
18 there is the Transportation Policy T-39, which states that to the extent allowed by the law
19 continue to make safety the first priority of citywide transportation planning. Prioritize
20 pedestrian, bicycle and automobile safety over vehicle level of service at intersections.
21 Transportation Policy T-40 states that continue to prioritize the safety and comfort of school
22 children in street modification projects that affect school travel routes. Does this sound familiar?
23 The safety of children traveling to and from school has always been a high priority because more
24 parents now regularly drive their children to school, safety concerns from school traffic
25 congestion have increased. The proposed preschool access driveway should be dropped from all
26 consideration in the conditional use permit. It is a dangerous TDM plan especially with the
27 overlap of arrival and departure times of Jordan students with Stratford parents. It goes against
28 key student safety elements of the City’s Comprehensive Plan and the City Manager’s Report.
29 Thank you.

30
31 Vice-Chair Holman: Thank you. Will Driscoll to be followed by Russell Jones. So it seems that
32 Mr. Driscoll has had to depart so we will go to Russell Jones to be followed by Penny Ellson.

33
34 Mr. Russell Jones, Palo Alto: Hi I live a block away from the school on the corner of Barber and
35 Seale. I live there with my wife and three elementary age school kids. They will be starting to
36 go to Jordan next year. I was unaware of these plans being formally approved. Annette was
37 kind of telling me last night that there was this session today. To be open, I am shocked that
38 there will be a school a block from my home that will have 400 cars dropping off kids. There is
39 just no way 400 cars are going to fit there. I understand private schools there aren’t buses, most
40 of these kids are not going to be within walking distance of the school. I think it is going to be a
41 real mess. I agree strongly with Annette that if you are going to have all those cars you don’t
42 want to have so many driveways that people confuse. I think these two are well established and
43 if there is one-way traffic it is well understood. This driveway here creates confusion. People
44 know where they are coming in or coming out, there is a crosswalk here. I think this is a great
45 mistake. I think what I would suggest is that we don’t have the driveway here and that these
46 people come and go through here or come in through here to minimize the likelihood of a student
47 being hit. I also agree with the staggered times it seems like there is a lot of conflict with the
48 kids going to Jordan as well as a lot of elementary kids in the area. This is a heavily populated

1 population with school-aged kids and I am just very concerned about this. I urge a careful
2 review here. I don't see a reason for urgency here it feels like there is time to do it and to take
3 the time to do it right. Thanks.

4
5 Vice-Chair Holman: Thank you very much. Penny Ellson to be followed by Norm Carroll.

6
7 Ms. Penny Ellson, Palo Alto: Good evening. I am here tonight as a member of the City School
8 Traffic Safety Committee. I want to start by saying I believe you when you say that you really
9 do care about what the neighbors and the adjoining schools think. We have a process in Palo
10 Alto for making sure that good things happen on this campus. I would just like to say that in my
11 review of the materials that were available and I hadn't seen this plan before tonight the sense
12 that I got is that it seems to me there is a failure of process here. We have a committee that does
13 a really good job of doing this kind of review. That review is required because this is a
14 designated school corridor. My understanding is that there was less review done for this
15 proposed project than there has been for the schools that preceded it. That is just not appropriate
16 given the fact that there is a lot more car traffic that is going to be drawn to this new site. I sent
17 you a letter earlier today that kind of outlined all of my points so I am not going to get into all
18 that. I guess what I would like to say tonight is I hope you will postpone making a decision on
19 this CUP to give us time to go through the review process that really should have happened
20 sooner. I know that you are sincere, I get the sense that you really do want to make it right and I
21 think if we do the process right I feel confident that we can make that happen. It is a matter of
22 working together. So please give us the time to do that. Thank you..

23
24 Vice-Chair Holman: Thank you. Norm Carroll to be followed by what appears to be our last
25 speaker Tola Minkoff.

26
27 Mr. Norman Carroll, Palo Alto: Good evening. I think this maybe the second time I have
28 addressed the Planning Commission. I want to keep it simple. People move into a neighborhood
29 and they move in next to certain things that exist. When I lived over on the east side of San Jose
30 people complained about Reid-Hillview Airport that was probably there before most people were
31 moved in or born and they complained about the airport. If you move in next to a school site it is
32 like moving in next to a tree. It morphs, it changes and it is going to happen whether you want
33 that to happen or not. This is a site that has changed because it is a school site and that is just the
34 way it kind of goes. I think people who want to live convenient to schools have to deal with that.
35 Thank you.

36
37 Vice-Chair Holman: Norm, that was our error so if you have something else to say you can.

38
39 Mr. Carroll: I'm done. Thank you.

40
41 Vice-Chair Holman: Thank you. Tola Minkoff and we have gotten one more card from Leda
42 Krakirian.

43
44 Ms. Tola Minkoff, Palo Alto: Hi I live on Garland Drive directly behind the school, which is
45 right here. Right directly behind the basketball courts and what is proposed as an access road. I
46 would like to request that the preschool access driveway, playground, parking area on the east
47 side and rear of the property be dropped from the Traffic Demand Management Program. It is
48 not a good idea. I have lived in this house since September 1966. That is 39 years I have

1 watched schools. I had four children go to Garland School. We never had any parking on the
2 playground and having parking on the playground would cause a great deal of problems with
3 children who would be running out there to play. It has never been necessary to use the rear of
4 the property to park. They have always parked in the front. I also represent June Schiller who is
5 also on Garland Drive. She was unable to be here but she did give me a letter that she says it is
6 not necessary to park in the rear of the property that the front parking is adequate. The other
7 thing is that I am about ten and a half feet from the property, from what used to be Garland
8 School, the excessive noise, the auto exhaust from parents braking to slow down then
9 accelerating around the corner would be intolerable. Thank you.

10
11 Vice-Chair Holman: Thank you. Our last speaker will not be Leda Krakirian.

12
13 Ms. Leda Krakirian, Palo Alto: Hi. I currently have a seventh grader at Jordan and my main
14 concern is the heightened traffic that we will be getting because of Stratford School. I don't
15 think I heard anybody mention the school cross from Barbara to California Avenue. Everybody
16 was talking about how to direct traffic from Louis. That really concerns me as my daughter
17 crosses that crosswalk every morning. Some morning she waits three to five minutes trying to
18 cross. Cars will not slow down, they do not stop and sometimes I see her run and right after she
19 runs I see a car zooming by right past her. The other concern that I have is that driveway that is
20 highlighted in yellow. That is really very close to that crosswalk and that concerns me. Cars
21 will be coming out of there. It is a blind spot there and people will try to make a right turn while
22 my daughter is probably trying to cross that street. That is all I wanted to mention. Thank you.

23
24 Vice-Chair Holman: Thank you. We have a card from Jerry Matranga.

25
26 Mr. Jerry Matranga, Associate Superintendent, Palo Alto Unified School District: Good
27 evening. I am Associate Superintendent, Chief Business Official from the Palo Alto Unified
28 School District. I would like to thank the Planning Commission for this opportunity for the
29 public dialogue on this use permit. I have had an opportunity to listen this evening. We from the
30 Palo Alto schools have been listening to the kinds of comments from the neighbors, have been
31 interacting with the Planning Department. We know that Stratford School is sincere in their
32 desire to work with the community to ensure that the traffic issues, the concerns about parking
33 and access and egress at the back of the site are all dealt with appropriately. I do want to
34 emphasize that the plan that you see on the screen right now has been modified. That is not the
35 plan that has been proposed at this point because Stratford has listened to the concerns of
36 neighbors. We would look forward to working through the process with the city school traffic
37 liaison groups and working through a solution. I think what Mr. Wagner said regarding getting a
38 plan now that is going to work but also to look at over time to review that and to evaluate and to
39 see if there are some opportunities as we progress through time with the school and the
40 neighborhood. So thank you very much.

41
42 Vice-Chair Holman: Unless Will Driscoll returned then we have three minutes for the applicant
43 to respond or give any additional information. If one of you would care to do so and if you do
44 please identify yourself when you go to the microphone please, it would be very helpful.

45
46 Mr. Wagner: I think I would just reiterate a couple of thoughts that Jerry just left you with which
47 is we don't envision coming out of this process this evening with a plan that is perfect in the
48 sense that it will satisfy us for the next ten years. I think that what happened for us most recently

1 in Sunnyvale is a very good test case. We got approval for our conditional use permit subject to
2 seeing how things worked the first year. We had a chance to come back, the staff had a chance to
3 come back and the neighbors had a chance to come back and say after a year how does it look?
4 One of the questions they asked was what did your enrollment end up being? So they could
5 make a case one way or another that it worked pretty well at this level we are going to continue
6 to keep an eye on you as it grows to see if it continues to work. I think that even if you weren't
7 to formally incorporate something like that into the CUP just by virtue of the fact that we are
8 under a conditional use permit one of the almost always generic conditions that we see is that it
9 has to work. If it is not working the proof is in the pudding. Frankly, you can talk tonight, the
10 neighbors can talk tonight, we can talk tonight but until you actually see somebody walking the
11 walk you don't really know what is going to happen and we think we have done very well in our
12 other schools. I think that as the neighbors get to know us we will prove that we are deserving of
13 being a good neighbor with them. I would think that sort of a lot of the opposition would ideally
14 dissipate after seeing us in operation for a year. Thank you.

15
16 Vice-Chair Holman: Thank you. Typically the next step here would be to close the public
17 comment but I don't really know what is going to happen here. There has been some mention of
18 continuing this item so could Staff please review for the Commission and for the public what
19 might happen if this item did get continued and how public comment would be considered in that
20 case?

21
22 Mr. Lusardi: The Commission can choose to close the public hearing and if the item is
23 continued the Commission can open the public hearing at that time and take further testimony if
24 you so desire.

25
26 Vice-Chair Holman: Okay, so I will close public testimony at this time and ask Commissioners
27 for their – I'm sorry, yes?

28
29 Ms. Wynne Furth, Senior Assistant City Attorney: You can decide to continue the matter. You
30 can decide to continue the matter and continue the hearing. You can certainly bring it back to
31 the Commission right now, deliberate, and then decide whether you want to continue both the
32 matter and the public hearing or just the matter. If you want to be able to hear from the public
33 again without starting the advertising process over again you should continue the hearing as well
34 as the matter to a date certain.

35
36 Vice-Chair Holman: Thank you for the clarification. So can I see an indication of what the
37 Commission's pleasure is? Commissioner Lippert.

38
39 Commissioner Lippert: I would close the public hearing tonight and continue the item.

40
41 Vice-Chair Holman: I believe Commissioner Cassel had a comment.

42
43 Commissioner Cassel: I had another question of I think Wynne and Steve. This is a temporary
44 permit and in our notes it said that if they didn't have this item completed by a particular date
45 then they were going to have to close the school. Could you clarify that? If we continue this
46 item so the discussion could continue would that cause a problem with their temporary permit?
47

1 Mr. Emslie: The temporary permit is for a specified period of time and the date is given in the
2 Staff Report, it is in mid-October. However, there are provisions in the way enforcement
3 operates and as long as there were productive discussions ensuing and that the applicant was
4 diligently pursuing that but for our scheduling that the time should go over the 45 days they
5 would be allowed to do that and the school would not be shutdown. It would take essentially a
6 number of legal steps in order to do that which clearly are going to take much longer than it is
7 going to take to bring this back to the Commission and ultimately to the Council if it is appealed.
8 So there should not be a problem if the Commission should want to continue this to enable the
9 discussion that has been suggested by many of the speakers this evening. It would not force the
10 closure of the school should it go beyond the TUP.

11
12 Vice-Chair Holman: Commissioner Bialson.

13
14 MOTION

15
16 Commissioner Bialson: It would seem to me that we would best serve the neighborhoods,
17 individuals who have attended tonight as well as the school if we continued this hearing in order
18 to allow those entities and individuals who have experience in coordinating the school schedules
19 and traffic to meet with Stratford and start a process which we probably should have triggered
20 earlier. So I would ask that this Commission move to continue the hearing if the rest the
21 Commissioners on this dais agree.

22
23 Vice-Chair Holman: Is that a motion?

24
25 Commissioner Bialson: I will make it a motion.

26
27 Vice-Chair Holman: Do I see a second?

28
29 SECOND

30
31 Commissioner Sandas: Second.

32
33 Ms. Furth: I believe Staff has a date to suggest as a date for the continued hearing.

34
35 Mr. Lusardi: October 19 is available for a special hearing date if the Commissioners are
36 available at that time otherwise it would have to be October 26.

37
38 Vice-Chair Holman: Commissioners, are you available or could we have an indication? I see a
39 Commissioner shaking his head that he is not available on which date?

40
41 Commissioner Lippert: On October 19.

42
43 Vice-Chair Holman: Any other conflicts on the 19th? Does Staff indicate any particular
44 problems with continuing this to the regular meeting of October 26?

45
46 Mr. Emslie: Well, we are looking for the quickest return date so we would prefer the earlier date
47 if we can be assured of having a quorum.

48

1 Vice-Chair Holman: Let me ask....
2
3 Commissioner Cassel: He is not going to be here the 26th either.
4
5 Vice-Chair Holman: So that resolves that. Let me ask another practical question if I could. Do
6 believe that there is adequate time between now and either of those dates for the communication
7 and collaboration that needs to happen to take place?
8
9 Mr. Emslie: Yes.
10
11 Vice-Chair Holman: Commissioner Bialson.
12
13 Commissioner Bialson: It seems that we will probably be hearing reports from the individuals
14 and from Staff with regard to the meetings that are conducted. If this would be the only item on
15 the agenda for a special meeting, and I am seeing agreement with that, I would suggest that we
16 add it on to our October 26th agenda if that is agreeable to the rest of the Commissioners.
17
18 Vice-Chair Holman: So you would make that as a part of your motion to continue it to October
19 26?
20
21 Commissioner Bialson: Yes I would.
22
23 Vice-Chair Holman: Would you like to speak to your motion? I didn't give you that
24 opportunity.
25
26 Commissioner Bialson: I don't think that is necessary. I think from what I am seeing as I said
27 before in my comments I really do think that we need to leave this to those individuals who have
28 proven themselves so competent in the past set forth what is necessary for the school children
29 and the neighbors.
30
31 Vice-Chair Holman: Commissioner Sandas as seconder of the motion would you like to speak to
32 it?
33
34 Vice-Chair Holman: Are there any comments or questions regarding the motion?
35 Commissioner Garber.
36
37 Commissioner Garber: I will just ask the Commission, it is really clear I think that the issues of
38 the operation of the school in any of the various configurations that have been talked about is
39 really critical to anchor and it is going to require careful, strict, and sensitive involvement to get
40 the people that need to be involved, involved. The issue here is compelling that to occur, I think.
41 I am wondering if it makes sense to continue it versus to create a motion that, I am sorry this is
42 only my second time here trying to figure out how to get this to work, create the motion to go
43 forward compelling the work that needs to be done be done creating a benchmark much as the
44 way that it has been described it has been done in Sunnyvale that says if it hasn't worked in six
45 months then pull the plug or continue. My concern here is not to draw it out and to give people
46 deadlines to work against.
47
48 Vice-Chair Holman: Commissioner Cassel.

1
2 Commissioner Cassel: I would say that if we have a date of October 26 that we have a date to
3 work against and that will give people a chance to work out what they want to do. At that time if
4 we wish to put more conditions on the situation and additional time in evaluation then I think we
5 should do that.

6
7 Vice-Chair Holman: Commissioner Lippert.

8
9 Commissioner Lippert: Unfortunately I won't be present at the meeting of the 26th so I would
10 like an opportunity to ask a couple of questions and also make a couple of comments tonight if
11 that is appropriate.

12
13 Vice-Chair Holman: Feel free.

14
15 Commissioner Lippert: A couple of questions for Staff here. Previously there were some
16 schools that were actually on this site prior. The public schools this Commission really doesn't
17 have any authority over because of the Field Act but with regard to the private schools that were
18 there there were conditional use permits issued for those schools, specifically the Mid-Peninsula
19 School as well as the Peninsula French-America School. What is the substance of their
20 conditional use permits and how is it different from the conditional use permits that the Stratford
21 School is asking for?

22
23 Mr. Lusardi: We don't have the details of those prior conditional use permits here with us nor
24 am I aware of the enrollments and the comparison of the enrollments which would probably
25 really be the difference on how those schools were conditionally used. We can get that
26 information to the Commission as part of the background for the next meeting if you like.

27
28 Commissioner Lippert: I think that would be appropriate. Can that be done? Great.

29
30 The second is a traffic related issue. It has to do with the ladder striping in the pedestrian
31 crosswalks there. My understanding is that ladder striping or crosswalks are supposed to be
32 perpendicular to curbs and the reason being that there are people who are visually impaired and it
33 is quite difficult for them to feel how the crosswalk doglegs or changes direction is that not the
34 case?

35
36 Ms. El-Guendy: Actually there are a number of changes that Staff is proceeding with and we
37 have already issued work orders for that. For this crosswalk we are going to go ahead and
38 repaint it because it is faded at this point as well. For these two crosswalks they don't have the
39 standard widths at this point and because they are on the school property we required the school
40 to widen them to the METCD standard and to paint them in yellow. This one will be marked the
41 proper way and we are also proceeding with red curbing at intersection corners so that there
42 wouldn't be any parking in this area that would restrict visibility. There is some signage in this
43 area. Parking is prohibited on the north side of California and there are some signs that are faded
44 or hidden by trees, which we are going to go ahead and replace. So these are the changes on the
45 public right-of-way.

1 Other changes on California are we changed these angle parking spaces to parallel spaces so that
2 none of the cars would back out onto the bike lane or the travel lane. There is one lane per
3 direction on California.

4
5 Commissioner Lippert: Can those be made part of the amended or whatever recommendations
6 come subsequently?

7
8 Mr. Emslie: You don't need to because that is within the City's right-of-way. That work as
9 described by our Traffic Engineer is already proceeding. Anything that is on private property
10 will be included as conditions.

11
12 Ms. El-Guendy: The changes on the City's right-of-way have already been required of the
13 school from the preliminary application for the project.

14
15 Commissioner Lippert: Okay. Then two comments that I have with regard to the plan and that
16 is the current plan that is there right now. One concern that I have, and this what I have observed
17 over the years, is towards the back of the faculty parking which is where the building and the
18 fence seem to come together there were some bollards there originally that did not allow for
19 vehicles to come back there. There was either fencing or bollards that did not allow for traffic to
20 then come onto the schoolyard without the bollards being removed. Are those still in place?

21
22 Ms. El-Guendy: There is a fence in this area and there are some bollards within the pedestrian
23 connection. These will be kept. Another improvement here is that the pedestrian path at the
24 back on the easterly side of the site will be repaved and widened to the standard widths to
25 accommodate the pedestrian movements all the way to the pedestrian connection at this point
26 and there would be no conflict between the vehicular movements and the pedestrian movements.

27
28 Commissioner Lippert: Okay, so there wouldn't be any confusion there.

29
30 Ms. El-Guendy: No.

31
32 Commissioner Lippert: Great. Then one last comment. I think that at one point when the Mid-
33 Peninsula School was located in the east wing or the north wing depending on your point of view
34 student parking at one point had been permitted along that fence there. So I believe that there
35 should be some sort of comparison now between the student parking that had previously been
36 there and the faculty parking that would now be along there.

37
38 Ms. El-Guendy: We will be happy to review all of the background information on that whatever
39 we can find. I am not very familiar with the parking arrangements in the past.

40
41 Commissioner Lippert: Okay, thank you.

42
43 Vice-Chair Holman: I believe Commissioner Sandas had a question with her hand up next.

44
45 Commissioner Sandas: I just wanted to clarify because I think that there are people who are here
46 this evening who are under the impression that the plan has not changed from yesterday to today.
47 Today's plan, as I understand it and I need clarification from you, does not include parent
48 parking and drop off up that odd eastern-most driveway and into the basketball court. So there

1 will not be if I am understanding this correctly there will not be parent driving and parking in
2 that basketball court area but that all the parking that will be there will be faculty only.

3
4 Ms. Campbell: That is correct. The inner campus is not going to be accessible to anyone at all.
5 It is only for a fire access only.

6
7 Commissioner Sandas: Okay, it is fire access and faculty parking and all the parent drop-off
8 then is at the front or the east side of the school.

9
10 Ms. Campbell: That is correct.

11
12 Ms. El-Guendy: If I may add because it was mentioned in one of the comments about the widths
13 of the access road that is being widened. The minimum requirement for emergency access is 20
14 feet and this is what the road was widened for.

15
16 Vice-Chair Holman: Commissioner Cassel and then Commissioner Bialson.

17
18 Commissioner Cassel: It is unfortunate that we have had this confusion this late in the process
19 but sometimes that happens. I am not sure that every school district has the same kind of process
20 with this very careful safety committee that we have in Palo Alto. I just wanted to summarize a
21 couple of the issues that I thought I heard tonight. There seems to be a concern about the
22 crossing guards and that there be enough crossing guards and that they be there early enough. I
23 am glad to see that there was a change in the back parking lot and it is my understanding that we
24 can condition this when it comes back to us so that there will not be parking in that back parking
25 lot. One of the things we heard about is that the students at Walter Hayes School and Jordan
26 have been using a path connection between the school and Garland Avenue and it doesn't show
27 on that map. I am sure that issue will be discussed. Arrival and departure times obviously,
28 coordination with these other committees which obviously is going to be happening, the amount
29 of traffic that is coming and I am sure we can get some better numbers about what proportion of
30 cars actually usually come by having the applicant actually look at other situations that they
31 have, what percentage do they have that are where they have more than one child from a family
32 and people are concerned about the crossing from Barbara and the exit driveway near Barbara.

33
34 Vice-Chair Holman: Commissioner Bialson.

35
36 Commissioner Bialson: I think we have addressed and especially Phyllis has addressed a lot of
37 the concerns we have raised. I only have one that I want to make sure is addressed and that is the
38 number of the students that will be required to be taken from parked automobiles into their
39 classrooms. As I looked at the information we received in the Staff Report looking at both the
40 Stratford Parent Handbook and the Attachment G, which is entitled, "Background," it seems to
41 me that what we are looking at is potentially 372 students that need to be escorted from parked
42 cars. In looking at the parking that we have here that even with the staggered starts it does not
43 seem like there is sufficient parking. So I would very much like to have that focused on.
44 Otherwise I think you have heard us.

45
46 Vice-Chair Holman: I would just add one quick comment. I believe this later plan, Staff had
47 indicated there are copies in the back of the room and hopefully anybody who wants a copy of
48 that can get one at the back of the room. Commissioner Garber has a comment or a question.

1
2 Commissioner Garber: Actually, it is a compliment. I just wanted to note that Beth Born when I
3 was going through all the email managed to respond to all of the email within the 24-hour period
4 including one that was on July 2 at 6:00 PM, a Sunday. Thank you.

5
6 MOTION PASSED (6-0-0-1, with Commissioner Burt absent)

7
8 Vice-Chair Holman: Duly noted, I am sure. So we should vote on the motion then. The motion
9 would be to continue this item to a date certain that being October 26, regular Commission
10 meeting. Those that agree? (ayes) No oppositions. That motion passes unanimously with
11 Commissioner Burt not in attendance.

12
13 With that let's take a ten-minute break. We will be hearing item number two. John.

14
15 Mr. Lusardi: Just to remind anyone in the audience that the auto dealership overlay item,
16 number three, was continued to October 26.

17
18 Vice-Chair Holman: Okay, thank you. We will come back in ten minutes to address item
19 number two.

20
21 Chair Burt: We will be reconvening now. Welcome back. Zariah would you let the record
22 show that Commissioner Burt has joined the meeting as Chair from this point onward.

23
24 We are now commencing with item number two, 901 San Antonio Road which is a request by
25 Campus for Jewish Life (CJL) for an Initial Review of a Planned Community application,
26 including the development of approximately 176 residential units, 130,000 square feet of
27 commercial, educational, and private meeting space, a parking garage, and landscaping
28 improvements at the existing Sun Microsystems site. this item has been tentatively scheduled for
29 a public hearing with the Architectural Review Board on September 15, 2005.

30
31 Would Staff like to make their presentation?

32
33 **2. 901 San Antonio Road***: Request by Campus for Jewish Life (CJL) for an Initial
34 Review of a Planned Community application, including the development of
35 approximately 176 residential units, 130,000 square feet of commercial, educational, and
36 private meeting space, a parking garage, and landscaping improvements at the existing
37 Sun Microsystems site. This item has been tentatively scheduled for a public hearing with
38 the Architectural Review Board on September 15, 2005.

39
40 Vice-Chair Holman: Chair Burt?

41
42 Chair Burt: Excuse me, Commissioner Holman.

43
44 Vice-Chair Holman: Yes, I did not participate in this item when it last came to us. I do not have
45 a financial conflict on this item however, due to the intensity of involvement on this particular
46 project of Jim Bear who is also helping with a project that I am involved in as well I believe I
47 cannot exercise a degree of objectivity required for proper review and therefore I am recusing
48 myself. It is sadly but I feel obliged to do so.

1
2 Chair Burt: Thank you. Staff.
3

4 Mr. Steven Turner, Senior Planner: Thank you very much Commissioner Burt and members of
5 the Commission. Staff is requesting tonight that the Planning and Transportation Commission
6 comment on the proposed residential and community center development in this initial review
7 meeting and recommend that the site's environmental analysis continue and the application be
8 forwarded to the Architectural Review Board for formal review following the completion of a
9 Draft Environmental Impact Report.
10

11 The project that is proposed in front of us involves the development of actually approximately
12 175 senior housing units and a 130,000 square foot community center within the eight and a half
13 acre parcel owned by Campus for Jewish Life, which is also known as CJL. The review
14 processes to implement this project would involve the rezoning of the existing parcel to a
15 Planned Community District, a Comprehensive Plan amendment for mixed-use, a variance to
16 exceed the 50 foot height limit with the proposed PC zone district, a potential variance for the
17 special setback along San Antonio Road and approval for the demolition of the existing office
18 building and certification of the Environmental Impact Report. No environmental assessment is
19 required for this initial meeting however a Draft EIR will be required for the continued
20 Commission review. The existing zone district is currently designated as GM or General
21 Manufacturing.
22

23 Tonight's meeting represents the first step in the PC district review process for the CJL site. The
24 applicant has submitted the project's preliminary drawings and the development program
25 statement, which is contained in Attachment C of the Staff Report. The development program
26 statement includes the proposed PC determinations and findings, a listing of the proposed uses
27 and how those uses would function within a development and a list of a proposed mix of
28 residential units. The applicant has also included a proposed timeline for the public process and
29 a development schedule for construction.
30

31 This initial review of CJL's PC district is required in order to comment on the proposed
32 development and recommend whether or not the project development should continue along with
33 the environmental analysis and preparation for a future formal review by the Architectural
34 Review Board. In June of 2004 CJL in conjunction with Bridge Urban Infill Land Development,
35 also known as BUILD, presented their development concepts for the redevelopment of the Sun
36 Microsystems site to the City Council. This meeting was conducted as a preliminary review of
37 the project concepts in order to introduce the project to the City Council and to members of the
38 public and to obtain feedback in preparation for future applications. The City Manager's Report
39 and the Sense Minutes for this are contained in Attachment H of your Staff Report.
40

41 After the City Council's prescreening BUILD then proceeded with an application for rezoning of
42 their parcel to PC and a Comprehensive Plan amendment in July of 2004. The Commission
43 completed their initial PC review of the BUILD parcel in December of last year. CJL submitted
44 their PC development application just last month in August.
45

46 Staff has summarized the key issues to provide a framework for comments as indicated in the
47 Staff Report. These issues include building height and special setback encroachment and a
48 request for a variance. The appropriateness of the applicant's proposed public benefits, parking

1 and traffic generally and also as it relates to special events, loading zones on San Antonio Road,
2 tandem parking and site access from Charleston Road. Below market rate housing and the
3 applicant's request for an in lieu fee payment rather than providing units and the height of the
4 tower sculpture and its appropriateness for height and context with the project site and adjacent
5 neighborhoods.

6
7 Tonight we are fortunate to have Heba El-Guendy with us to answer general questions regarding
8 parking and traffic issues. She can also comment on the progress of the traffic impact analysis
9 report and the ongoing work between City Staff and the applicant's team. This concludes the
10 Staff Report and the applicant is here to make a presentation and walk you through the project.
11 Thank you.

12
13 Chair Burt: Thank you. Would the applicant like to speak at this time? The applicant has 15
14 minutes to speak and that can be a combination of representatives.

15
16 Mr. Jim Baer, Applicant: I will give a brief introduction and then the project architect, Rob
17 Steinberg will present what it is we are asking of you tonight with a little bit of discussion about
18 the processing going forward.

19
20 Our requested action is a simple one as Staff has indicated as well. Under the PC zoning
21 ordinance the Planning Commission is the first ordinance stop and from this we request that you
22 refer the PC application to the Architectural Review Board with whatever specific details of
23 guidance to the applicant and Staff that are appropriate from the presentation tonight.

24
25 We recognize that as you see from the model, as you will see from what will become dozens of
26 pages of architectural presentation and several hundred pages of background documents related
27 to the project that tonight's purpose is not to digest those or to win points of analysis but to set
28 the framework which is this is an enormously complex a project with extremely positive
29 reception in the community. That means that the issues we are engaged with are at primarily a
30 Staff and environmental review level. You will see that from the attendance from the neighbors
31 tonight. There are some issues about impacts and how those are managed that will be presented
32 by neighbors which we understand and will respond to appropriately.

33
34 Tonight is really to give you a first introduction. In doing that let me discuss what was
35 accomplished in the June 14 2004 hearing before the City Council. It really had, in addition to
36 introducing the uses and the relative size and scale of the project, one policy direction that we
37 could not ask of Staff without City Council guidance and that was this building will exceed
38 50 feet in height. That was discussed at length because of the combination of water at a shallow
39 table that is governed by Regional Water Quality Control Board that will not allow lowering the
40 site and FEMA, which requires that the buildings be at a plus-eight grade. The combination of
41 those are that a four story building over a parking garage will not tiptoe above 50 feet it will
42 exceed 50 feet substantially. Without formal direction or motion by Council, Council spoke
43 specifically to that issue giving Staff direction that this was an appropriate site to consider for a
44 variance and not to play around with the definition of grade or design enhancement exceptions
45 but to recognize that this building in this location will be above 50 feet.

46
47 Where does the greatest input from Planning Commission come and at one time? There are two
48 junctures. One is that on October 1 we anticipate approximately will be the release to the public

1 of the Draft Environmental Impact Report. That will have a 45-day period of comment and
2 return to the Planning Commission. There is where all of the details about how the turning
3 movements of vehicles and how is the hazardous materials in the water mitigated and what do
4 we think about noise and the mass and scale and the protection of canopy. We are not asking
5 you in an act of faith to think that this very fine project should not have your scrutiny. That will
6 come through the EIR in a specific Planning Commission hearing.

7
8 So for tonight it is to give you an introduction not unlike what we gave to the City Council and to
9 ask for your support and guidance and to know that not only tonight do we expect questions and
10 answers that will provide guidance and perhaps caution to Staff and the applicant where specific
11 attention should be paid but also to recognize that when we come back with the full draft
12 environmental impact review that will be an opportunity to answer in greater detail many of the
13 questions. We anticipate between three and five hearings before the Architectural Review
14 Board, preliminary and then final before we return to the Planning Commission. We would hope
15 that those could be accomplished so that we return to the Planning Commission between January
16 and March next year and then that hearing will be an equally large volume of materials but with
17 conditions of approval, a development agreement to provide contractual protection to the
18 Campus for Jewish Life so that it can raise the in excess of \$100 million without risk of future
19 entitlement reversal. Where the Planned Community Zone will be specifically detailed with all
20 of its conditions. We are seeking a Comprehensive Plan amendment as was recommended for
21 approval by the Planning Commission when it reviewed BUILD's project on exactly the same
22 Comprehensive Plan amendment to mixed use from employment based.

23
24 So that the architect can get on with what is an exciting project I am going to turn that over to
25 him with only this comment. This is, for those of us involved as direct staff, as professional
26 consulting team and I would say this for City Staff as well, and hopefully for those of you who
27 are policy makers this is a rare occasion in terms of there are only a few in a career where we are
28 given the opportunity to address a land use that is welcome, that is privately financed, a \$200
29 million project, and what we are really dealing with are the mechanics of excellent execution of
30 design, architecture and technical management of policy issues as precedent and as uniquely
31 applicable to this project. But this is not a project that is jeopardy of meeting its mission. We
32 look forward to your guidance and the continued great work of Staff in executing what should be
33 a spectacular project. Now to Rob Steinberg.

34
35 Mr. Rob Steinberg, Project Architect: Good evening. I am President of Steinberg Architects. I
36 reside here in Palo Alto. What I would like to do is take a few minutes and kind of walk you
37 through our proposal. Just to get everybody oriented our site is bordered by San Antonio Road,
38 East Charleston and Fabian. I want to begin by just kind of getting you oriented in terms of our
39 land use. There are three components that you can see on this drawing. The first is the Jewish
40 Community Center, which is in blue and is generally located in this part of the site. Again, this
41 is rotated slightly, San Antonio Road is here, East Charleston and Fabian. The Jewish senior
42 residence, which are inboard in the middle of the block between San Antonio and Fabian away
43 from the busiest intersection. There is something that we call 'flyover' which is where we have
44 the community center on the ground level but we have the senior residence on top of it. So when
45 we talk about urban mixed use this is really a classic example of mixed-use architecture.

46
47 It is important for you to understand as Jim mentioned that there are some environmental issues
48 that prohibit us from submerging the parking below grade. So really parking is at grade and our

1 activities and our buildings are on top of a podium. So this is a grade level view of the site. As
2 you can see there are over 600 cars on the site, onsite parking. There is an entry and a lobby at
3 grade for the cultural hall. There is an entry and a lobby for the senior housing and a porte-
4 cochere and a drop off. There is service for the campus that is inboard on the site and screened
5 from all the perimeter. There are offices along the front that again screen the parking. Again
6 there is a lobby that brings you up the main lobby for the Jewish Community Center.

7
8 On top of that there is a landscaped podium with a number of buildings, really a campus. As you
9 can see from our chart on the left it is a very rich mixture of users and uses on the site. There are
10 adult activities, there is auditorium and multipurpose activities, recreation, fitness, there is young
11 children, there is after school, there is café, there is restaurants, there is activities for teen, for
12 seniors and senior residents all organized around a series of outdoor rooms each one having a
13 focus for different users on the site. We have had a wonderful opportunity to bring in a world-
14 renown landscape architect, Larry Halperin who has been a friend of our family and has worked
15 with our firm over many, many years, developing these incredible outdoor rooms. Our hope is
16 that we will have rooms that accommodate seniors and children in the community and major
17 activity spaces and ball fields that will make this a tremendous asset for this part of Palo Alto.
18 We think, as Jim said, this is a tremendous opportunity. It is a once in a lifetime opportunity.

19
20 I want to show you about a dozen sketches of some of these different areas. This is a view from
21 Charleston and you see up here, this is Charleston, and we are looking at the Jewish senior
22 residence that orients to Charleston with the porte-cochere we have actually lifted the building up
23 so it is welcoming and inviting the community. There are outdoor activity areas with terraces
24 and patios that allow views out to the community and really a welcoming sense and an
25 integration with our neighborhood.

26
27 There is an entry along Fabian, which is sort of our major access into the community center
28 portion. You enter along this wall, you can look up and see activity in an outdoor pool, an
29 indoor pool, there is a gymnasium and as you come down this long drive that has stacking to
30 accommodate cars and the in and out of the community center, there is a plaza at the end. This is
31 a view of the plaza. What we are doing is you come to the end of this drive and we are working
32 with our landscape architect to develop a plaza that has a very natural feeling with these boulders
33 and rocks. Where the buildings actually emerge out of the landscaping. This would be a place
34 where the kids can wait to be picked up under cover in the inclement weather. Then you turn
35 and you begin to see the entrance to the campus. We are using historic forms but in more
36 contemporary ways to give a sense of entry and a procession into the campus. As you come up
37 the stairs and you turn and you look you see a large town square. The town square really is the
38 heart of this campus. It is a large open plaza that would accommodate festivals and activities and
39 a variety of music and theater and indoor/outdoor kinds of activity. There is a restaurant and a
40 café that could spill out and animate that area with fountains and a stage for theater and an
41 amphitheater so there could be music. This would really be the heart of the campus. There are
42 activities where you could go to the multipurpose here or to children's area or to fitness. So if
43 we were to walk down the town square we would go past the tower, we would go into what we
44 call the early childhood education or the preschool area which is sort of a cloistered area, a very
45 protected area, for preschool activities in an environment that would accommodate those
46 children and parents that want to participate in that activity. Adjacent to them are their
47 recreation and ball fields for older kids and soccer and activities as part of the site. There are
48 also slightly smaller areas that are really focused for adults and meeting rooms and activities

1 adjacent to the café where you might bump into your neighbor or somebody that was coming to a
2 different program that you just happen to connect with. There are places where you actually go
3 underneath from one space underneath and into another space much like the old city of
4 Jerusalem but in a contemporary architectural vocabulary, one that is appropriate to Palo Alto, to
5 our environment, into the building materials that we have today.
6

7 If you were to turn underneath that bridge you would go into a series of courtyards that are really
8 focused for the seniors. They have a little bit more landscaping and areas with outdoor dining
9 and activity for garden and activities that would be very comfortable for the seniors. If you were
10 to wander from this courtyard to the last courtyard I am going to show you this is again our
11 multicultural building that has seating for 400 people. It would be appropriate for theater, for
12 film festivals, for music and concerts. One of the things that I like about this sketch is you can
13 see our transparent lobby that is visible to Charleston, you can see a connection to the mountains
14 and the views beyond. So what we are trying to do is create a campus that has boundaries and
15 edges for security so it can be controlled and monitored but it can also really reach out and
16 become a tremendous asset and a magnet for this part of Palo Alto.
17

18 So that is our formal presentation and I see the yellow light on and I will turn it over to Jim.
19

20 Mr. Baer: One thing I forgot to state that is very important is the Campus for Jewish Life has
21 made a commitment, which it wants to reiterate. We gladly will participate in any Charleston-
22 Arastradero impact fee whether that is a traffic impact fee or a pedestrian, bicycle and safety
23 impact fee we will participate in that with taking no credit for land use background trips. We do
24 that not in order to win the support of neighbors, which we think we already have, but to
25 recognize that the redistribution of traffic as this becomes a used popular facility that as a good
26 participant of the community we want to meet our responsibility to assist in solving problems
27 along Charleston.
28

29 Chair Burt: Thank you. Would the Commission like to ask questions of Staff or applicants prior
30 to hearing from the public? Commissioner Lippert.
31

32 Commissioner Lippert: I would like to hear from the applicant and ask some questions of the
33 applicant. They brought in this lovely model I think it would be worthwhile to sort of us walk us
34 through the model three-dimensionally rather than – they did a good job with the plan but the
35 model is different.
36

37 Chair Burt: Mr. Steinberg would you like to do that? We have a portable mike somewhere.
38

39 Mr. Steinberg: I would be happy to. I would invite you to come down and take a good look. It
40 would be easier to see.
41

42 Chair Burt: Well, given our late hour I guess if Commissioners would like to go right ahead. I
43 am getting urging from other Commissioners to get the public their opportunity to speak as soon
44 as possible. So if we could balance those interests.
45

46 Mr. Steinberg: Just for orientation this is San Antonio Road, Charleston and Fabian over here.
47 So our organization is that the community center buildings really have a presence on Fabian,
48 have a presence on San Antonio and the corner. The residential buildings although they peek out

1 a little bit on San Antonio really are inboard in the middle of the block. One of our thoughts was
2 we don't want to have this walled city that closes off from the community. So if you look as you
3 come down San Antonio there are ball fields and there is no building, there is a one and two
4 story building. Then it sets back for the children's play area, you get the edge of a building, the
5 break and then this is really one of the signature buildings which is what we call the cultural hall.
6 We purposely have sort of pushed that out to the corner with a plaza where that really can
7 become sort of the identity to the site. We would like to propose and anticipate some kind of
8 signage so that if there is a film festival or a program that would be of interest to people as they
9 drove by they could see that. On the upper floor is a terrace for receptions and activity. As you
10 move around on Charleston you can see a very transparent lobby and our stairs coming up. Then
11 you begin to transition to the residential. Again, we are not putting buildings that block it but the
12 narrow profile of the building. Then we have living rooms and libraries and activities for the
13 seniors that could spill out with a private dining room up above. So there is a wonderful
14 relationship between the community and the activities. Our service is tucked around the corner
15 in the middle of the block so that anywhere you drive around the site you never see all of the sort
16 what we call the back of the house kinds of activity. As you come around on Fabian again we
17 didn't want to put a building right along the street. We pulled the buildings back and we put the
18 outdoor and the pool and the activity so that it is really reaching out and welcoming our
19 community as part of this.

20
21 This is our shared entry drive. As you come down this entry drive this is where we are working
22 very closely with Larry Halperin, our landscape architect, to develop sort of an organic feeling
23 of, even though my model doesn't reflect these stones and the boulders, of the building kind of
24 emerging out of this. There is a secondary entry that allows use of the camp for camp kids or
25 activities for the ball fields so everybody doesn't have to come through the center of the campus.
26 There is a backdoor for kids to come and go. There is administrative activity here with aerobics
27 and cardiac fitness activity on top of that that relates to the fields. As you come up the stair, this
28 is our town square. As you come up and look there is a café and restaurant that can spill out.
29 You can see in two-dimension sort of this fountain stage with and amphitheater so there could be
30 performances here, maybe adults are listening to music and kids are out at the ball field. There is
31 a transition under a secure area that leads you to the early childhood or the preschool area so that
32 that's contained and controlled because we are concerned about security for the young children.

33
34 Then you kind of move from this larger town square that feeds to the fitness or the fields or the
35 children down a narrower kind of walk-street. We call this a midrohive which is Hebrew for a
36 walk street. That has senior lounges and it has some of the preschool art rooms and meeting
37 rooms for kids and children and the senior residence that look down on that. So that is a very
38 integrated kind of mixed use, a very energetic kind of space as compared to our town square
39 where there is a little bit more openness.

40
41 Then each time you move from one space to another you move underneath an archway or a
42 building into a zone, you move through again underneath something. you could turn and go
43 underneath and go into the senior courtyards. We have two senior courtyards. We have one that
44 is a little bit more shady on the north side and one on the south side where we have dropped the
45 building down to capture that sunlight so they have some variety, some options, and you can
46 have different kind of experiences in that. We also have underneath the building a covered
47 walkway from the senior building to our cultural hall.

48

1 So I hope maybe that gives you a general idea of what our thoughts are.

2
3 Chair Burt: Thank you. We now have cards so far from five members of the public and each
4 member will have three minutes to speak. The first speaker is Louise Lyman to be followed by
5 Jean Wilcox to be followed by Todd Sachs. If you would, for the record, please state your name
6 and city of residence.

7
8 Ms. Louise Lyman, Palo Alto: Good evening. I have lived at the corner of Louis and Charleston
9 for over 20 years. I am a member of the Executive Board of the Meadow Park Resident's
10 Association and we want to present our concerns regarding traffic associated with proposed
11 Center for Jewish Living.

12
13 Meadow Park Resident's Association includes residents living in the area bounded by
14 Charleston, Grove, Garland and Bibbits and Adobe Creek. So you see we are right there. I just
15 live about a block from this projected building. There are 110 homes in this area. Our biggest
16 traffic concern involves the CJL development as a traffic impact on the neighborhood when
17 considering the total additional pending housing in South Palo Alto. These additional pending
18 projects affecting our neighborhood include Hyatt Hotel site which is 200 homes or townhouses,
19 Elk's Lodge a probably 200 housing units, East Meadow condo project with 76 housing units of
20 three and four bedrooms and then the new 3270 West Bayshore Boulevard which is 96 units.
21 now there is also a large retail district on East Charleston, which is right across from Costco it is
22 just being graded and so forth now. The flagship big box store is the REI in addition to
23 numerous other smaller stores and this is actually located in Mountain View but it is going to
24 impact our traffic considerably. The Mayfield project which is the old HP complex on San
25 Antonio Road is also in Mountain View but there is a little bit of it that is still in Palo Alto and
26 that is in the process of being planned for development now. The neighbors in that area have
27 been protesting very vehemently about a 400 unit housing building. They don't want that. So
28 keeping in mind the above plan developments it is obvious to see the negative impact on our
29 neighborhood streets. The Charleston corridor will be greatly affected as well as the San
30 Antonio Road. With this in mind what is the status of our traffic study that was supposed to
31 happen for Charleston Road? We in the neighborhood have noticed that the volume of traffic on
32 Charleston has already increased from the level when Sun was in full gear. So some specific
33 concerns are the entrance to the CJL will be on San Antonio how is that going to affect traffic
34 that is getting off the freeway? We are not in favor of a left turn onto Charleston from the
35 complex especially for large delivery trucks as this would cause a very dangerous traffic hazard.
36 We would prefer that the exits and entrances be on Fabian as this commercial street already has
37 an arterial signal to help with the traffic flow on San Antonio and Charleston. Thank you for
38 allowing me to speak.

39
40 Chair Burt: Thank you. Our next speaker is Jean Wilcox to be followed by Todd Sachs.

41
42 Ms. Jean Wilcox, Palo Alto: I live in the Charleston Gardens neighborhood. Members of the
43 Planning and Transportation Commission as a neighbor of the new and very exciting Campus for
44 Jewish Life I would like to welcome them to our neighborhood. We are looking forward to their
45 completed facility but have some reservations about the plans. When we first heard of the
46 proposed construction we were gently informed that it may be two or three feet higher than Palo
47 Alto's 50-foot height limit due to ground water problems. Then that was increased to five or six
48 feet. It is now up to eight feet above the 50-foot height limit and may very possibly go higher.

1 Even at 58 feet this does not include rooftop infrastructure like ventilation ducts or elevator
2 shafts. The question has been asked why don't they simply take the top story off and stay within
3 Palo Alto's 50-foot height limit? The argument has been made that the present building on the
4 site is 96 feet high but I understand that structure was very unpopular when it was built and was
5 one of the reasons Council voted to have a 50-foot height limit. To accept plans, which exceed
6 Palo Alto's 50-foot height limit, will set a precedent and lead to more such requests. Parking is
7 going to be another big problem for the residential neighbors. Yes, they will have the use of the
8 parking lot at the new high school on Fabian Way but that only has space for 100 vehicles.
9 Parking underneath the proposed development will not be available after 5:00 PM. We are told
10 the cultural center will hold 400 people where will all the cars park? On our neighborhood
11 streets? Traffic and access to the site is another problem. We had hoped that an access and
12 egress onto San Antonio Road would be made available for more than just emergency vehicles.
13 This would help to keep traffic off our neighborhood streets. Unfortunately both the residential
14 streets of Southerland Drive and Montrose will provide convenient shortcuts for those coming
15 down San Antonio Road. Commuter traffic uses these streets daily to avoid traffic signals at
16 Leghorn and Charleston and San Antonio Road. Noise particularly in the evening may be a
17 problem to neighbors with an outside basketball court for teens and music coming from the
18 cultural center and the amphitheater. The facilities proposed are very exciting but it is a very
19 dense project with a little open space and even less space for parking. I hope the Planning and
20 Transportation Commission will take a long hard look at these problems not only for this project
21 but also the proposed BUILD development. Thank you very much.

22
23 Chair Burt: Thank you. Todd Sachs to be followed by Robert Moss.

24
25 Mr. Todd Sachs, Palo Alto: Hi I live on Charleston Road. I am probably your second closest
26 neighbor, I am the second house once the houses start on Charleston. I am actually very excited
27 about the CJL campus. It can't be built fast enough as far as I am concerned in terms of I have a
28 four and a half year old and a one and a half year old. When it was first announced we thought
29 maybe the four and a half year old would go to preschool there. Now it is not going to happen
30 but maybe the one and a half year old or maybe a subsequent child. That said, I just wanted to
31 bring up one issue that has already been brought up which is the entrances and exits on
32 Charleston. I have more than anecdotal evidence since I walk there and drive there pretty much
33 every day and the existing KFC when cars come in and out it really is a mess. I think that just
34 having observed this over the last five or six years that I have been there it really needs to be
35 thought about whether cars should ever be making a left into or out of Charleston into the center.
36 There are a lot near accidents and I know that I grab my kids when we are walking in that
37 neighborhood because I am just afraid of cars coming in and out of KFC. It is a real trouble spot.
38 I am sure thought is being given to it but maybe more thought should be given to whether cars
39 should ever make a left into or out of the Charleston Road exit.

40
41 Then the other sort of thing that goes hand in hand with that is there will obviously be a lot more
42 people making lefts onto Fabian with the new campus so there needs to be a left turn lane with a
43 light there or lefts need to be barred. Currently with people making lefts onto Fabian it can be
44 backed up in the morning all the way to Middlefield. So if there is going to be more traffic
45 making lefts onto Fabian there just needs to be a left turn light there or left turns need to be
46 barred. The extra traffic making a left there is probably not going to work otherwise. That is
47 really all I wanted to say.

48

1 Chair Burt: Thank you.

2
3 Commissioner Cassel: Can I ask him a question? When you say a left hand turn onto Fabian
4 you mean if you are going on Charleston towards San Antonio?
5

6 Mr. Sachs: Yes, if you are coming from Middlefield going towards San Antonio you are making
7 a left on Fabian there. In the mornings there can be – I sometimes can't back out of my
8 driveway because of that. So it is only going to get worse with more traffic making a left there.
9

10 Commissioner Cassel: Thank you.

11
12 Chair Burt: Thank you. Bob Moss to be followed by Penny Ellson.
13

14 Mr. Bob Moss, Palo Alto: Thank you Chairman Burt and Commissioners. I would like to
15 remind you this is a PC, which means there are supposed to be public benefits. What we have
16 before you tonight is a typical Jim Baer public benefit trade, a sick rabbit for a racehorse. Who
17 gets the rabbit and who gets the racehorse?
18

19 If you look at attachment D, page four, it gives you the “public benefits.” The first one is tearing
20 down a 265,000 square foot office building. That building has nothing to do with the Campus
21 for Jewish Life. It is on the property which is owned by BUILD Housing. The only building
22 that is going to be torn down to accommodate CJS is Kentucky Fried Chicken. The rest is
23 parking lot and has been parking lot for 40 years. So every additional car trip caused by this
24 development is a new car trip.
25

26 Second. Developing 175 senior housing units. That is not a public benefit that is a public
27 detriment. It does not improve the jobs/housing imbalance and based on the senior housing on
28 El Camino Way you can expect two to three trips for paramedics to this site every month. As
29 you know about 80 percent of all of the trips from all the calls from the Fire Department are for
30 paramedics. This property will generate more so it is going to be a cost to the community not a
31 benefit.
32

33 Preschool and after school programs, well that is part of the actual operation of the site. That is
34 not a public benefit. That is part of their charter for what they are going to be doing. Facilities
35 for cultural events and so on, again this is part of what they are doing on the site. They are
36 building it for the community center. The only way that is a public benefit is if they offer those
37 for no cost to the public if that is built into the conditions of approval. Enhanced architecture
38 and design, why do we have an ARB if we don't have enhanced architectural design? We should
39 get that regardless. You don't have to have a PC in order to have quality construction in
40 building. Finally, opportunities for the development of joint City-CJL programs. Give me a
41 break. I don't want an opportunity I want something concrete written in stone and made a part of
42 the agreement otherwise you don't have a public benefit.
43

44 Let's talk about parking. Over 70 of the parking spaces are going to be tandem parking. That
45 doesn't work. The examples they give are various hotels. If you look at the layout those tandem
46 parking spaces are scattered throughout the garage. It is not necessary to have that. you could
47 redesign it so you have a multi-layer garage and then have the other buildings separate. It is not
48 necessary to have the garage covering the entire site for toxics. Believe me, I am very familiar

1 with the toxic problems that is not a requirement. You could build directly on the ground.
2 Finally, they talk about having additional parking by going off site and perhaps talking to Loral
3 and getting Loral to lease them parking spaces. The question I have is have they talked to Loral
4 and what did Loral say after they stopped laughing?
5

6 Chair Burt: Thank you. Penny Ellson as our final speaker.
7

8 Ms. Penny Ellson, Palo Alto: Good evening again. I am speaking tonight as the Co-Chair of the
9 Civic Affairs Committee for Green Meadow Community Association. I should preface my
10 comments by saying there wasn't time between the release of the Staff Report and tonight's
11 meeting for us to have a community meeting so I am basing my comments on previous meetings
12 that we have had where I sort of got a general sense of the direction the community wanted to go.
13

14 Regarding site access from Charleston I have to say that we concur with the gentleman that
15 spoke earlier about the KFC problem. I have actually spent a little time observing the traffic
16 there as well and the left turns coming out of there are really a disaster, an accident waiting to
17 happen. They also block traffic sometimes. So we really need to I think in the traffic reports
18 analyze what the impact of allowing those turning movements might be. I would like to point
19 out that without the traffic reports it was kind of difficult to look at ingress and egress issues.
20 We don't really know the number of cars. We don't know where they are coming from and
21 where they are going to or any of that information that usually helps with this sort of thing. So
22 we would request that any decision regarding the Charleston site access be preceded by very
23 careful analysis of implications of turning movements.
24

25 San Antonio Road commercial loading zone. As you know CJL will be adding housing for
26 families and senior and along with several other projects will create the need for a more
27 residential neighborhood character. Appropriately any plan to bring new truck traffic onto
28 surrounding streets should be very carefully considered. Generally, consistent with our concerns
29 about safety of the Charleston-Arastradero corridor we do not want truck traffic redirected to this
30 residential arterial and school corridor. There currently is really, again I have to say, not
31 sufficient information available to make a judgment about what the effect of doing this might be.
32

33 Finally, just sort of generally on traffic issues as you are considering all of this please be careful
34 to consider the difference between what CEQA is going to allow to be measured and what
35 actually will occur and what the neighborhoods are going to experience. It is quite different
36 because of how long the Sun site has been vacant. As long as I have lived in Palo Alto I can't
37 remember Sun being open and that is kind of a long time. Probably not by some of your
38 standards I have been here less time than some of you.
39

40 Finally, one last concern and this is mine not Green Meadows, Mountain View recently allowed
41 Costco to build up to the sidewalk and the result is a gigantic blank wall that casts a huge shadow
42 on Charleston. It is horrible. This is going to be the southern gateway to our city. So I was glad
43 to see tonight that we are not going to have quite the same thing on San Antonio but I hope we
44 will look really carefully at the landscaping and what that southern gateway is going to look like.
45 Thank you.
46

47 Chair Burt: Thank you. Would the applicant like to take up to three minutes to have wrap up
48 comments?

1
2 Mr. Baer: Yes. I want to thank the speakers from the community. We heard what you heard.
3 What are some of the concerns that will be addressed by Staff and Boards through the release of
4 the environmental impact study. How is the traffic managed? We understand that the San
5 Antonio frontage and the Charleston Road left turn and these have been identified by Staff as
6 issues of concern that are being studied. How does traffic filter through the neighborhood? We
7 know that at all project levels the question is how do you measure trips relative to existing land
8 uses. It so happens that the Sun building was occupied. We bought the building in June 2002.
9 They paid rent through September 2002 and it continued to be their worldwide server center with
10 1,000 desks and chairs at the facility until September 2002. That doesn't alter the fact that where
11 we will seek your guidance now and in the future and where Staff will work diligently is how do
12 we best address the traffic generated by this kind of project including the three paramedic trips a
13 month. Noise will be evaluated by the environment report and as any public use will have
14 conditions imposed on hours of noise generation and at what decibel levels. Our open space
15 happens to be 42 percent, which is far greater than required under zoning for any kind of project
16 use. But noise, traffic, the legitimacy and usefulness of the parking and should add that for
17 special events the 400 seat auditorium we fully expect the condition of approval for any special
18 even to require that there be demonstrated sufficient parking for the event within walking
19 distance or shuttles provided for any event if parking isn't within walking distance. Kehillah has
20 180 parking spaces directly across the street and Loral has many spaces not used in the evening
21 but we would need to negotiate with them. As for the public benefit fortunately when we were
22 looking at the Mayfield School site and a development agreement possible there what is now the
23 soccer fields then the Parks & Recreation Department had developed a very comprehensive list
24 of what were needs that could be fulfilled through shared use of a Jewish Community Center
25 facility as well as an extensive public needs document generated by the Parks & Recreation
26 Department. Our public benefit, as any applicant, we list a dozen that are inherent to the site.
27 what will happen and what will return to you in a compelling way is in this \$200 million facility
28 what will be the Parks & Recreation Department and public access to shared use programs that
29 can't be provided at any value elsewhere in the city both by limitation of land and by resources.
30 So we will engage fully on the kinds of issues raised tonight which are not new to us with Staff,
31 and they are not new to Staff, and we look forward to returning to you for environmental impact
32 review and for a Comprehensive Plan Community Zone.

33
34 Chair Burt: Thank you. Would Commissioners like to ask questions of Staff and/or the
35 applicant? Paula.

36
37 Commissioner Sandas: Thank you. I would like to ask a couple of questions. One of the things
38 that Mr. Moss brought up was the notion of tandem parking. On page five I think of
39 Attachment D there is an item that calls for tandem parking and it says tandem spaces are not
40 permitted in any district other than R-1 and R-3 districts. Staff will determine the correct
41 procedure if the procedure exists that would be required in order to allow tandem parking. What
42 if the procedure doesn't exist is my question. What is plan B?

43
44 Ms. Furth: Parking is something that is established on a zone-by-zone basis even though we
45 have a separate chapter, which has our parking standards in it. So you always have the option of
46 recommending a PC zone that permits that kind of parking. PCs are a hybrid. They are a special
47 zone, which you adopt because no other zone in the city would permit this use. If it would fit in
48 another zone you don't do it. And they have design review. So the design review of course

1 can't change the rules it can only implement them but the zone itself within the confines of the
2 PC ordinance itself and the Comprehensive Plan can change other rules.

3
4 Commissioner Sandas: Another question I have has to do with the 15-foot setback. I was just
5 wondering, I know you are going to be asking for a variance for this and I was just thinking with
6 all the land that is there it is a pretty big site, I am wondering if that 15 feet can be brought closer
7 up to the code. I think 24 feet is what the setback is supposed to be. Is that a possibility?
8

9 Chair Burt: I'm sorry Mr. Steinberg, can you identify yourself for the record?
10

11 Mr. Steinberg: I'm sorry, Rob Steinberg from the architect's office. The 15 feet that you are
12 referring to is that at the corner of San Antonio and Charleston?
13

14 Commissioner Sandas: I am not exactly sure to be honest with you. Yes, I have just been told
15 yes.
16

17 Mr. Steinberg: One of our thoughts is that as this area redevelops if you go and look at that
18 intersection currently many of the uses have been pulled back so that there is no definition to that
19 intersection. It is a major intersection. We look at this as an opportunity to sort of reevaluate the
20 suburban model that was built in the 1960s and what the nature of that is. Our thought is that
21 what we refer to as that building on the corner as the cultural building is a building that we hope
22 will have public benefit that will be used by the community and could in fact help give some
23 definition to that intersection. If you look at our model you will see that we purposely are
24 pushing that out to the corner to emphasize that. we are envisioning a landscape treatment that is
25 low for those trees so that that building has at the pedestrian level a very soft look but then the
26 building emerges out of that. by contrast as you move down Charleston we pulled the building
27 back and the landscaping is becoming richer, it is getting taller and it is making this transition
28 from the more commercial use back towards a residential use. My personal opinion is to treat
29 the residential, the commercial on that front edge all as a monotone is not going to be as
30 interesting as to have some variety in the landscaping, the in and out of it and I would suggest
31 that honestly that intersection which has a lot of car movement would benefit by having some of
32 the buildings move in a little bit tighter that is why we are proposing that.
33

34 Commissioner Sandas: Thanks. Speaking of interesting things I just wanted to ask one more
35 question about the tower sculpture. That to me is very intriguing and it is very interesting. I
36 noticed on the drawings that there was a notation for theatrical lighting and digital display. Can
37 you talk a little bit about that? Especially in light of our sign ordinance, I know it is not a sign
38 but I'm just wondering what a digital display might be.
39

40 Mr. Steinberg: It would be fair to say that this is a glimmer in our eye at the moment. We don't
41 have the details of that. There are several aspects to the tower. Number one, it has an elevator
42 that moves people from the garage up to the upper levels of the building. So it has circulation
43 and stairs in part of it. It also has a very important functional aspect that we are ventilating the
44 garage in the subsurface soil through that vertically so that we are exhausting above the activity
45 levels and the residential uses in the building. So it has a very functional use. Our thought was
46 that if we need to do these different things perhaps we could use that as a landmark and as a way-
47 finding element in the campus and perhaps we could even combine that into an artistic and
48 maybe the notion of adding public art to it. So as you can see from the model we are suggesting

1 that perhaps it be artistic in nature even though it has very utilitarian functional aspects to it.
2 These were suggestions that we thought we would put forth and gather input from yourselves
3 and the Architectural Review Board as we go through this process and we will continue to define
4 and get clarity with that as we move forward.

5
6 Chair Burt: Lee.

7
8 Commissioner Lippert: I have two questions an easy one and a very difficult one. I will ask the
9 easy one first. Can you talk a little bit about the sustainable building features to this?

10
11 Mr. Steinberg: There are a number of features. We are not proposing at this time that it be a
12 lead-certified building but we are taking all of the characteristics of the lead analysis and trying
13 to incorporate almost every aspect of that. so starting with the reuse of the site, a brown field site
14 that has environmental issues including mix of uses, including increasing the intensity of density
15 on the site, the orientation is set to capture the natural light, the [midrohove], the pedestrian
16 streets all organized to capture the natural light. We will exceed insulation. We will use low-
17 flow plumbing. We are exploring runoff systems under our shared driveway and energy efficient
18 lighting. So, Lee, we are in the early stages of what I would call preliminary design but we are
19 using the lead categories in all aspects of that to try and bring a very holistic approach to the
20 development of the site. That was the easy one or the hard one?

21
22 Commissioner Lippert: That was the easy one. This one is very difficult and I think it is really
23 the elephant in the room. This is the Campus for Jewish Life and one issue is definitely going to
24 have to be security on this building. I think everybody is pretty mindful today that this country is
25 under siege with regard to terrorist attacks. This puts a very large concentration of an ethnic
26 group in one location. What sort of security measures are going to be incorporated that will not
27 be visible to assure that the buildings are secure?

28
29 Mr. Steinberg: Can I introduce Shelley Hebert who is the Executive Director of the Campus for
30 Jewish Life to answer that one? I was someone would take the hard one.

31
32 Ms. Shelley Hebert, Campus for Jewish Life: Thank you. Thank you for that important
33 question. First of all I would assure you that we take the security issues very seriously. We have
34 retained a top quality security consultant to work with us at this early stage of planning the
35 project so that we can build security considerations into the project from the ground up. We are
36 very fortunate to have that opportunity because so many public facilities have had to retrofit and
37 try to go back after the fact and sort of put a hodgepodge of security features in place. So we
38 have a security consultant who is part of our planning team. There are a number of security
39 considerations that we take into account in any case for a facility where you have very young
40 children that is a normal part of operations for a facility that will serve senior citizens and elderly
41 people but which will essentially be open to the public. So at this point we are not prepared to
42 discuss details of our security planning but we are certainly striking the balance between creating
43 a facility that will be absolutely safe and secure for all users and the public but at the same time
44 will be very open and inviting and welcoming to everyone.

45
46 Chair Burt: Phyllis.

1 Commissioner Cassel: I have several questions. Why don't I just ask two of them and then go
2 on and see someone else asks those other questions. I don't know that I heard, at the beginning
3 maybe you explained this and I just missed it, what counts as the FAR and what does not? How
4 does it get calculated? What counts as the open space and how do you figure the site coverage?
5 The ground floor is parking and the first floor is the introductory floor. Are there actually
6 different floors sort of like in a more European model? I am not sure how you calculated what is
7 the FAR and the other numbers.

8
9 Mr. Turner: Well, floor area will be calculated per the standard definitions of floor area. On this
10 project the parking garage does not count as floor area but would count as lot coverage. The
11 buildings above it, above the podium of course, all the structures would be counted as floor area.
12 The public open space includes the areas of the playing fields, the cultural court, the walkways
13 and the pathways, the town hall area. This would be considered the common open space areas.
14 Private open space areas would be attached to each of the dwelling units. I guess the ball fields
15 would part of common open space as well. So we would be taking a look at that pretty
16 standardly as we would look at all other projects.

17
18
19 Commissioner Cassel: So the fact that there is a podium, the podium itself is not considered area
20 covered?

21
22 Mr. Turner: Yes it is. The garage would count as lot coverage.

23
24 Commissioner Cassel: Right, I get that.

25
26 Mr. Turner: But it would not count as floor area. It is specifically stated in the definition of
27 floor area that parking attached to the project is not counted as floor area.

28
29 Commissioner Cassel: But level one is only counted as floor area if it has a building on it. If it
30 is common open space it is not counted as floor area ratio.

31
32 Mr. Turner: That is correct.

33
34 Commissioner Cassel: That is what I needed clarified. Okay. That helps. The other question I
35 had relating to this is building height limit. How much of this site is actually at the 50-foot
36 level? What percentage of the site is actually at the 50 foot plus level? What percent is at 50
37 feet and what percent is above 50 feet? This extra utility equipment, is there some limit on that?
38 We have run into people wanting to cover the whole top of the building with utility stuff.

39
40 Mr. Turner: I think I will let the architect describe the percentage of height.

41
42 Commissioner Cassel: Thank you.

43
44 Mr. Steinberg: To be honest with you I cannot give you an exact percentage. We haven't quite
45 calculated that way. There are a number of buildings that are below that average. The pool
46 building off of Fabian is really no building. The fields have not buildings on them.

1 Commissioner Cassel: That is obvious. What I am kind of looking at is the other way around.
2 What is it that is above 50 feet?

3
4 Mr. Steinberg: The gymnasium building, the top floor of the gymnasium building would exceed
5 the 50 feet. The multi-cultural building would also exceed 50 feet and several of the senior
6 residential buildings, which are typical four story buildings that in a conventional site where
7 there weren't these kinds of issues would be well below the 50 feet. As you can see from our
8 model we are not proposing to add additional gables or roof forms which one might typically do
9 on a residential building where you are able to submerge the parking and have four stories and
10 still have gable roofs and be under the 50 feet. One of the things that we are trying to do is to be
11 as sensitive as possible to the fact that we have a unique site that doesn't permit us to do what
12 you would be able to do on a traditional site. We are not trying to exacerbate that. We certainly
13 haven't taken all of – even the residential buildings have elements that are two story, that are
14 three story and four story in order to have variety of up and downs in the building.

15
16 Chair Burt: Annette, do you have questions?

17
18 Commissioner Bialson: Not right now.

19
20 Chair Burt: Dan.

21
22 Commissioner Garber: Should I be limiting my questions in terms of number or time?

23
24 Chair Burt: The preferable method would be each Commissioner asks two and then we will
25 rotate around until we ask all the questions Commissioners have.

26
27 Commissioner Garber: Thank you. For the Staff, are there retail requirements that the applicant
28 needs to adhere to as part of the Comprehensive Plan or any other criteria?

29
30 Mr. Turner: There are no retail requirements. The Commission may recommend that perhaps
31 retail use would be a permitted or conditional use as part of the project but there is nothing that
32 would require the applicant to place retail as part of the project.

33
34 Commissioner Garber: Another question for the Staff. In my next rotation I will go to the
35 applicant. It is clear that the driving constraints for this project and the way that the design has
36 been developed around the program has a lot to do with FEMA and flood. Are there restrictions
37 to putting occupyable space on the ground?

38
39 Mr. Turner: I believe that there are. The project applicant may be able to speak to those more
40 specifically. I think because of the FEMA and the ground water contamination problems there is
41 a limit of the types of uses that can happen.

42
43 Commissioner Garber: Can we have the applicant speak to that?

44
45 Mr. Baer: There are two separate constraints. One is that FEMA this is a plus-eight floodplain.
46 Vehicles and certain types of storage areas can be below plus-eight. The first step into a
47 residence or a place for public use has to be at plus-eight so we can't lower the buildings. The
48 second constraint is that the Regional Water Quality Control Board is requiring, one of the

1 members of the public spoke saying you can put a building at slab on grade, we are through our
2 risk management plan absolutely prohibited from having any slab on grade for occupied space.
3 So there are driveways and some limited landscaping that can be at grade but we couldn't put a
4 childcare building, a gymnasium, a shower or a residence with a slab on grade it has to be over a
5 ventilated space. The ventilated space winds up being, whether it is a five foot ventilated space
6 or a parking space of 12 feet tall we cannot put a slab on grade both for Regional Water Quality
7 Control Board. What this is is PCE and TC and water vaporize into dichloride, vinyl chloride,
8 poly chloride and those are ventilated through a parking garage system at much lower quantities
9 per million than carbon monoxide. So a simple garage ventilation works but you have to have
10 the ventilated space.

11
12 Commissioner Garber: Am I recalling in the report which I tried to at least touch each one of the
13 pages, was there subsurface venting as well to create a negative stack effect to be able to get that
14 out?

15
16 Mr. Baer: One our project managers could probably answer that but I know there is a very
17 elaborate membrane. Todd, do you want to answer that?

18
19 Commissioner Garber: I apologize for getting into some of the details here but I am going
20 somewhere with this.

21
22 Mr. Todd Heiress, Sirius Regis Group: Good evening. I didn't think I would be up here speaking
23 tonight. As part of the environmental systems there will be sub-slab vapor barrier and then
24 below that there will be a pass of vapor recovery system that can be activated if need be but that
25 is just a series of piping. If you will, it is a belt and suspenders approach. Then you also have
26 the ventilated podium parking.

27
28 Commissioner Garber: That subsurface ventilation system comes up through the proposed
29 tower?

30
31 Mr. Heiress: Yes.

32
33 Commissioner Garber: And that allows for the occupancy of the garage but would not allow for
34 an occupied space to be sitting on the ground?

35
36 Mr. Heiress: That is correct.

37
38 Commissioner Garber: Are there any exceptions that are ever made in circumstances like this? I
39 recognize I know what the answer is going to be but has the question been asked directly of the
40 various agencies that have been involved?

41
42 Mr. Heiress: Yes and let me clarify that. There are certain uses that are allowed on grade for
43 instance as Rob explained.

44
45 Commissioner Garber: There are some on your plan, yes, I see those.

46

1 Mr. Heiress: Right and so those would be allowed with the regional board depending on the
2 outcome of the risk management plan, which has a health risk assessment, based on the
3 sensitivity of use.
4
5 Commissioner Garber: Give me an example.
6
7 Mr. Heiress: Childcare or residential has a much higher sensitive use as opposed to commercial
8 space.
9
10 Commissioner Garber: Would retail be allowed on the ground floor, to touch the ground?
11
12 Mr. Heiress: I am not sure of that.
13
14 Commissioner Garber: Is all of the site as sensitive or just some portions of the site sensitive?
15
16 Mr. Heiress: I believe just some portions.
17
18 Commissioner Garber: What is the sensitivity of the site that is adjacent to Charleston and San
19 Antonio?
20
21 Mr. Heiress: Along the Charleston and San Antonio border?
22
23 Commissioner Garber: Yes.
24
25 Mr. Heiress: I would have to look specifically at the area. It varies along each property line.
26
27 Commissioner Garber: Do any of the other project team members know?
28
29 Mr. Baer: We have all been involved with this and the question of have we pled the agencies,
30 there is a single agency the Regional Water Quality Control Board that has jurisdiction and to the
31 tune of probably \$1.0 million of consulting we have pled to the water board. Here is the problem
32 we have the Ford Aerospace contamination to the site is identified and mitigatable by Ford with a
33 defined – there is no more generation and no more increase in the hazardous quantities that were
34 deposited by Ford. Ford Motor Company is the responsible party along with Loral Space
35 Systems to mitigate and clean up those and that has been underway. The problem is that we are
36 down gradient from the world. So Mountain View directly across the street on Charleston and
37 San Antonio have plumes that there are not responsible parties identified and the torture of this
38 site being down gradient is the levels of soil gas and water concentrations are greater than when
39 environmental work was done by Sun Microsystems when they bought the building from Ford.
40 So what happens is the onsite Ford’s work has been improving and the build site is substantially
41 cleaner currently than the CJL site because the migration is they are further downstream than we
42 are and there is more cleanup activity going on on our eight acres. Not only is there the problem
43 of state policy and water board mission which is that we can’t put people in harm’s way and so
44 their mission is to say if we see increasing quantities we are going to impose on you for the
45 entire site. so that your question is, is San Antonio and Charleston less severe or more severe
46 than another location, the problem is there are seven or nine plumes with varying concentrations
47 from various generators. So we have a water board mission to implement a full vapor protection
48 on the site. The second is you have Ford as a responsible party who hammer and tong are in

1 there saying that the belt and suspenders are absolutely necessary to allow this site to be
2 developed other than for its existing industrial use. So Ford has been an active participant, they
3 appealed the approved risk management plan that BUILD had in place directly to the state and
4 got a two-year stay. Our negotiations are two party, water board and Ford, so we are in a
5 circumstance where there is no creative opportunity with the all the power of BUILD and its
6 relationship with [CalPers] and all the power of the Jewish community including members of the
7 board on Ford Motor Company.

8
9 Commissioner Garber: You mean they couldn't move heaven and earth?

10
11 Mr. Baer: In this circumstance we can't move the Regional Water Quality Control Board as
12 currently administered. So the creative line of questioning, can you vary where you come to
13 ground in any way and the answer really is we can't.

14
15 Commissioner Garber: You have exhausted that?

16
17 Mr. Baer: We really have exhausted that. That is both the scientific and engineering and in
18 political approaches.

19
20 Commissioner Garber: Thank you.

21
22 Chair Burt: Annette.

23
24 Commissioner Bialson: Jim, don't go away.

25
26 Mr. Moss: I'm sorry I have to respond. I happen to have some expertise in this area. I beg your
27 pardon.

28
29 Chair Burt: Bob Moss.

30
31 Mr. Moss: As you may know I am the Community Co-Chair of the Restoration Advisory Board
32 of Moffett Field and I am also on the Board of Directors of the Barron Park Association
33 Foundation, which has oversight of two superfund sites in Palo Alto. I have been working in this
34 area for almost 20 years and I have quite a bit of information and experience. Jim is just not
35 accurate in some of his statements. The actual contamination did not come from Ford it came
36 from [Advaloy] across the street. If you look at the building that was all parking lot. It is a
37 plume that came from across Charleston and the area, which is contaminated, is the area, which
38 is basically the driveway that goes along the property line, which is now a commercial building,
39 and there is a vacant lot on Charleston. The other area which is somewhat contaminated is
40 basically under the – there is a map and you can look at it – under the community center.

41
42 The interesting thing is that the Regional Water Quality Control Board has a very high tolerance
43 for TCE in both ground water and in the air compared to EPA. They are 160 times more tolerant
44 than EPA is and in areas where for example Orion Park at Moffett where the Navy and NASA
45 are planning to build housing they are building housing on grade. They are putting a barrier
46 membrane and the most effective way to eliminate indoor air contamination is by putting a fan in
47 and venting it. You don't have to vent it up 50 or 60 feet. You can vent it at the level of the
48 ceiling. In the case of Whisman Park, which you may be familiar with is a housing development

1 in Mountain View at Whisman and Central Expressway, those houses were built with a barrier
2 under the buildings. Some of them have basements. One of the barriers failed and they found
3 high concentrations of TCE in the house. This was in an area that was originally occupied by
4 GTE. GTE went in and put in an attic vent fan and in 24 hours the TCE concentration went from
5 2.4 part per billion to non-detect.

6
7 The recommended practice is to put a fan in the building. That eliminates the potential for
8 contamination. Interestingly enough the Regional Water Quality Control Board, I don't know
9 about this particular site and why they have an issue, has allowed people to build housing
10 directly over contaminated sites. I have been having a fight with them for two years now about
11 an area near the courthouse where there is some contaminated groundwater which may in fact be
12 getting into a building and they refuse to do anything about it even though it is much more
13 dangerous, much more toxic, than this area is here.

14
15 Then finally as a former Ford employee, Ford is not responsible for the contamination but as the
16 former property owner they inherited it from [Advaloy] who went out of business so they are
17 trying to clean it up. Bridge Housing has no contamination at all, that area has nothing. It would
18 be possible if Ford and Regional Water Quality Control Board agreed to put a barrier in along
19 Charleston which would prevent any additional movement of the contaminated water from the
20 [Advaloy] site onto that site and in then the area which is contaminated could be cleaned up and
21 remediated. That is technically possible.

22
23 Chair Burt: Thank you. Mr. Baer, to the extent it matters to be able to make recommendations
24 by the Commission if you want to respond to it.

25
26 Mr. Baer: One moment. Obviously in the environmental review we will be glad to have officers
27 from the Regional Water Quality Control Board, Michelle Rimbaum-Fox and Steven Hill as well
28 as Tom Graf and GeoSyntech, who have been our consultants. As an applicant we always deal
29 in a public forum where there are matters of perception that are part science and part perception
30 and part politics. How we interpret our experience of traffic is part traffic data and part
31 perceptive. Here we are negotiating with a nonprofessional way out of his depth and league,
32 factually so incorrect that it is an embarrassment for me, speaking as if his perception of Advaloy
33 and Ford and ownership of property and responsible party orders in place by the water board this
34 is nonsense that I am really embarrassed that we all have to tolerate this. Unfortunately in the
35 environmental review the experts will deal with this as they will. I am terribly embarrassed and
36 think that part of why when debate is closed we don't have high school debates by asking
37 members of the public to answer questions for an applicant or a Staff member is that this an
38 embarrassing high school debate proposition put forward by Mr. Moss. We will gladly have our
39 experts respond to him hopefully in a way that doesn't humiliate him but it may be necessary for
40 it to be humiliating for him in subsequent hearings about the environmental document.

41
42 Chair Burt: Annette.

43
44 Commissioner Bialson: Jim, could you stay at the podium, please? My questions go to the
45 public benefits that have been listed specifically with regard to the access to the cultural events,
46 recreational activities and programs that the general public will have. Could you please discuss
47 those a little more and liken them if you could to what is available when the JC was at the
48 Terman site?

1
2 Mr. Baer: At the Terman site there were both public uses, there was a library, there were tennis
3 courts, and there were arrangements where there were part school and parklands by the City and
4 part Jewish Community Center. So this departs significantly from that in what will be reviewed.
5 One of the reasons we don't have a firm program to present to you tonight is that the physical
6 parameters of the buildings have been evolving rapidly in the last 60 to 90 days and another is
7 that there has been a turnover in that department within the City with the retirement of the
8 previous Director of Parks & Recreation. So that part of the translation of what were the
9 parameters that we were looking at when the Mayfield School site was explored as a Jewish
10 Community Center, what were the public access opportunities there. Let me give you the kind of
11 examples of things we will evaluate which is there are and I am going to use the auditorium as an
12 example. If we have a 400 seat capacity auditorium there are certainly capacity excesses
13 available that are beyond what the Jewish community would use for its mission and for its
14 primary use objectives. Where there are those surplus opportunities predictable, definable, can
15 be scheduled we will work with the City of Palo Alto to have those events available through City
16 of Palo Alto sponsored or jointly sponsored events. That translates also to how the gymnasium
17 and classrooms and aerobic studios are used and hours of surplus. Obviously Friday night and
18 Saturday mornings are hours of surplus for a predominant part of the facility and when the City
19 has a high interest. If we have a teen center there are jointly sponsored JCC and City of Palo
20 Alto teen programs that would occur on an evening. There can be a joint basketball and
21 volleyball league. There can be mothers with children rhythm classes in rooms that are
22 sponsored by the City of Palo Alto at hours aren't by the JCC. The conclusion of all of this
23 abstract discussion is to say that there will be a very well defined negotiated with intensity by the
24 City to fill what they identify as needs balanced against what the Jewish Community Center sees
25 as genuine surplus capacity. That will be very rich in quantifiable public benefit, hours, number
26 of participants, cost equivalent where the City to have to participate in the purchase of access to a
27 facility like that.

28
29 Commissioner Bialson: So what you are saying, the gist of it seems to be that if there is a
30 surplus capacity that that would be shared with the City pursuant to some written agreement. Is
31 there going to be access to these facilities for the general public? Maybe somebody else on your
32 team could speak to that. There is going to be a very rich environment created here and I wanted
33 to know if that was going to be available to neighbors and to others.

34
35 Ms. Hebert: The basic concept is that membership in a Jewish Community Center is open and
36 available to the entire community and is not based on religion in any way whatsoever. Typically
37 Jewish Community Centers have somewhere on the order of 50 percent of their members and
38 participants are not from within the Jewish community. That certainly was the case for the JCC
39 when it was located at Terman. It is the case for other JCCs that have recently opened in the Bay
40 Area and it is the expectation for this JCC as well. So all events, all programs, all services are
41 open and available to everyone in the community.

42
43 I sometimes am asked about the senior living that is going to be located on the Campus for
44 Jewish Life. Like many other senior living projects that are sponsored by a religiously affiliated
45 group this senior living facility is a Jewish sponsored facility and we do expect that many of the
46 residents there will be Jewish but certainly not all of them will be and there is not a restriction or
47 a requirement that people who will be living in that facility be Jewish. In fact, within the Jewish
48 community there is a lot of argument about how you define who is Jewish so you don't even

1 want to go into that but while the majority of people who live there are likely to be Jewish many
2 of them will not be Jewish and certainly the JCC will have many, many participants in all of its
3 programs and services who are from the community at large. That is part of the JCCs mission is
4 to contribute to understanding and tolerance and communication among people of all faiths.
5 Have I responded to your question?
6

7 Commissioner Bialson: Thank you. Yes you have. There was an additional question that fellow
8 Commissioner Dan asked which is will the public have access to the café? Was that correct,
9 Dan?
10

11 Ms. Hebert: Yes, absolutely. In fact in the context of the open and inviting and welcoming
12 campus the café will be open, there will be a gift shop that will be open, there will be other types
13 of retail services that we are planning that will be open. We very much hope that everyone will
14 use them.
15

16 Commissioner Bialson: Well, we were interested in the retail that was going to be provided so
17 thank you for that.
18

19 Chair Burt: I have one question regarding the parking. One of the speakers alluded if I
20 understood it correctly to a restriction on availability of certain parking segments after five
21 o'clock. Can Staff clarify any of that?
22

23 Mr. Turner: I am not aware of any restrictions after five o'clock. Perhaps the applicant can
24 speak to that.
25

26 Chair Burt: Mr. Baer?
27

28 Mr. Baer: I think one of the speakers I think has a number of misunderstandings one of them
29 was about the impact of BUILD's use of its own parking. The Campus for Jewish Life has 615
30 parking spaces which does include some tandem and some attendant parking. For the tandem to
31 be successful there need to be conditions to ensure that it is viable. Those 615 spaces are
32 available to the Campus for Jewish Life un-impacted by BUILD's segregated parking intensively
33 used after five. An element of the 615 parking spaces is that a portion of those are available to
34 BUILD on a non-exclusive shared basis predominantly for their guest parking. The management
35 of our peak hour of use and the peak hour of use for the guest parking which occur in the
36 evenings, 7:30 to 9:30 are peak JCC recreation and adult facility use and are also the peak hour
37 for guest parking for BUILD. So there may have been a misunderstanding saying the BUILD
38 parking won't be available to you after five that is not what takes place. What takes place is of
39 our 615 spaces some need to be available for guests of BUILD. The City Transportation
40 Division and the EIR consultant have concluded that we have adequate capacity to meet that
41 need subject to special events, which will need conditional parking requirements.
42

43 Chair Burt: Thank you. Before we continue with additional questions I just wanted to get a
44 sense of the Commission. We are at 10:30 I think we still have at least a few more questions and
45 then we have our discussion and recommendations. Does the Commission think we will be able
46 to wrap these up before 11:00? How extensive do you anticipate your questions and
47 recommendations? Okay. Lee and then Phyllis.
48

1 Commissioner Lippert: I have a couple more questions for the architect, Rob if you wouldn't
2 mind. With regard to the setback along San Antonio Road and the sort of we will just call it
3 'wall' right now and landscape buffer there did you look at all at sort of fortifying that with
4 landscaping? What I mean by that is building maybe some sort of plants or wall that was thicker
5 that you could then have a terraced row of trees sort of step up along there rather than having a
6 screen along that.

7
8 Mr. Steinberg: A screen of landscaping?
9

10 Commissioner Lippert: Correct, a screen of landscaping and terraced walls.
11

12 Mr. Steinberg: WE are in the process of studying and looking at different options for the
13 landscape there. One of the things that I think is very exciting about this project is that we are
14 fortunate to have one of the literally world-renown greatest living landscape architects on our
15 team. They are in the process of looking at those kinds of details. That is something that we will
16 as we go forward present different ideas and options to I am assuming the Architectural Review
17 Board in particular with a recommendation for that. I think the one thought that we felt is that
18 you might treat the corner and the intersection in a different manner than the residential as it
19 begins to transition back but I don't think we have locked into anything so specific that it is not
20 flexible at this time.

21
22 Commissioner Lippert: Okay, and my follow up on that is looking at Mr. Halperin's landscape
23 details on I guess it is sheet L-1.02 he shows a series of raised planters above the parking garage.
24 Have you looked at all at having some of those actually penetrate the parking garage and have
25 deeper planters in areas where cars are not present that would allow for more mature trees to
26 actually grow in those areas?
27

28 Mr. Steinberg: We have and that is something that we are exploring and certainly is an option
29 that we are looking carefully at.
30

31 Chair Burt: Phyllis.
32

33 Commissioner Cassel: If I can have a one word answer from Wynne. Do the open housing laws
34 affect the purchase of the senior housing units in this project?
35

36 Ms. Furth: The Owner Act and the Fair Housing laws generally prohibit discrimination on the
37 basis of religion except in certain very limited circumstances such as monasteries. We can
38 probably get a more detailed answer from the applicant. I am not aware of any exception that
39 would apply here. I believe that technically they are open.
40

41 Commissioner Cassel: It can be checked on for later. I don't need it for tonight.
42

43 Chair Burt: Paula.
44

45 Commissioner Sandas: One quick question for Staff. I just wanted to have you publicly clarify
46 what if anything are we as a City giving up by rezoning and changing the Comp Plan rezoning to
47 PC. You and I personally talked about this yesterday and I just thought it would be nice for you
48 to explain it for the record.

1
2 Mr. Emslie: Hopefully I will give you the same answer. The whole concept of the Planned
3 Community is based on site specific zoning designing the best project to fit the conditions of that
4 particular site. It has been used in many instances on big and small sites. This is a large enough
5 site where individual conditions and dealing with the particular design parameters of this can be
6 served by developing a very specific site plan. The PC ordinance as was recognized does have a
7 public benefit component and that is the larger community tradeoff. So in exchange for variation
8 from our typical development standards the City has decided that there needs to be a quid pro
9 quo of a community benefit that needs to come along with it. It is part of the ordinance and it is
10 required. So that is the equalizer if you will in exchange for the City deviating from its typical
11 zoning standards.

12
13 Ms. Furth: Lawyers would actually say that backwards. The PC ordinance says that you do a
14 PC because there is something about this project that is desirable in the city. So the project itself
15 has to be something that is desirable in the city and we call that a public benefit. And because
16 we can't accommodate this desirable thing that benefits the public in any of our existing zones
17 we need to go to a PC zone. So ideally you are not giving up anything. You are being asked to
18 make a policy change because you are being asked to reclassify something under the
19 Comprehensive Plan and that is the first decision essentially, should it be moved from this
20 commercial category to a mixed-use category. If you are comfortable with that then you go to
21 the specific.

22
23 Chair Burt: Dan.

24
25 Commissioner Garber: How tall are the buildings at University Circle?

26
27 Mr. Turner: The buildings appear to be about six stories so with equipment and they are on a
28 podium as well so we would just measure probably from the top of the podium plus six stories
29 you are looking at 70 feet most likely.

30
31 Commissioner Garber: So they exceed the 50-foot limit?

32
33 Mr. Turner: Yes, they would.

34
35 Commissioner Garber: Thank you.

36
37 Chair Burt: If we don't have any other questions I would like to redirect us to our assignment for
38 this evening which is to comment on the proposed development in this initial review and
39 recommend the site's environmental analysis continue and the application be forwarded to the
40 Architectural Review Board for formal review following the completion of the Draft EIR. The
41 Commission should provide direction and identify key issues for the ARB and Staff to consider
42 prior to further review by the Commission. Those are our tasks for this evening. I guess one
43 question we have for ourselves is do we want to try to achieve any consensus on comments or
44 just have Commissioners provide comments, if additional Commissioners would like to say I
45 concur with the comments of a fellow Commissioner then that will give Staff some sense of
46 where we stand and maybe that would be the most efficient way to proceed. I see a lot of heads
47 nodding. Dan, would you like to go first? I thought I would go from right to left. Who would
48 like to go first? Phyllis.

1
2 Commissioner Cassel: I will go first. It is hard to go first when you are new. I think we should
3 move this item forward and let it go to the ARB and see what they have to say and how they
4 might adjust some of the concerns we have.
5

6 I have a number of comments I would like to make. I have been sitting quietly in the Chair seat
7 for a long time so I am chomping at the bit. I am concerned about the height. I am not really
8 concerned that some portions of this are going to 58 feet. I understand some of the limits but I
9 am concerned about the amount, the numbers that are going to 58 feet. I am really concerned
10 that if we go to 58 feet with some of it that somehow or other the utilities get woven into this
11 better so that we don't have another I don't know how many feet over and above that to deal
12 with the utilities that go there on top.
13

14 I am concerned about the mass and that is going to have to continue to be worked on because it is
15 a very big site and a lot of coverage. Anything you can do to minimize that feeling of mass and I
16 am sure our architect friends here have some ideas and the ARB is going to have a lot of ideas
17 but mass is an issue for me. Obviously varying heights helps that.
18

19 Be careful of the parking configuration. It needs to be very carefully done the Commission itself
20 does not deal with that but I am painfully aware every time I go into the Palo Alto Medical
21 building how difficult it is to get around there and it is a big site. Clear lines are very important.
22 I also think that you should look for other kinds of ways to put in those extra spaces than just
23 tandem parking. I know there are some other more modern looks at cars that go over cars and
24 that kind of thing because just stuffing them in everywhere in order to get them there creates bad
25 traffic patterns underneath and you essentially have a whole series of roads and blocks
26 underneath there.
27

28 I think a TDM program is going to be required for this and a shuttle service of some sort is going
29 to have to be conditional in order to connect the elementary school for one thing but the shuttle
30 service should be integrated enough so that both the seniors and other members of the
31 community are using it so it is not isolated just for seniors. Typically a program like this has a
32 shuttle for its seniors but you are presenting a total concept and so the shuttle service should deal
33 with the total concept.
34

35 I would prefer that the below market rate units are onsite. The units at Sunset are rental units and
36 not purchase units. They do have as a public benefit in that site, if your memory is correct, a
37 subsidy for the services that are provided in the BMR units. I believe so. Sunrise Assisted
38 Living units on El Camino and we will have a chance to see how that works before you get too
39 far because that is going to be coming online fairly soon in relationship to how fast you are
40 coming.
41

42 Public benefits, agreement with the City for public use of some facilities. You have to have an
43 agreement with the City for public use that can be one of them. BMR services for assisted living
44 units or the BMR services portion might be another in addition. And some reasonable way to
45 provide lower priced services for the seniors who would be living in the project next door, the
46 BUILD project because you have them coming across, you are talking about integrating them in
47 and yet that is a group of people who are going to need some kind of lunchroom, some kind of
48 service facilities, some kind of recreation facilities and they are going to be fairly isolated over

1 there. So bringing them in in some way in which they are tied in. As far as I am concerned that
2 might be a way to look at that.

3
4 Chair Burt: Lee.

5
6 Commissioner Lippert: I just want to say that I too am generally in support of the direction you
7 have started out in here but I do have some minor concerns. I think I alluded to it in my line of
8 questioning which is security is a paramount concern for me. One of them is that because of the
9 parking garage located under such a high density of building here, I hate to say it but, I could see
10 somebody driving a truck full of ammonium nitrate under the theater and having it full capacity
11 and having an unbelievable event occur here. I think that that is the elephant that I see in the
12 room. I think that there are ways of mitigating it. I think there are ways of working with this
13 and trying to get this building to be secure without having to compromise what you are looking
14 for in terms of the plan.

15
16 I believe that the height that you are looking for here is appropriate for a number of reasons.
17 Number one, you have a number of major arterials that are wide. If you think of planning
18 practices that we look at the width of a street can often times dictate the height of a building
19 because then it looks at that road or arterial as being a corridor and it begins to set that up as a
20 room. So I think that that's one way to justify the additional eight-foot height that you are
21 looking for here. Where I am having difficulty again is that in contrast to the density that you are
22 looking for and the security issue. I think that's where all of them sort of come together. I think
23 that's really going to be a very important part of this plan, how you maintain security in this
24 facility and get the density that you are looking for. So I think that's a real sort of tough equation
25 there that needs to be addressed for me.

26
27 Beyond that I think that it is really quite a stunning design. I think you have done a great job
28 here, Rob. I am very impressed that you have engaged Lawrence Halperin. He is a landscape
29 architect that I have admired for, I hate to say it, almost 35 years. It is just a joy to be able to
30 look at his work and be able to see it expressed in Palo Alto.

31
32 Chair Burt: Annette.

33
34 Commissioner Bialson: I think this is an extremely exciting project and I am very impressed by
35 the work done to date. Going through the issues that we have to address I wanted to share my
36 feelings about those.

37
38 With regard to the height of the buildings and the mass I understand why you have created the
39 structures as you have. I am in agreement with you doing so. I obviously share concern that the
40 utilities that you need to put on top of the buildings not cause a great deal of unsightliness or
41 additional height but I am fine with the height and the mass.

42
43 Bringing out the building at the corner of Charleston and San Antonio is a great idea and I have
44 no problem agreeing with that special setback encroachment. That is one of the fundamental
45 thoughts that I remember taking out of the new urbanist approach to urban planning and I think it
46 is very well placed in that location as the southern entry to Palo Alto.

1 With regard to public benefit I am concerned that we have sufficient public benefit flowing from
2 this PC. That is why my questions went to it. I think the access of the public to the facilities is
3 great but I would like to see some other public benefit whether that be additional retail as I think
4 Dan was alluding to or some means of benefiting the neighborhood above and beyond the sort of
5 programs you have here that would be very appealing to me.

6
7 With regard to parking and traffic I leave that to the Staff and you to discuss. I sort of share
8 Phyllis's perspective on it. I think the idea of a total shuttle service is one that I especially
9 appreciate here bringing it up because I think that is what this site will need. I think it may be a
10 model for some of the other types of large developments we are looking at. Given the fact that
11 we have additional housing going in close by there may be some opportunity for coordination
12 with them to allow Charleston not to become too terribly impacted.

13
14 With regard to Below Market Rate housing I can understand why you prefer to have it offsite
15 and after you explore the possibility of having it onsite I will go with some further explanation of
16 why it should go offsite and I can certainly tolerate that.

17
18 With regard to the tower sculpture I think that is a very innovative way to handle the ventilation
19 issues. I understand the need to bring up the air from the garage and ventilate it at a higher level
20 than we would have otherwise. So I agree with it in total and I am looking forward to having
21 this plan and this concept evolve even further.

22
23 Chair Burt: Paula.

24
25 Commissioner Sandas: I look forward to seeing the next step in January or February when it
26 comes back to us.

27
28 Chair Burt: Dan.

29
30 Commissioner Garber: That was way too short. I have a lot of comments I am not sure I am
31 going to be able to get them all in because I am not going to be able to remember them. It is a
32 shame that we didn't talk about the other zoning issue because I think I know where the sign
33 needs to go for the auto mall. We can strike that from the record.

34
35 I would like to acknowledge Lee's comment about security, the comments about parking, and the
36 comments about retail. For me the big issues are as follows. As a resident here I will need to get
37 groceries. I will need to get my hair cut. I will need to go to the drug store. I will need to go to
38 my shual. I will need to go out into the community on a daily basis. Getting in and out of this
39 complex and doing that without a car will be important for both the perception of the community
40 that is going to be created here that is not an isolated ark that has been raised 14 feet above the
41 ground but also for the perception of the surrounding community to understand that it is actually
42 integrated and a part of that community. The challenge of trying to get over these 14 feet is not
43 small. I think the things that you have begun to do are terrific but it is very difficult to get
44 around an issue even with the skill of a Mr. Lawrence Halperin, who I like Lee, have a great
45 admiration for. It is still a tall wall even if it is green. That interaction of trying to find the right
46 uses that invites the community in as well as provides the retail opportunities or the opportunities
47 for the community within this community to get out, finding those reasons and creating those

1 links is critical. Otherwise we will all be taking Mr. Moss's special ambulance a couple of times
2 a month trying to get it right each time.

3
4 The other thing I think for Staff in terms of a comment is that this project is significantly taller
5 than the existing buildings which are across Charleston, that are across San Antonio, that are
6 catty-corner from this. Those are all primarily single story and some two stories. It creates a
7 precedent that is not legal but is a physical precedent for how that particular area should be,
8 could be, needs to be developed which I don't know if has been imagined really before. It has an
9 impact and we should be using this as an advantage to think about how that area of Palo Alto
10 should be developed. There is a lot of opportunity there for us to set the right tone, set the right
11 height scale, streetscape to borrow Mr. Northway's refrain. So for me that is my elephant.
12 Finding those connections, finding the ways to bow down to the street level and create that
13 interaction.

14
15 I do not, like the others have gone before me a moment ago, I don't have a problem with the
16 height. In fact I would be very willing to trade more height in some of the parts of the project if
17 that gets me closer to the ground level where it is more important. I would be happy to advise or
18 encourage the Council to think about the project in that way.

19
20 There are lots more but I will leave it at that. Thank you.

21
22 Chair Burt: I would like to let the Commissioners know that I think it would be permissible for
23 them to add supplemental comments in writing. Is that correct, Steve?

24
25 Mr. Emslie: Yes that would be fine if you would like to do that by email that is probably the
26 most efficient.

27
28 Chair Burt: So if there were things that you didn't have an opportunity to get into the details of
29 tonight or have supplemental comments the Staff would be receptive to that.

30
31 Ms. Furth: Just for the record, they will be attached to your agenda at a future meeting so they
32 are part of the public record as well.

33
34 Chair Burt: Great. I would like to touch on a couple of subjects. The subject that Dan just went
35 over on the deficit of neighborhood serving retail in this area serving this new neighborhood as
36 we might think of it as well as the surrounding neighborhood. It is a real problem. We have a
37 lot of housing in this area and we are going to have a good deal more residents in this area and
38 we have a real deficit of retail. We are certainly not going to have major retail that is going to be
39 possible here so then we need to ask ourselves what is the minimal sort of retail that would have
40 a significant reduction in car trips every time someone wants to get a loaf bread or get some
41 toothpaste or who knows what? What are the services that would be provided by having local
42 retail so we don't have the impacts on the rest of the community of unnecessary car trips? We
43 have talked about the contributions to the corridor, traffic impacts, but I think there is probably
44 one of the most significant impacts we could have on trip reduction would be to have some form
45 of a mom and pop integrated in this project. I would very much like to see the applicants explore
46 that possibility whether it is integrated with the café so you that you have an efficiency of some
47 sort and at the same time to look at what are the elements that would be most needed in a mom
48 and pop today. They aren't necessarily the mom and pops of the 1950s. University south did a

1 little study on that ten years ago and it was very surprising. What are the needs of residents
2 today? They may want floppy discs and fax paper who knows what the next decade is going to
3 be looking for and not merely milk and eggs and bread. So that is probably my strongest
4 comment.

5
6 Second, we heard several comments about problems on left turns on Charleston so I think that
7 had already gotten through.

8
9 Commissioner Cassel spoke about the need for a shuttle. I would certainly hope that we would
10 integrate the shuttle system that we already have throughout the city and find a way that
11 whatever funding is going toward a shuttle service for this entity would be somehow integrated
12 with an expansion of our shuttle service that would serve not only this site but this underserved
13 sector of our community.

14
15 Then as far as on the landscaping it is my assumption that what we saw in the illustrations is
16 really just reference it is not even a beginning point in the landscaping. I was encouraged by the
17 concept of the boulders and a notion of making an organic feel to it. I would hope as part of that
18 we would to the extent possible integrate native landscaping that is compatible with our natural
19 environment in this vicinity. That may not be possible in an absolute sense but I would certainly
20 hope that it is a strong element and is pursued.

21
22 Finally, I would like to compliment the aspect that I heard of community gardening of some sort
23 that was referenced for the seniors. I think that that is a community-building element that would
24 be very beneficial and that we have talked about from time to time in medium density housing
25 that is something that we should be looking at. I am glad to hear, if I understood that correctly,
26 as part of the design.

27
28 I think that covers mine. Does anyone else have any additional comments? Dan, you wanted to
29 discuss the housing part?

30
31 Commissioner Garber: Not to discuss it only in that we have not really spoken about that and I
32 think we will just simply need to reserve that as a topic for next time around.

33
34 Chair Burt: Anyone else? Paula.

35
36 Commissioner Sandas: Just one quick comment and a compliment to Mr. Baer on preparing
37 what is called Attachment C here. As you know I am very new to the Commission and not
38 terribly familiar with projects such as this. Reading your memo was exquisite. It just outlined
39 everything very clearly for me and every time I had a question about two sentences or three
40 sentences later it was answered and I really appreciated that. So thanks for walking us through
41 that very clearly.

42
43 Chair Burt: Is there a need for a motion to move this forward? Okay. Phyllis.

44
45 MOTION

1 Commissioner Cassel: I will move the Staff recommendation that you receive our comments and
2 that this item be forwarded to the ARB for formal review, that the EIR continue its development
3 and that this item then will be returned back to us at an appropriate time.
4

5 SECOND
6

7 Commissioner Lippert: I second that.
8

9 Chair Burt: That is a motion by Commissioner Cassel, seconded by Commissioner Lippert. Any
10 comments by the maker or the seconder?
11

12 Commissioner Cassel: I think we should thank the applicant and the comments from the
13 community that have been helpful. I think we have outlined the major problems and concerns. I
14 think this is going to be an interesting project for that part of town.
15

16 Chair Burt: Lee.
17

18 Commissioner Lippert: I will second that as well. I think that this has been a long time in the
19 waiting and I am really glad to see it come forward and I am looking forward to seeing the
20 process through to the end.
21

22 MOTION PASSED (6-0-1-0, with Commissioner Holman not participating)
23

24 Chair Burt: Any other comments from Commissioners? Okay. All those in favor say aye.
25 (ayes) Opposed? That passes unanimously.
26

27 Thank you to all the members of the public and the applicants and the Staff for a very
28 informative presentation. We look forward to seeing it come back to us in the near future.
29

30 Commissioner Lippert: Just a correction Chairman Burt, we had one Commissioner absent on
31 that vote.
32

33 Chair Burt: Yes, that was six to zero with Commissioner Holman absent as previously stated.
34

35 Okay, do we have any other Reports From Officials?
36

37 **REPORTS FROM COMMITTEES.**
38

39 **REPORTS FROM OFFICIALS.**
40

41 **APPROVAL OF MINUTES.**
42

43 Chair Burt: Any Commission Member Questions, Comments and/or Announcement?
44

45 **COMMISSION MEMBER QUESTIONS, COMMENTS, AND/OR ANNOUNCEMENTS.**
46

47 Chair Burt: Okay, our September representation of the Commission at Council is with
48 Commissioner Lippert followed in October by Commissioner Cassel and November by myself.

1
2 Anything else? Thank you all very much.
3
4 ***NEXT MEETING:*** September 28, 2005.
5
6 Chair Burt: This meeting is adjourned.
7
8 ***ADJOURNMENT: 11:00 PM***