

Baumb, Nelly

From: herb <herb_borock@hotmail.com>
Sent: Sunday, May 31, 2020 7:41 PM
To: Council, City; Clerk, City
Subject: June 1, 2020 Council Meeting, Item #6A: Early Retirement Incentive Program for Police Officers and Fire Fighters

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

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

June 1, 2020

Palo Alto City Council
250 Hamilton Avenue
Palo Alto, CA 94301

**JUNE 1, 2020 CITY COUNCIL MEETING, AGENDA ITEM #6A
EARLY RETIREMENT PROGRAM FOR POLICE OFFICERS AND FIRE FIGHTERS**

Dear City Council:

The staff report for this item (ID # 11382) says there is a need to eliminate 21 police officer and fire fighter positions; that 16 of the positions are currently filled; that there will be an attempt to use existing vacancies to place displaced employees; and that it is expected at minimum 14 would be subject to separation.

What is the number of police officers and the number fire fighters in each category?

Does "an attempt to displace existing employees" mean that there are vacancies in the Police Department and Fire Department command staffs that could be filled by promoting one of the "displaced" employees, or would the City Administration attempt to place these displaced employees in another department?

The most recent online Police Department Monthly Activity Report dated April 2020 shows that at that time there were 51 authorized positions at the rank of "Officer" of which 38 were filled.

The number of Police Officers in a prior year's Adopted Operating Budget Table of Organization was reduced from 51 to 50, but the number of

authorized Officers used in the Monthly Activity Reports since then was never updated to the new number.

Thus, as of April 2020, there were 12 vacancies (50-38) in sworn officers below the rank of Lieutenant in the Police Department.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

Baumb, Nelly

From: Richard Almond <rjalmond@stanford.edu>
Sent: Thursday, May 28, 2020 12:02 PM
To: Council, City
Subject: Newell project

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

Council members--

Despite the virus threat to the budget, there is still a billion-dollar flood threat. I urge you to support the reconstruction of the Newell St Bridge, and subsequently the one at Chaucer.

Richard Almond, MD
1520 University Avenue
Palo Alto, CA 94301

Opinion pieces and other recommendations may not always be responded to quickly, due to time constraints, but they are appreciated.

Baumb, Nelly

From: carl van wey <carl.vanwey@gmail.com>
Sent: Thursday, May 28, 2020 12:09 PM
To: Council, City
Cc: carl.vanwey@gmail.com; carl.vanwey@comcast.net
Subject: Newell street bridge

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

I urge you to please approve the proposed Newell Street Bridge replacement.

thanks,
Carl Van Wey
1425 University ave

Baumb, Nelly

From: Dr Ryu <drryu@earthlink.net>
Sent: Thursday, May 28, 2020 12:20 PM
To: Council, City
Cc: City Mgr
Subject: TONIGHT'S MEETING AND VOTE. YES TO ITEM #7

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

Dear City Manager and City Council,

Greetings to you and Thank you for all your hard work during this challenging time.

PLEASE Approve the Final Environmental Impact Report (EIR) for the project and to proceed with implementation steps.

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012.

We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR.

There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

THANK YOU and Please stay safe.

Susan Gaynon

1340 Hamilton Ave, Palo Alto

Baumb, Nelly

From: egas1044@aol.com
Sent: Thursday, May 28, 2020 12:46 PM
To: Council, City
Subject: Fwd: [CPNA] [CPNA Flooding] [ALERT] Crucial Council Consideration of Newell Rd Bridge Upgrade

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

Dear City Council members -

PLEASE, PLEASE approve the Newell Road Bridge Replacement Project. Those of us who lived through the 1998 flood have been waiting 22 years to get to this point. This is one infrastructure project that should take PRIORITY in these coronavirus impacted times.

This is a critical project and is absolutely necessary step toward the end goal of replacing the poor designed, and constricting bridge at Chaucer-Pope! We carried our young children out of the house through 2 feet swiftly moving water in 1998. We don't want to have to do this with our grandchildren!

Eileen Skrabutenas
1044 Hamilton Avenue

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

From: TC Rindfleisch <tcr@stanford.edu>
To: CPNA <crescent-park-pa@googlegroups.com>; Len Materman <len@onshoreline.org>
Cc: Kevin Murray <kmurray@sfcjpa.org>
Sent: Thu, May 28, 2020 11:50 am
Subject: [CPNA] [CPNA Flooding] [ALERT] Crucial Council Consideration of Newell Rd Bridge Upgrade

Friends, at this Monday's Palo Alto City Council meeting (June 1) an Action Item to approve the Newell Road Bridge Replacement Project will be considered (Item #7 on the agenda, see [this link](#)). The staff recommendation is to approve the Final Environmental Impact Report (EIR) for the project and to authorize the City Manager to proceed with implementation steps.

The Newell Road bridge upgrade is an absolutely crucial step prior to the Pope-Chaucer bridge upgrade so we can finally (after 22 years) avoid future flood damage of the magnitude we experienced in 1998. This message is to encourage you to attend the Monday Council meeting if possible to strongly support this project (via Zoom; Item # 7 is scheduled for 6:30 - 8:00 PM), or to write to the City Council members and City Manager to express your support -- you can email the Council and Manager at city.council@cityofpaloalto.org and citymgr@cityofpaloalto.org respectively.

I would suggest your support message include the following points:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara

Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

For those who are new to Crescent Park since 1998, I have included a brief history below.
Thanks in advance for your help. Tom R.

A Brief History: As you may or may not know, in 1998 we had a major flood (peak flow rate 7200 cubic feet per second, the biggest on record dating back to the 19th century) from the San Francisquito Creek that caused \$28M in damages to around 1400 homes. Many of us, especially those impacted by the flood, have been working for the past 22 years with the San Francisquito Creek Joint Powers Authority (SFCJPA, see <http://sfcjpa.org/>) and other agencies to upgrade the creek to make sure that another similar flood would not risk life and property. The main obstacle in the creek that caused most of the overflow was the Pope-Chaucer bridge, which was built in the late 1940s by the City of Palo Alto to a flow capacity that was only about 70% of what was needed. We cannot just increase the capacity of the P-C bridge however without increasing the capacity of the downstream reaches of the creek, working from the bay sequentially upstream until every part of the creek downstream of Pope-Chaucer would not be damaged by increasing its capacity.

If you explore the SFCJPA website you can find the 20-year history that resulted in the current plan to upgrade the creek. We already have made significant progress by upgrading the Hwy 101 culvert for the creek and the reach from Hwy 101 to the bay. These projects provide protection in this reach to contain a 100-year flow rate plus a two-foot sea level rise anticipated from climate change. Increasing the capacity of the Newell Road bridge is a critical part of the next steps in the plan. Planning for the Newell upgrade has been under discussion for more than 10 years now, and the proposed plan would modernize the bridge to Caltrans standards while minimizing changes to the community around the bridge. The project takes advantage of a grant for funding from Caltrans and the Santa Clara Valley Water District to pay for the upgrade with no impact on the City of Palo Alto budget.

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You received this message because you are subscribed to the Google Groups "CPNA PA Flooding" group.
To unsubscribe from this group and stop receiving emails from it, send an email to cpna-pa-flooding+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/cpna-pa-flooding/d669502f-64e4-967f-ebc3-8b54cde471df%40stanford.edu>.

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You received this message because you are subscribed to the Google Groups "Crescent Park PA" group.
To unsubscribe from this group and stop receiving emails from it, send an email to crescent-park-pa+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/crescent-park-pa/4c6920a7-be33-b1b9-56c6-d0b680b499d7%40stanford.edu>.

Baumb, Nelly

From: Jonathan Greene <jonathan.greene@stanfordalumni.org>
Sent: Thursday, May 28, 2020 2:35 PM
To: Council, City
Subject: Newell Road Bridge reconstruction

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

Dear City Council,

I understand you will consider approval of the Newell Road Bridge reconstruction project this Monday.

We strongly urge you to get this project going as soon as possible. Any further delay on this and other vital flood risk mitigation projects puts numerous Palo Altans at risk.

Some points to keep in mind...

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

Jonathan & Amy Greene

Baumb, Nelly

From: Mel Kronick <melkronick@gmail.com>
Sent: Thursday, May 28, 2020 4:20 PM
To: Council, City; citimgr@cityofpaloalto.org
Cc: Mel Kronick; Karen Kronick
Subject: Newell Bridge Resolution

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

As a very long time resident of Crescent Park (we moved here in 1976), I strongly support the approval of the Newell Bridge resolution about the EIR when it comes to a vote next week. Our support is based on the following considerations:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

We look forward to your affirmative vote on this matter.

With appreciation,
Mel and Karen Kronick

Baumb, Nelly

From: TC Rindfleisch <tcr@stanford.edu>
Sent: Thursday, May 28, 2020 4:48 PM
To: Council, City; City Mgr
Subject: Please Support the Newell Rd Bridge Replacement Project

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

Dear Mayor Fine and City Council Members,

I am writing in strong support of the Newell Road Bridge Replacement Project to be discussed under Item 7 in Monday's Council meeting agenda (June 1). I urge you to vote to certify the Final Environmental Impact Report and authorize the next steps to implement the project as quickly as possible. My Crescent Park home was flooded on February 3, 1998 at 2:00 AM and we have had five near-miss flooding events since that horrific disaster 22 years ago. It is beyond time to upgrade the Pope-Chaucer bridge and the downstream weak spots in the creek, including the Newell Rd bridge, to contain future high flows.

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto in 1998.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

We are finally within reach of making San Francisquito Creek much safer for Crescent Park residents (a brief history is appended below). Please help carry this project through this next step now.

Thank you all for your personal commitments to Palo Alto governance during these difficult times brought on by the coronavirus pandemic! I know your plates are very full.

Best Regards, Tom Rindfleisch

31 Tevis Place
Palo Alto, CA 94301

A Brief History: As you may or may not know, in 1998 we had a major flood (peak flow rate 7200 cubic feet per second, the biggest on record dating back to the 19th century) from the San Francisquito Creek that caused \$28M (now estimated to have been \$40M) in damages to around 1400 homes. Many of us, especially those impacted by the flood, have been working for the past 22 years with the San Francisquito Creek Joint Powers Authority (SFCJPA, see <http://sfcjpa.org/>) and other agencies to upgrade the creek to make sure that another similar flood would not risk life and property. The main obstacle in the creek that caused most of the overflow was the Pope-Chaucer bridge, which was built in the late 1940s by the City of Palo Alto to a flow capacity that was only about 70% of what was needed. We cannot just increase the capacity of the P-C bridge however without increasing the capacity of the downstream reaches of the creek, working from the bay sequentially upstream until every part of the creek downstream of Pope-Chaucer would not be damaged by increasing its capacity.

If you explore the SFCJPA website you can find the 20-year history that resulted in the current plan to upgrade the creek. We already have made significant progress by upgrading the Hwy 101 culvert for the creek and the reach from Hwy 101 to the bay. These projects provide protection in this reach to contain a 100-year flow rate plus a two-foot sea level rise anticipated from climate change. Increasing the capacity of the Newell Road bridge is a critical part of the next steps in the plan. Planning for the Newell upgrade has been under discussion for more than 10 years now, and the proposed plan would modernize the bridge to Caltrans standards while minimizing changes to the community around the bridge. The project takes advantage of a grant for funding from Caltrans and the Santa Clara Valley Water District to pay for the upgrade with no impact on the City of Palo Alto budget.

Baumb, Nelly

From: opmed@earthlink.net
Sent: Thursday, May 28, 2020 5:14 PM
To: Council, City
Cc: opmed@earthlink.net
Subject: From Michael Gaynon Re: The proposal for replacing the Newell Road bridge

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

Dear Palo Alto City Council,

I am a 41 year resident of Palo Alto. I want to see long delayed flood control finally put in place, more than two decades after the serious flood we experienced during the El Nino year of 1998, due to the poorly designed Pope Chaucer bridge. This flood caused considerable damage to our property and to that of many others in our city. It may recur, if this choke point along the San Francisquito creek is not eliminated. There has been much too much delay in correcting this problem. The Pope Chaucer bridge should be replaced as soon as possible, but this will require replacement of the Newell Road bridge. The time to act is now. I therefore support the following statement:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

Sincerely,
Michael Gaynon
1340 Hamilton Avenue
Palo Alto, CA 94301

Baumb, Nelly

From: A Woo <aliwoo49@gmail.com>
Sent: Thursday, May 28, 2020 5:36 PM
To: Council, City
Cc: City Mgr
Subject: VOTE YES TO ITEM #7

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

Dear City Manager and City Council,

Greetings to you and Thank you for all your hard work during this challenging time.

PLEASE Approve the Final Environmental Impact Report (EIR) for the project and to proceed with implementation steps.

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012.

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Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR.

There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

THANK YOU.

Alice Woo

8 Regent Pl, PA

Baumb, Nelly

From: Robert Lipshutz <roblipshutz@gmail.com>
Sent: Thursday, May 28, 2020 5:41 PM
To: Council, City; City Mgr
Subject: Newell Chaucer Bridge EIR

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

Good evening,

I urge the City Council to approve the Final EIR for the Newell Bridge Replacement Project for the following reasons:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

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Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

Thank you for moving this process forward.

Respectfully
Robert Lipshutz
970 Palo Alto Ave.

Baumb, Nelly

From: Ted Mill <tm11842@gmail.com>
Sent: Thursday, May 28, 2020 8:07 PM
To: Council, City
Cc: Ted Mill
Subject: Newell RD Bridge

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

Council Members

I lived through the flooding of 98 and have vivid images of Newell Rd as a fast moving river. By some magic our house was one the few on Arcadia that sustained almost no damage, other than a steaming flowing into our garage that happened to be down stream of our house!

I urge all council members to approve the plans for replacement of the old and narrow bridge joining PA with the unincorporated section of San Mateo county. Not only is a modern, wide bridge a necessity, it also would measurably reduce accidents as vehicle slowly cross the creek with great trepidation owing to narrow lanes, poor visibility and not a few energetic drivers.

Sincerely

Theodore Mill
Arcadia PLace

Baumb, Nelly

From: Phyllis Sherlock <phyllissherlock2@gmail.com>
Sent: Thursday, May 28, 2020 9:33 PM
To: Council, City
Subject: Newell Bridge. Please Pass!

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

We then NEED to get on with the Chaucer Bridge!!!
Which caused extensive flooding in my home. 22 YEARS ago!!!
And higher and higher flood insurance payments since then!!!!

Baumb, Nelly

From: Nancy Wong <nancywong8@gmail.com>
Sent: Thursday, May 28, 2020 9:38 PM
To: Council, City; City Mgr
Subject: RE: Newell Chaucer Bridge EIR

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

Good evening,

I urge the City Council to approve the Final EIR for the Newell Bridge Replacement Project for the following reasons:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

Thank you in advance for moving this process forward.

Respectfully,
Nancy Wong
970 Palo Alto Ave.

Baumb, Nelly

From: Ellen Smith <ef44smith@gmail.com>
Sent: Friday, May 29, 2020 11:29 AM
To: Council, City
Subject: Newell Road Bridge

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

We urge you to approve and accept the EIR for replacement of the Newell Road Bridge and authorize the City Manager to proceed with implementation.

It has been **22 years** since our basement filled with water and many of our neighbors suffered far worse damage in February 1988. Now that the Highway 101 improvements have been completed, the next step in improving flood management must be the Newell Road bridge. Only then can the upstream Pope Chaucer bridge - the bridge that caused the flooding and continues to endanger us - be safely replaced. It is long past time to take this action.

We believe the proposed project is a reasonable compromise that can achieve the needed levels of flood protection and traffic management. Most important, it meets the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes) as well as providing two 5-foot sidewalks for pedestrian.

Since the cost of the project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR, there will be no budget impact for Palo Alto.

Finally, we believe the bridge is part of a necessary corridor between Palo Alto and East Palo Alto that is important to residents on both sides of the creek.

Ellen and Dennis Smith
1469 Dana Ave

Baumb, Nelly

From: Janie Farn <janie.farn@gmail.com>
Sent: Friday, May 29, 2020 11:37 AM
To: Council, City
Subject: Newell Road Bridge

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

Dear council members,

If doing nothing to the Newell Road bridge is not acceptable, then will a new bike/pedestrian only bridge be acceptable? That will take care of the flood and traffic issue!

I'm among the residents near Newell Road that witness the increased traffic before Covid-19, and the daily speeding cars. Crescent Park residents should have a say in how much traffic can be allowed to go through their neighborhood. If the city builds a wider traffic friendly bridge, then it'll become the traffic divert route for EPA. The planned high rise development across the creek is not only welcoming but will unavoidably bring more traffic into this area. Sand Hill Property is a welcome partner for EPA. Who knows how many high rise developments will take place over the next ten to twenty years. A larger bridge will just encourage more development and more traffic.

I think City of Palo Alto should not take proactive measures to increase the traffic, and then react only after residents complain. Would like have your support for NO on new wider bridge!

Janie Farn

Baumb, Nelly

From: betty tse <btse04@hotmail.com>
Sent: Friday, May 29, 2020 3:43 PM
To: Council, City
Subject: Fwd: Newell Road Bridge Replacement Project- vote to support

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

Please see below my message to the City Manager.

Thanks!

Sent from my iPhone

Begin forwarded message:

From: btse04@hotmail.com
Date: May 29, 2020 at 2:48:33 PM PDT
To: citymgr@cityofpaloalto.org
Subject: Newell Road Bridge Replacement Project

Dear City Manager:

We hope this message finds you well!

We are residents of Crescent Park and are writing to strongly support the subject project. There are many reasons for our support, and the primary one is to prevent future floods.

Thanks for your consideration!
betty and gabe kralik

Sent from my iPhone

Baumb, Nelly

From: TC Rindfleisch <tcr@stanford.edu>
Sent: Saturday, May 30, 2020 12:02 PM
To: Janie Farn; CPNA
Cc: Ben Ball; Pamela Wagner; Irving Rappaport; Vanessa Belland; David Dorosin; Jeff & Linda Reese; Kathryn Spector; Euginia Merken; Jim Lewis; Dave Yen; dpudvay@yahoo.com; bowu0110; Council, City; City Mgr
Subject: Re: [CPNA Flooding] [ALERT] Crucial Council Consideration of Newell Rd Bridge Upgrade

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

On 5/30/2020 11:17 AM, Janie Farn wrote:

At Monday's June 1 meeting, the City will decide whether to approve the two-lane car bridge, which I think will increase traffic between East Palo Alto and Palo Alto and will encourage further development of high-rise apartments with direct access to Palo Alto via Newell Road. The only other viable option at this time is Alternative 1, which is a one-lane car bridge controlled by traffic lights on either side. Alternative 1 is most similar to the current traffic situation, but also fixes the flooding problem.

If you don't want the City to build a two-lane car bridge, then please join us to sign a petition supporting Build Alternative 1. Due to shelter in place, instead of getting real signatures, please reply to me with your full name and home address and I will present these on Monday as residents supporting a group petition for Alternative 1.

Friends, to expand on Xenia's message about Caltrans funding being predicated on adoption of Alternative 2 for the Newell Road bridge, Ms Farn's argument about unworkable traffic problems unavoidably resulting from approving Alternative 2 are bogus. If any of you have driven through the Palo Alto High School parking lot, you will have encountered sharp traffic bumps to protect student walkways. Such sharp bumps would be very effective, without requiring traffic signals or stop signs, to cause traffic to slow to nearly a full stop upon entering and exiting the proposed bridge should that be necessary. Those of us putting flood protection priority above the fruitless 10 years of discussions over what should happen to the Newell Road bridge believe the proposed Alternative 2 is a totally fair and viable compromise between the stakeholder communities (City of Palo Alto, City of East Palo Alto, Crescent Park flood zone residents, and Edgewood/Newell neighbors).

In the words of Caltrans from the FEIR (Page 7: CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDING OF NO SIGNIFICANT IMPACT (FONSI) -- (Newell Road Bridge Replacement Project)):

The California Department of Transportation (Caltrans) has determined that Build Alternative 2 will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA) which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope,

and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Caltrans District Director

For the record, we in the San Francisquito Creek flood zone only want a decision NOW about the replacement of Newell Road bridge, whatever the design, so that an essential replacement for the Pope-Chaucer bridge can move forward as expeditiously as possible. The P-C bridge is the ultimate source of danger to life and property in the flood zone.

Tom Rindfleisch
31 Tevis Place

Baumb, Nelly

From: Norman Beamer <nhbeamer@yahoo.com>
Sent: Saturday, May 30, 2020 12:13 PM
To: Council, City
Subject: 6/1/20 Agenda Item 7: Newell Bridge

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

I write to urge the Council to adopt and approve the “Resolution Certifying the Final Environmental Impact Report”; the “Record of Land Use Action”; and the “Amendment” to the design contract regarding the replacement of the Newell Bridge. This step is key to the efforts over the past 22 years to prevent a reoccurrence of the 1998 flooding of San Francisquito Creek that caused tens of millions of dollars damages and disrupted the Crescent Park neighborhood and many other area of the city and beyond. Although the immediate cause of the flooding back then was due to the obstruction of the creek from the Pope-Chaucer bridge, it is necessary to correct an equally threatening obstruction caused by the current Newell bridge before the Pope-Chaucer bridge can be rebuilt. The vast majority of residents in Crescent Park have been calling for years for this to be done, and are more than tired of waiting for the solution. It is inevitable that a 1998-level or greater flood event will occur, which will not only cause even greater damage but will risk lives as well.

Baumb, Nelly

From: William Butler <butlerwd@yahoo.com>
Sent: Saturday, May 30, 2020 1:49 PM
To: Council, City
Subject: Newell Bridge

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

I'm a concerned about the Newell bridge. I live on Edgewood Drive, just north of Newell.

It should be the minimum needed to upgrade for flooding. That is why I favor Alternative 1.

Please vote for this alternative and not any of the larger and more costly alternatives. Here are my reasons:

- Build Alternative 1 is has been fully vetted by the EIR process and can rapidly move forward.
- Build Alternative 1 satisfies the concerns of our neighbors for whom mitigating flooding is a primary concern and neighbors for whom mitigating traffic and protecting the lives of school children who use Newell Road as a Safe Route to School is a primary concern.
- Build Alternative 1 is superior on every criteria outlined as objectives in the Draft EIR to Build Alternative 2A which is the option advocated by PA city staff
- Traffic data presented in the Draft EIR:
 - The TJKM 2019 traffic reported a 79% increase in peak PM traffic over the Newell Road Bride over the prior four years
 - According to the TJKM 2019 report, Build Alternative 2A will increase traffic over the Newell Road Bridge by 2%-5% compared to doing nothing.
 - The TJKM traffic forecast did not consider the impact of Waze, Google maps or other traffic navigation apps and the impact they have on local traffic.
 - The TJKM traffic forecast did not consider Stanford's development plans that have the support of PA city council.
 - The TJKM traffic forecast did not consider the high rise apartment development that has been approved by EPA.
- Bridge Design:
 - In 2012 PA city staff proposed [building a new Newell Road](#) bridge that was 80 feet long and 45 feet wide.
 - In 2020 PA city staff is proposing [building a new Newell Road](#) bridge that is 80 feet long and 41.5 feet wide. This is Build Alternative 2A that was supported on May 7th by PA ARB.
- Funding of the bridge
 - The Draft EIR did not list funding as a criteria that would be evaluated during the EIR process.
 - PA staff has never presented cost or preliminary budget figures for any of the Build Alternatives presented in the Draft EIR.
 - PA staff has had eight years to find ways to fund Build Alternative 1 but haven't presented any data on what they did or didn't do to secure funding for this alternative.
 - The Caltrans Grant referenced below by Tom R is "earmarked" money going back to the 2009 Federal Stimulus Plan to fund infrastructure projects. It's unclear if Caltrans will be able to fund this project given the current state budget deficit.

Thank you,

William and Anne Butler
1444 Edgewood Dr
Redacted

Sent from my iPhone

Baumb, Nelly

From: William Reller <wereller@664gilman.com>
Sent: Saturday, May 30, 2020 2:29 PM
To: Council, City; citymag@citypaloalto.org
Cc: Tom C. Rindfleisch; Janie Farn
Subject: Newell Road Brige Replacement

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

Please approve, let's get on with it!

Please do not consider a one lane alternative, ridiculous!

Sent from my iPad

Baumb, Nelly

From: brucecrocker <Bruce.c@pitango-us.com>
Sent: Saturday, May 30, 2020 3:03 PM
To: Council, City
Cc: City Mgr; crocker1@pacbell.net
Subject: Newell Road Bridge approval

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

Please approve the proposed Newell Road Bridge replacement (EIR and Implementation) in the two lane plan as recommended. We understand this is a crucial next step to replacing the Pope-Chaucer Bridge which caused severe flooding and damage at our house in 1998 (1250 Hamilton Ave). We have all waited long enough to solve this risk to property and life in our city.

Thanks you, Suzanne and Bruce Crocker

Bruce E Crocker
Bruce E Crocker
Redacted

Bruce.c@pitango-us.com

Baumb, Nelly

From: Pitch Johnson <pitch@assetman.com>
Sent: Saturday, May 30, 2020 3:10 PM
To: Council, City
Cc: janie.farn@gmail.com; Ben Ball
Subject: Newell Road Bridge

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

Members of the Palo Alto City Council

Ladies and Gentlemen,

I support rebuilding the present Newell Road Bridge for safety, but I recommend you authorize a smaller bridge. The proposed larger bridge would make Newell Road a major automobile thoroughfare between Palo Alto and East Palo Alto and lower the quality of life for those of us living nearby. It would make Newell Road and Woodland Avenue less safe because of the heavier traffic.

An increase in the number of bicycle and pedestrian lanes, however, would make the bridge safer for a significant number of people without increasing the automobile traffic.

Sincerely yours,
Franklin P. Johnson, Jr.
Edgewood Drive
Palo Alto

Sent from [Mail](#) for Windows 10

Baumb, Nelly

From: Rita Vrhel <ritavrhel@sbcglobal.net>
Sent: Saturday, May 30, 2020 3:13 PM
To: Janie Farn; CPNA; TC Rindfleisch
Cc: Ben Ball; Pamela Wagner; Irving Rappaport; Vanessa Belland; David Dorosin; Jeff & Linda Reese; Kathryn Spector; Euginia Merken; Jim Lewis; Dave Yen; dpudvay@yahoo.com; bowu0110; Council, City; City Mgr
Subject: Re: [CPNA] Re: [CPNA Flooding] [ALERT] Crucial Council Consideration of Newell Rd Bridge Upgrade

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I am sure the houses next to the bridge or on Newell Rd nearest the bridge will be impacted as the rest of us in Crescent Park are not likely to be.

I live near a Church and was impacted by their building but few other on the same street were; even the neighbors on the other side of the Church were not impacted as I was. Location, location, location.

I would dismiss what Caltrans says about "no significant impact" as that is what is always said about every development in Palo Alto. You must read the findings and review the different traffic study reports (always wrong) in the EIR to see what measures were used to arrive at the no significant impact statement.....many times it is outrageous.

That said I am sure the new Bridge will be built. It will help control floods.

One way to control traffic would be to have practical speed bumps like they have @ the San Antonio shopping Center near Trader Joe's. You either slow down or you ruin your car.

The speed bumps built by PAPW are a joke and are altered if they slow down traffic too much or someone complains!

It only makes sense the traffic with a wider bridge will increase as who wants to sit through the traffic lights at Woodland and University esp. during commute traffic?

I can't sign Ms. Farn's petition but I would ask that we all respect her viewpoint and have a civil discussion.

In the end she will likely be right about the traffic increasing, so let's work towards a new Bridge and a way to not have a new speedway. I am sure it is possible.

PS: the Church and I were able to work out the issues satisfactory. Everyone just needed to listen and be aware of the unforeseen impacts of a proposed project. It took a long year but was successful.

thank you

Rita C. Vrhel, RN, BSN, CCM
Medical Case Management

Redacted

On Saturday, May 30, 2020, 12:01:48 PM PDT, TC Rindfleisch <tcr@stanford.edu> wrote:

On 5/30/2020 11:17 AM, Janie Farn wrote:

At Monday's June 1 meeting, the City will decide whether to approve the two-lane car bridge, which I think will increase traffic between East Palo Alto and Palo Alto and will encourage further development of high-rise apartments with direct access to Palo Alto via Newell Road. The only other viable option at this time is Alternative 1, which is a one-lane car bridge controlled by traffic lights on either side. Alternative 1 is most similar to the current traffic situation, but also fixes the flooding problem.

If you don't want the City to build a two-lane car bridge, then please join us to sign a petition supporting Build Alternative 1. Due to shelter in place, instead of getting real signatures, please reply to me with your full name and home address and I will present these on Monday as residents supporting a group petition for Alternative 1.

Friends, to expand on Xenia's message about Caltrans funding being predicated on adoption of Alternative 2 for the Newell Road bridge, Ms Farn's argument about unworkable traffic problems unavoidably resulting from approving Alternative 2 are bogus. If any of you have driven through the Palo Alto High School parking lot, you will have encountered sharp traffic bumps to protect student walkways. Such sharp bumps would be very effective, without requiring traffic signals or stop signs, to cause traffic to slow to nearly a full stop upon entering and exiting the proposed bridge should that be necessary. Those of us putting flood protection priority above the fruitless 10 years of discussions over what should happen to the Newell Road bridge believe the proposed Alternative 2 is a totally fair and viable compromise between the stakeholder communities (City of Palo Alto, City of East Palo Alto, Crescent Park flood zone residents, and Edgewood/Newell neighbors).

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Caltrans District Director

For the record, we in the San Francisquito Creek flood zone only want a decision NOW about the replacement of Newell Road bridge, whatever the design, so that an essential replacement for the Pope-Chaucer bridge can move forward as expeditiously as possible. The P-C bridge is the ultimate source of danger to life and property in the flood zone.

Tom Rindfleisch
31 Tevis Place

--

You received this message because you are subscribed to the Google Groups "Crescent Park PA" group. To unsubscribe from this group and stop receiving emails from it, send an email to [crescent-park-](#)

pa+unsubscribe@googlegroups.com.

To view this discussion on the web visit

<https://groups.google.com/d/msgid/crescent-park-pa/995853cf-0b90-d390-e25e-c42019c6db2e%40stanford.edu>

Baumb, Nelly

From: Margaret Feuer <portulaca24@gmail.com>
Sent: Saturday, May 30, 2020 3:54 PM
To: Council, City
Subject: Vote Alternative 2 on Newell Bridge

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

Dear Mayor Fine and Members of the Council,

22 years ago, 1,400 homes in Crescent Park were flooded. Ours was among them although, with only 5" of disgusting sewage and sludge in our basement, we were considerably luckier than most of our neighbors. The culprit was the inadequate Chaucer-Pope bridge. Fixing this bridge cannot be considered unless the Newell St. bridge is fixed first.

We and our neighbors are counting on you to take this first essential step towards protecting our personal safety and property. The Newell Street Bridge is fully financed by Caltrans and the Santa Clara Valley Water District only if Alternative 2 is approved.

Thank you for thoughtfully considering this project. We look forward to your "Yes" vote on Alternative 2.

Sincerely,
Margaret and Michael Feuer
1310 University Ave.

Baumb, Nelly

From: Carol A. Munch <camunch2@gmail.com>
Sent: Saturday, May 30, 2020 4:25 PM
To: Council, City
Subject: Newell Street Bridge - on City Council meeting Calendar for JUNE 1, 2020

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

Dear City Council Members,

At your meeting on Monday, June 1 I *strongly* urge you to **approve Alternative 2** of the Newell Street Bridge. We have waited more than long enough (22 years) and have discussed the alternatives thoroughly enough (since 2012) to move ahead. There will always be some citizens who live in the neighborhood who oppose more than a one lane bridge, but neither East Palo Alto nor Cal Trans will approve of that version. Without the approval of those governmental bodies we will not be able to get to the next, and even more important, segment of the flood control measures required to prevent another flood of the magnitude of the one in 1998. There are traffic calming measures that may be taken to slow traffic coming down Newell which will address most of the neighbors' concerns. Please agree to proceed with Alternative 2 with two lanes. The funding of Alternative 2 will be covered by Cal Trans and the Santa Clara Valley Water District.

Thank you!

Carol A. Munch
1125 Hamilton Ave.

Baumb, Nelly

From: Christy Telch <gforman806@aol.com>
Sent: Saturday, May 30, 2020 4:31 PM
To: Council, City
Subject: Newell Road Bridge Upgrade

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

Dear Council Members,

I am writing to urge you to approve the Final EIR for the Newell Bridge Replacement Project and for the project to proceed as quickly as possible. We were flooded in 1998 and it took one year to restore our home. We have waited for 22 years for flood protection and both the City Council and City Manager should move this forward as fast as possible.

Respectfully,
Christy Telch
1130 Hamilton Ave
Palo Alto 94301

Baumb, Nelly

From: Amy Kacher <amyewardwell@yahoo.com>
Sent: Saturday, May 30, 2020 4:47 PM
To: Council, City
Subject: Please approve the bridge design

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

Hello

I am writing to ask you to approve the EIP and the proposed Newell bridge design. It's long overdue and I hope it can move ahead.

Amy Kacher

Dana Ave

Sent from my iPhone

Baumb, Nelly

From: Jim Heeger <jim@heegerassociates.com>
Sent: Saturday, May 30, 2020 7:49 PM
To: Council, City; City Mgr
Cc: Jim Heeger; Daryl Messinger
Subject: Newell Bridge

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

To City Council Members and City Manager,

We are Palo Alto residents who live off Newell on Arcadia Place.

We are writing regarding the Newell replacement bridge. It is time to make a decision and move forward with our neighboring communities. We urge you to support Alternative 2.

Jim Heeger & Daryl Messinger
1410 Arcadia Place

Jim Heeger – personal email
Redacted
jim@HeegerAssociates.com

Baumb, Nelly

From: Colleen Crangle <crangle@stanfordalumni.org>
Sent: Saturday, May 30, 2020 8:21 PM
To: Council, City
Subject: Alternative 2 for the Newell Road Bridge Replacement Project

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

Dear City Council:

I am writing to express my strong support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR). It is beyond time to get this project done and to move on to the bridge at Chaucer. I was one of the households affected by the 1998 flood and have waited patiently for this compromise to be worked out for Newell.

Sincerely,

Colleen Crangle
60 Kirby Place

--

Colleen E Crangle, PhD

www.linkedin.com/in/colleencrangle/

<https://www.faultlinepress.com/>

Baumb, Nelly

From: Farzi R. <seflog@gmail.com>
Sent: Saturday, May 30, 2020 8:24 PM
To: Council, City; City Mgr
Subject: In support of alternative 2 for Newell Bridge project

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

Dear City Council members,

I live near Duveneck school on Channing. Our household supports the alternative 2 for Newell road bridge replacement project. I hope that the city votes in favor of the projects so that we can move forward with the related flood mitigation steps afterward.

Best,
Farzi Rau
1820 Channing

Sent from my iPad

Baumb, Nelly

From: Meihong Wang <zjuwangmeihong@gmail.com>
Sent: Saturday, May 30, 2020 9:03 PM
To: Council, City; City Mgr
Subject: Supporting Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR)

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

Hey there,

Moving forward with Newell Road Bridge Replacement Project (alternative 2) is very much needed for the community and flood control. Just want to send out this email to support this project.

Thanks!!

--

Meihong Wang

Baumb, Nelly

From: Pat Blumenthal <patblumenthal7@gmail.com>
Sent: Saturday, May 30, 2020 11:17 PM
To: Council, City

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

I wish to support the staff proposal for a two lane bridge across the creek at Newell Road. I have lived on Newell Road for 35 years and believe this proposal to be the safest and most appropriate alternative. Some of my neighbors from Crescent Park have been encouraging us to send emails to the Council opposing this plan in favor of a one lane option.

They say the one lane option will cut down on traffic but I think they really want to limit traffic flowing from EPA into PA. I do not support this xenophobic position. I encourage the Council to have the courage to support the staff proposal for a wider two lane bridge with bike lanes and sidewalks.

Thanks,
Pat Blumenthal

From: Xenia Hammer <xhammer@gmail.com>

Sent: Wednesday, May 27, 2020 10:01 PM

To: Fine, Adrian <Adrian.Fine@CityofPaloAlto.org>; Cormack, Alison <Alison.Cormack@CityofPaloAlto.org>; DuBois, Tom <Tom.DuBois@CityofPaloAlto.org>; Filseth, Eric (Internal) <Eric.Filseth@CityofPaloAlto.org>; Kniss, Liz (internal) <Liz.Kniss@CityofPaloAlto.org>; Kou, Lydia <Lydia.Kou@CityofPaloAlto.org>; Tanaka, Greg <Greg.Tanaka@CityofPaloAlto.org>

Cc: City Mgr <CityMgr@cityofpaloalto.org>

Subject: Newell Road Bridge - in support

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

Dear Mayor Fine and Council Members,

I am writing in strong support for the Newell Road Bridge Project. I urge you to certify the EIR and proceed with this project as soon as possible.

Flood Control: This project is of vital importance for flood control on SF Creek. The Newell Road Bridge needs to be replaced before the Pope Chaucer Bridge can be replaced. We have waited for this since the 1998 flood; discussions about Newell have been going on since 2012, and we simply cannot have any more delays on this project. It is a matter of safety for thousands of people in the flood zone in Palo Alto.

Bridge Design: the proposed project takes into account extensive community input since discussions started in 2012. The proposed design is significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of Newell Road Bridge project is covered by Caltrans (88.5%) and Santa Clara County Water District (11.5%) as stated in the EIR. No budget impact for Palo Alto.

Traffic: there are some reasonable concerns about traffic on Newell Road. Please address those with monitoring and traffic calming measures as needed.

In summary, please approve and proceed with this project as quickly as possible.

Thank you,

Xenia Hammer
Redacted
Palo Alto

Baumb, Nelly

From: david bower <bower2u@gmail.com>
Sent: Sunday, May 31, 2020 8:05 AM
To: Council, City
Subject: Support for Newell Bridge Alternative 2

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

I'm writing to encourage the council to approve the EIR for the Newell Bridge replacement project. This project was thoroughly explored by staff and the recommended Alternative #2 will move the city one step closer to removing infrastructure in the creek that impedes water flow and causes flooding.

David Bower
868 Boyce Avenue
Palo Alto, CA

Baumb, Nelly

From: harve citrin <citrin@igc.org>
Sent: Sunday, May 31, 2020 10:55 AM
To: Council, City
Cc: Harve Citrin

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

Support alt 1 for newell bridge or scrap it altogether

Baumb, Nelly

From: John Armstrong <johnajr78@gmail.com>
Sent: Sunday, May 31, 2020 11:08 AM
To: Council, City
Subject: Newell Road Bridge replacement project

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

Dear City Council,

We support building a smaller bridge (Bridge Alternative 1 – a single lane car bridge with bike lanes and sidewalks). We object to the larger bridge.

Regards,
John and Polly Armstrong

Baumb, Nelly

From: carial2004@gmail.com
Sent: Sunday, May 31, 2020 11:24 AM
To: Council, City
Subject: My opinion on Newell Road Bridge replacement project

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

Dear Council Members,

As a Palo Alto resident living close to the Newell Road Bridge, I am writing to you to support a smaller bridge plan with a single lane car bridge with bike lanes and sidewalks. The small bridge brings less noise/traffic and preserves the neighborhood better.

Thank you!

Yinqing

Baumb, Nelly

From: Laura Stark <laura.s.stark@gmail.com>
Sent: Sunday, May 31, 2020 11:38 AM
To: Council, City; City Mgr
Subject: Newell Road Bridge Replacement Project - support for Alternative 2

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

As a resident of Crescent Park in the flood zone, I am writing to provide my strong support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR).

Regards,
Laura

--

Laura Stark 645 Hale St. Palo Alto, CA 94301

Baumb, Nelly

From: lois shore <loisshore@yahoo.com>
Sent: Sunday, May 31, 2020 11:54 AM
To: Council, City
Subject: Newell Road Bridge

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

I support the plan to replace The Newell Road bridge. This upgrade is an absolutely crucial to control flooding.

Thank you,
Lois Shore
507 Jackson Dr.
Palo Alto

Baumb, Nelly

From: Kristin Davis <kd@heavenandearthgardens.com>
Sent: Sunday, May 31, 2020 12:24 PM
To: Council, City
Subject: Newell Street Bridge

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

I live in the Willows neighborhood (220 O'Connor Street) and would like formally vehemently object to the destruction of the existing trees on Woodland and surrounding streets, in order to build a large new bridge.

I understand there is an option for a smaller bridge and would like to support that measure as an alternative.

Thank you,

Kristin

K R I S T I N D A V I S

Heaven and Earth Landscape Design
www.heavenandearthgardens.com
Redacted

Baumb, Nelly

From: Stephen Pond <spond@stanford.edu>
Sent: Sunday, May 31, 2020 1:35 PM
To: Council, City; City Mgr
Subject: Council Consideration of Newell Rd Bridge Upgrade - Please approve it asap!

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

Dear Palo Alto City Manager and City Council Members:

We are writing to each and all of you to urge passage as written and proposed for the Newell Road Bridge replacement project, specifically the staff recommendation for approval of the Final Environmental Impact Report (EIR) for the project and authorization for the City Manager to proceed with implementation steps.

The Newell Road bridge upgrade is an absolutely crucial step prior to the Pope-Chaucer bridge upgrade so we can finally (after 22 years) avoid future flood damage of the magnitude we experienced in 1998. Certification of the Final Environmental Impact Report will greatly assist with resolution of this long-standing flooding threat from San Francisquito Creek and provide the following benefits:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and meets the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Thanks in advance for your help with moving this vital project forward.

Take good care and stay safe.

Stephen Pond and Ann Badillo
1157 Lincoln Avenue

Baumb, Nelly

From: Jerry Hearn <hearnbo@redshift.com>
Sent: Sunday, May 31, 2020 1:50 PM
To: Council, City
Cc: Jeremias, Michel; Murray, Kevin
Subject: Newell Road bridge replacement

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

Dear Council members:

I am writing you in support of the current plans for the replacement of the Newell Road bridge. As background, I have been involved in issues and activities pertaining to the San Francisquito Creek watershed for three decades, including participating consistently in SFCJPA considerations as a member of the public. I have been following, and offering input into, the planning effort for the bridge replacement since it began years ago. My chief focus has been an environmental one, but I also remain very cognizant of the other issues that need to be addressed in a multi-benefit project of this sort.

From my viewpoint, the chief driver of this process, other than the fact that a large amount of state funds is available to use for the bridge reconstruction, is the role of the bridge in flooding events. In the flood of 1998, had the Pope Chaucer bridge not been in place upstream, the Newell Road bridge would have had the potential to cause severe flooding in many of the areas that did suffer that fate. The SFCJPA has produced, and is working to implement, a plan to minimize the possibility of flooding along the entire Highway 101 to Middlefield reach of the creek, a major part of which is the renovation of the Pope Chaucer bridge to create significantly greater channel capacity to carry flows that would carry at least those of the flood of record. Before that work can occur, the Newell Road bridge needs to be altered to be able to pass flow of similar magnitude to avoid becoming the new breakout point along the creek.

I realize that there could be substantial impacts to residents located near the bridge, both during and after construction, as is the case with most urban public works projects. I personally have had to deal with such issues regarding my residence and am, in fact, currently facing a similar circumstance with a pending project on our public street and in my driveway. However, as is the case with that project, there are also very significant positive benefits to the bridge project – environmental, flooding, road safety, emergency access – that, in the balance, will benefit the larger community, including those nearby residents. It is my opinion that the negative impacts, such as the possibility of increased traffic, can be managed by other means and that the public and private benefits to the entire community are significant and necessary.

In closing, I would like to highly recommend that you approve the project as presented and certify the Environmental Impact Report so that this vital piece of the flood mitigation puzzle can be out in place as soon as possible.

Sincerely,

Jerry Hearn

SF Creek watershed resident

Baumb, Nelly

From: Robert Strohecker <bstrohecker@yahoo.com>
Sent: Sunday, May 31, 2020 1:53 PM
To: Council, City
Subject: Proposed Newell Rd Bridge

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

Dear Council Members,

I support the project as currently designed and ready for approval because it provides increased flood control, first and foremost. Other issues, should they arise, can be mitigated.

Some people are pushing Alternative 1, and I cannot imagine a sanctioned "shared one lane" when as a practical matter most drivers treat the current two lane bridge as a shared single lane. The lines to cross the bridge will be longer than ever waiting for the green light.

This has been a great dialogue in all respects except one. These concerns should have been voiced long ago. Now they are trying to extend the "Palo Alto Process", that already is way too long, by asking you for a no vote on Monday.

I want flood control in my adult children's lifetime. Your vote to approve the proposed bridge plan on the agenda is a must to ensure continued progress in controlling flooding from the creek.

This vote has been a long time in coming. Vote yes now. No more delays.

Best regards,
Bob

Baumb, Nelly

From: Mel Liu <melliu02@gmail.com>
Sent: Sunday, May 31, 2020 1:57 PM
To: Council, City
Subject: Message from the City Council Home Page

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

Dear Palo Alto City Council,

I support staff recommendations for the Newell Road Bridge Replacement Project (as outlined in ID # 11184) for improved flood control and safer, multi-modal and ADA compliant transportation to and from our cities.

Sincerely,

Melanie Liu
Edgewood Drive
Palo Alto

Baumb, Nelly

From: David Johnson <ddjohns1@yahoo.com>
Sent: Sunday, May 31, 2020 2:03 PM
To: Council, City; City Mgr
Subject: In favor of 2 lane Newell bridge replacement- Alt 2

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

To: Palo Alto City Council and City Manager
Fr: Dave Johnson, property owner and resident, 1458 Dana Ave, Palo Alto

Hello,

I wanted to send my support for the two lane bridge option (Alternative 2) that will be reviewed with the City Council this week. While I'm not excited about the potential increase of traffic on Newell (our cross street is Dana/Newell) I believe that flood control is the primary concern, and would like to bridge construction project to proceed ASAP.

Perhaps to allay the concerns about the risk of traffic increasing as a result of the bridge, I would like the city to consider monitoring traffic and if it is in fact an issue, revise the traffic pattern to be one lane for cars with wide walking and bike lanes on the side. If this contingency needs to be added to the Alternative 2 plan with the counties, you could taking that action now.

Either way, I would like the city to vote in favor of Alt 2, so that construction can proceed as soon as possible.

Best Regards,
Dave Johnson

Palo Alto property owner since 1993, flooded house on Heather lane in 1998, Flood insurance payer since 1993.

Baumb, Nelly

From: Robert Neff <rmrneff@sonic.net>
Sent: Sunday, May 31, 2020 2:10 PM
To: Council, City
Subject: Newell Street Bridge

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

Dear Palo Alto City Council,

I am pleased to see the Newell Road bridge over San Francisquito Creek moving ahead. City staff has improved the project in the past 2 years, considering the best alignment options for the East Palo Alto side, and a new striping plan which should encourage motorists to drive slowly, and give space to cyclists who wish to ride in the 4-foot shoulder, instead of the middle of the lane. Given the all-way stops at the intersections on both sides of this bridge, I am confident that traffic speeds will be moderate, and this will be a comfortable zone for bicyclists, and particularly for pedestrians who will finally get sidewalks across the creek. I encourage you to adopt the staff recommendation, with 10 foot travel lanes and a 4 foot shoulder.

When construction commences, pedestrian and bicycle access will be cut for 18 months, so temporary alternatives will need to be supported. In particular, bicycle and pedestrian access to the EPA bike/ped bridge over 101 at the end of Newell is important. Staff should consider alternatives during construction, including University Ave. and West Bayshore, and any upgrades Palo Alto can make to make these better options for bikes or pedestrians. For example, restriping West Bayshore to add a 4 foot shoulder on at least one side will discourage speeding, and make more space for pedestrians and bicyclists.

Thank you for your service to the city of Palo Alto in this difficult time.

Robert Neff
Emerson, near Loma Verde.

Baumb, Nelly

From: Andrew Mackenzie <ahndymac@gmail.com>
Sent: Sunday, May 31, 2020 2:21 PM
To: Council, City; City Mgr
Subject: Strongly support option #2

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

On the Newell bridge Replacement project FEIR. It's been 22 years, we need a way to move forward. It's time. Don't screw this up please. Plus it's almost all OPM(other people's money), so it should be a no brainer in our current climate.

Thank you,
Andrew Mackenzie
1061 Stanley Way, Palo Alto, CA 94303

--

Andrew Mackenzie
Cell: Redacted

Baumb, Nelly

From: Trish Mulvey <mulvey@ix.netcom.com>
Sent: Sunday, May 31, 2020 2:15 PM
To: Council, City
Cc: City Mgr
Subject: Support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report

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

Honorable Mayor and City Council members:

Please support Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report. Alternative 2 appears to be the best option to secure Cal Trans funds for construction. Replacement of the Newell Road Bridge must be completed before replacement of the flood-causing Pope-Chaucer bridge can be completed. If necessary later, traffic calming devices can be considered, but public safety from flooding must be the top priority now.

Trish & Jim Mulvey
527 Rhodes Drive, Palo Alto, CA 94303

Baumb, Nelly

From: Ann DeHovitz <rossde@aol.com>
Sent: Sunday, May 31, 2020 2:39 PM
To: Council, City
Cc: Ross DeHovitz
Subject: Newell Road Bridge Replacement Project

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

Palo Alto City Council members,

We are writing to voice our strong support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR).

Thank you,

Ann and Ross DeHovitz, 853 Sharon Court

Baumb, Nelly

From: Dana Tom <dana@danatom.com>
Sent: Sunday, May 31, 2020 2:41 PM
To: Council, City; City Mgr
Subject: I support the staff rec. for Newell Road Bridge

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

Dear Council Members and City Manager,

I am writing to you in support of the staff recommendation for the Newell Road Bridge replacement. It is a reasonable compromise that I hope the Council will approve it. We have waited more than long enough to move forward on this. It is essential that this get done so that the Chaucer bridge replacement planning can start. My neighborhood has been repeatedly under threat of floods ever since 1998. In this time when our Palo Alto budget has suffered greatly, it's even more important to choose a Newell Bridge design that has no budget impact for Palo Alto. I live in the neighborhood and am comfortable with the bridge design. There has been plenty of time for community input on the bridge design.

Thank you,
Dana Tom
1419 Hamilton Ave.

Baumb, Nelly

From: Dana Tom <dana@danatom.com>
Sent: Sunday, May 31, 2020 2:44 PM
To: Council, City; City Mgr
Subject: Re: I support the staff rec. for Newell Road Bridge

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

When you include my email in the correspondence printout in the next Council packet, will it include my home address? I'd rather not have that included. I removed it from the email below.

Thank you,
Dana Tom

On Sun, May 31, 2020 at 2:40 PM Dana Tom <dana@danatom.com> wrote:

Dear Council Members and City Manager,

I am writing to you in support of the staff recommendation for the Newell Road Bridge replacement. It is a reasonable compromise that I hope the Council will approve it. We have waited more than long enough to move forward on this. It is essential that this get done so that the Chaucer bridge replacement planning can start. My neighborhood has been repeatedly under threat of floods ever since 1998. In this time when our Palo Alto budget has suffered greatly, it's even more important to choose a Newell Bridge design that has no budget impact for Palo Alto. I live in the neighborhood and am comfortable with the bridge design. There has been plenty of time for community input on the bridge design.

Thank you,
Dana Tom

Baumb, Nelly

From: Maurice L Druzin <druzin@stanford.edu>
Sent: Sunday, May 31, 2020 3:12 PM
To: Council, City
Subject: Newell road bridge

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

We strobly support Alternative #2

Please move ahead with this and the Pope Chaucer project; it is 22 years since we were flooded, and we are stressed every winter!

Maurice Druzin

Liz Hoffman

1408 Pitman Avenue

Sent from my iPhone

Baumb, Nelly

From: Bjorn Liencred <mbl_paloalto@mblmail.net>
Sent: Sunday, May 31, 2020 3:32 PM
To: Council, City
Subject: Newell Road bridge replacement

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

Dear City Council,

We are requesting the City Council adopt and approve the items on action item 7 of the June 1 meeting, concerning the Newell Road Bridge Replacement Project.

The replacement of the Newell Road Bridge is a key requirement to implement the flood mitigation of the San Francisquito Creek. Many local and regional jurisdictions have participated in the bridge replacement planning, including the cities of Palo Alto, East Palo Alto, the Santa Clara Valley Water District, the San Francisquito Creek Joint Powers Authority, and Caltrans.

The current bridge is also unsafe. It does not meet current standards, it is too narrow, and visibility is limited in both directions. A Traffic Analysis done by the City also concluded that the bridge replacement would not result in additional traffic.

Other alternatives were proposed. Alternative 1 remains unsafe for cyclists and exacerbates the flow of vehicles, and therefore we oppose it. The City also determined Alternative 1 results in deteriorated Level of Service for nearby intersections, and is more costly to construct and operate than Alternative 2 due to traffic lights. Alternative 3 improves the alignment. Alternative 4 fully corrects the alignment, but at the expense of complexity and cost.

In summary, we urge the Council to make progress on the Newell Road bridge replacement by approving the action items proposed on item 7 of the June 1st meeting.

Baumb, Nelly

From: Rohini Chakravarthy <rohini.chakravarthy@gmail.com>
Sent: Sunday, May 31, 2020 3:36 PM
To: Council, City; City Mgr
Subject: Crucial Council Consideration of Newell Rd Bridge Upgrade

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

Dear Palo Alto City Council and city manager:

I am a resident of Crescent Park, living 2 blocks from Newell, and am writing in SUPPORT of the proposed Newell bridge project (Build Alternative 2).

I understand that the city staff recommendation is to approve the Final Environmental Impact Report (EIR) for the project and to authorize the City Manager to proceed with implementation steps.

The Newell Road bridge upgrade is an absolutely crucial step so we can finally (after 22 years) avoid future flood damage of the magnitude our neighborhood experienced in 1998. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

I recognize that the proposed project takes into account extensive community input since discussions started in 2012 and meets minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. I have participated in many of the information sessions led by the city and JPA and feel you have arrived at an excellent compromise taking into account multiple perspectives

The community worried at many points along the way re: budget for this infrastructure and given that the cost of the Newell Road bridge project will be covered by Caltrans and Santa Clara Valley Water District (11.5%), we should **run, not walk**, to get this project done before those monies are irected elsewhere.

Finally, I hope the city will take into account traffic concerns and save some budget and time for traffic calming measures as needed during or soon after this bridge is in place.

Please include my SUPPORT for this project in your deliberations tomorrow and I hope you will approve the Newell Bridge project.

Best
Rohini Chakravarthy
1370 Pitman

Baumb, Nelly

From: Susan Craft <susancrafty316@gmail.com>
Sent: Sunday, May 31, 2020 3:45 PM
To: Council, City
Subject: Newell Bridge replacement

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

Hello,

As a resident of Palo Alto's Crescent Park neighborhood I would like to voice my support for approving Bridge Alternative 2 (2 car lanes). Let's get this fixed so we can move onto the Chausser replacement!! 😊

Thank you,

Susan Craft
1145 Lincoln Ave, Palo Alto, CA 94301

Baumb, Nelly

From: Rita Vrhel <ritavrhel@sbcglobal.net>
Sent: Sunday, May 31, 2020 3:46 PM
To: Council, City
Subject: Newell Bridge

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

Please re-open the design process and listen to all residents who wish to speak. Those living closest to the Bridge will be impacted the most.

You know the traffic study was likely bogus, as are most. People will use the enlarged Newell St. Bridge to avoid the mess at Univ and Woodland.

If you make the Bridge narrower on the top and wider near the base you will accomplish flood control objectives and not increased traffic so much.

Also speed bumps like those in San Antonio Shopping Center near Trader Joe's will significantly reduce speeding. They are prefabricated and inexpensive to install and really work.. check them out.

Please do not spend a lot of PW's time to install a speed bump like near St Albert the Great Church...it is a joke and took so many expensive man hours to create.

Also please reconsider your position on the Cubberley lease; better to stop work for a while on all the unfunded CIPs.

People would like and near services; not concrete monuments.

thank you

Baumb, Nelly

From: Peter Phillips <pkphillips@gmail.com>
Sent: Sunday, May 31, 2020 3:47 PM
To: Council, City
Subject: Newell St Bridge

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

Hello Honorable council members,

Please vote to pass the newell st bridge Alternative 2 proposal as recommended staff - with 2 lanes For vehicles and bike lanes. We need this project to move forward so work can be done upstream on the Chaucer/Pope bridge. In addition, with the new 101 overpass, the Newell bridge is a key bike route for students riding to/from east palo alto to greene ms or paly. So the bridge must have bike lanes.

Thanks.

Peter Phillips
434 Guinda St
PA, 94301

Co-chair SRTS committee (but replying as an Citizen)

Sent from my iPhone

Baumb, Nelly

From: Christy Telch <gforman806@aol.com>
Sent: Sunday, May 31, 2020 3:50 PM
To: Council, City
Subject: Newell Bridge Replacement- Alternative 2

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

Dear Council Members,

I sent an email yesterday urging you to approve the FEIR in order to move forward on the Newell Bridge Replacement project. I neglected to state that I support Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR).

Thank you,
Christy Telch
1130 Hamilton Ave
Palo Alto 94301

Baumb, Nelly

From: Jeff Levinsky <jeff@levinsky.org>
Sent: Sunday, May 31, 2020 3:55 PM
To: Council, City
Subject: Please Approve the Proposed Newell Bridge Replacement

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

Dear City Council Members:

Please approve the staff-recommended option to replace the Newell Bridge. I live a few blocks from the bridge and use it often. The recommended replacement will not increase traffic, especially since the new bridge won't shorten driving distances by a single inch and might at most shave a few seconds off driving times. Neighbors agree. In the unlikely event that traffic increases on Newell, the City can implement traffic calming if necessary.

The environmental studies have been completed, everyone has had a fair chance to check for errors, and the right choice is to go forward with the proposed bridge design. Please approve it tomorrow night.

Thank you,

Jeff Levinsky
Duveneck Saint-Francis

Baumb, Nelly

From: J. Robert Taylor <btaylor@taylorproperties.com>
Sent: Sunday, May 31, 2020 4:00 PM
To: Council, City
Subject: Newell St Bridge

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

Dear Council,

This has taken too long, please approve the two lane bridge and get it done along with the Chaucer St. bridge ASAP. The bureaucratic delays are inexcusable and could cost the City 10's of millions of dollars in litigation and consequential damages for its negligence in allowing the known flood hazard to persist. This is already causing residents to pay unnecessary flood insurance premiums on land that should never flood but for the inadequate bridge designs.

In addition, commit to the residents of Palo Alto to install traffic calming measures to discourage traffic in excess of the current flow over the bridge. Commit, as well to resist, to the extent possible, any high density housing on Woodland, in particular any development that would increase the traffic count on Newell.

Sincerely,

Bob Taylor
480 Marlowe St
Palo Alto, Ca

Baumb, Nelly

From: Irving Rappaport <isport1@yahoo.com>
Sent: Sunday, May 31, 2020 4:24 PM
To: Council, City; City Mgr; Shikada, Ed; leConge Ziesenhenn, Monique; Horrigan-Taylor, Meghan; Gaines, Chantal
Cc: isport1@yahoo.com
Subject: Please Support Build Alt. 1 As Only Alternative Satisfying Both the Flood Control and Traffic Concerns

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

Dear Palo Alto City Council Members, and City Manager's Office Members,

It is clear from the online discussions going on the last few days that the **only Replacement Alternative that will satisfy both those residents concerned about flooding and those residents that are also concerned about increased traffic is to compromise and approve Build Alt. 1**. That has already been vetted in the EIR and satisfies both the flooding and traffic concerns expressed by residents.

There is no good reason to adopt Build Alt. 2A, which has pitted the flood control interested citizens against those citizens concerned about increased traffic and safety concerns along Newell and on neighboring residential streets. The much wider two lane bridge will only increase concerns about traffic speeding and safety in crossing the bridge, which are not concerns with the current narrower bridge (It is my understanding that there are no records of vehicle, bike or pedestrian accidents with the current bridge. It does not seem fair to pit two groups of citizens against one another as Build Alt. 2A does, when Build Alt. 1 compromises and can help bring more unity among the residents.

I urge the Council to approve Build Alt 1 and allow the project to proceed on schedule and satisfying the different interests among residents.

Best regards,



Irving S. Rappaport, Esq., CLP



IAM 300: World's Leading Intellectual Property Strategists
Palo Alto, CA 94303

Baumb, Nelly

From: Gerald Berner <bunsenbern@hotmail.com>
Sent: Sunday, May 31, 2020 4:24 PM
To: Council, City
Subject: Newell bridge

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

I am for a one lane car bridge with bike and walking lanes and the flood control improvement. If two lanes are approved you will find a way to hook up to HY 101. The traffic created by university circle on the side streets has already started to change the neighborhood. I have lots more to say having lived on both the corner of Newell and Hamilton and my current address Gerald Berner 1408 Edgewood dr. 650-328-3971

Sent from my iPhone

Baumb, Nelly

From: Mehmet Fidanboylu <mehmetf@gmail.com>
Sent: Sunday, May 31, 2020 4:43 PM
To: Council, City
Subject: Please move forward with Newell Bridge Replacement

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

Dear Council,

I would like to urge you to vote **yes** for Alternative 2 to replace Newell Bridge.

Our house (1119 Oregon Avenue) was in one of the most affected areas of Palo Alto and I am counting on you to prevent such a tragedy from happening ever again. The frequency of extreme weather events is steadily increasing (heat waves, fires in California). We cannot simply rely on rolling the dice every year anymore.

For a project of this magnitude, there will always be trade offs and unhappy people. For the last **9 years**, there has been a ton of research and town meetings about this. It is time to move it along and unblock further work, most importantly on Pope-Chaucer.

Please give us the peace of mind that we deserve.

- Mehmet

Baumb, Nelly

From: Barry P. Medoff <barry@medoff.com>
Sent: Sunday, May 31, 2020 5:14 PM
To: Council, City; City Mgr
Subject: Approve the Newell Road Bridge Replacement Project

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

To:
Members of the Palo Alto City Council
Ed Shikada, Palo Alto City Manager

We are writing to ask that you **approve** the Newell Road Bridge Replacement Project and that you proceed with implementation as fast as possible.

Those of us who were here during the flood in 1998 have been waiting **22 years** for this moment.

The recommendation that resulted from a comprehensive process of study and review is crystal clear: build a new **two lane bridge** that meets the minimum Caltrans requirements for modern bridge construction.

Now it is up to you to **make this happen**.

No more delay.

No more studies.

No more excuses

Approve this project.

Thank you.

Barry P. Medoff
Mary C. Medoff

1431 Arcadia Place
Palo Alto, CA 94303

Baumb, Nelly

From: Evan Zhang <zhang-ewan@hotmail.com>
Sent: Sunday, May 31, 2020 6:09 PM
To: Council, City
Subject: Fwd: Palo Alto for Responsible Newell Bridge Developmnt : Newell Bridge Appeal from neighbor Janie Farn

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

Dear City Council,

Please note that I'm not in favor of a 2-lane bridge. Thanks.

Evan

Begin forwarded message:

From: Evan Zhang <zhang-ewan@hotmail.com>
Date: May 30, 2020 at 6:55:44 PM PDT
To: "pamelajillwagner@comcast.net" <pamelajillwagner@comcast.net>
Cc: Palo Alto for Responsible Newell Bridge Developmnt <noreply@uptous.com>
Subject: **Re: Palo Alto for Responsible Newell Bridge Developmnt : Newell Bridge Appeal from neighbor Janie Farn**

Yes to Alternative 1, NO to 2-lane bridge. Thank you!!

Evan Zhang & Vivian Liu
1960 Edgewood Dr,
Palo Alto, CA 94303

On May 30, 2020, at 4:44 PM, Pamela Wagner <info@uptous.com> wrote:

On behalf of neighbor Janie Farn:

Neighbors,

At Monday's June 1 meeting, the City will decide whether to approve the two-lane car bridge, which I think will increase traffic between East Palo Alto and Palo Alto and will encourage further development of high-rise apartments with direct access to Palo Alto via Newell Road. The only other viable option at this time is Alternative 1, which is a one-lane car bridge controlled by traffic lights on either

side. Alternative 1 is most similar to the current traffic situation, but also fixes the flooding problem.

If you don't want the City to build a two-lane car bridge, then please join us to sign a petition supporting Build Alternative 1. Due to shelter in place, instead of getting real signatures, ***please reply to me with your full name and home address*** and I will present these on Monday as residents supporting a group petition for Alternative 1.

Janie and Michael Farn

Janie.farn@gmail.com

Newell Road

To respond to the whole group, post a message from your browser using the following link:

https://www.uptous.com/uptous.htm?_flowId=directLink-flow&communityId=3036&extraId=230150&action=ann

UpToUs privacy: If you wish not to receive emails from this group, please [unsubscribe here](#)

Baumb, Nelly

From: Al Yuen <Al.Yuen@lumentum.com>
Sent: Sunday, May 31, 2020 6:40 PM
To: Council, City
Cc: kereiyuen@gmail.com
Subject: Support for Alternate 1 Newell Bridge option (single lane)

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

Dear City Council,

Thank you for the work you do on behalf of Palo Alto. These are difficult times under the shelter in place situation and you have had to make decisions that affect many people's lives.

You know better than I that the Newell Road Bridge has many different points of view and possible outcomes. I would like to add my wife and me to the list of folks supporting Alternative 1 with the single lane road to reduce the speeding and perhaps even reduce the traffic on Newell Rd during school transit hours. I walk my dog every morning and with 4 children, I'm always worried about them as they ride to school with the number of vehicles speeding on Newell Rd.

Thank you again for your service,
Al & Kerei Yuen

Baumb, Nelly

From: priya chandrasekar <priya_chandrasekar@yahoo.com>
Sent: Sunday, May 31, 2020 6:47 PM
To: Council, City
Subject: Build Alternative 2 for the Newell bridge

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

Please we would like to go ahead with the proposed Alternate 2 of 2 lanes on the newell bridge. Lets get this project going we dont want the 1998 flood repeated.

thanks ,

Priya

Baumb, Nelly

From: Jennifer Landesmann <jlandesmann@gmail.com>
Sent: Sunday, May 31, 2020 7:19 PM
To: Council, City; City Mgr
Subject: Please support Alternative 2 for the Newell Road Bridge Replacement Project

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

Dear Council,

I understand that on Monday, staff will recommend to approve the Final Environmental Impact Report (EIR) for the Newell Road Bridge Replacement project and that your authorization is needed for the City Manager to proceed with implementation steps.

Please approve the project with Alternative 2 which is necessary to achieve crucial flood control protections. The proposed project with the wider bridge thanks to community input is still modest and a reasonable compromise because - if needed - there are mitigations for traffic concerns with traffic monitoring and calming measures.

We need you to ensure that flood protection work moves forward now.

Thank you,

Jennifer

Baumb, Nelly

From: Melissa Froland <gfroland@aol.com>
Sent: Sunday, May 31, 2020 7:47 PM
To: Council, City; City Mgr
Subject: Newell Road Bridge

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

Dear City Council and City Manager,

I am writing **in support of BUILD Alternative 2 for the Newell Rd Bridge Replacement Project** in the Final Environmental Impact Report (FEIR).

While neither build alternative is a perfect solution, it is unlikely there will ever be such a thing. Therefore, I believe we must address the long overdue flood control issues now, including both Newell and the Pope/Chaucer bridges, to avoid future flooding as we had in 1998.

Thank you for your consideration as you address this issue on Monday.

Kind regards,

Melissa Froland
1200 Hamilton Ave
(flooded 1998)

Baumb, Nelly

From: Leah Reider <leah.reider@gmail.com>
Sent: Sunday, May 31, 2020 7:48 PM
To: Council, City
Subject: Newell Bridge

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

I live four houses from Newell in Palo Alto, and my house was flooded in 1998. Please vote to approve the current proposal for a two lane bridge! We need to move this proposal along so that we won't have a repeat performance of the flood.

Thank you,
Leah REIDER

Sent from my iPhone

Baumb, Nelly

From: Bruce Nixon <bnixon25@pacbell.net>
Sent: Sunday, May 31, 2020 8:16 PM
To: Council, City
Subject: Newell St. Bridge

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

I feel strongly that a two lane bridge is necessary. My house was flooded in 1998 and I've been waiting over 20 years for remediation.

Bruce Nixon
1416 Hamilton Ave

Sent from my iPhone

Baumb, Nelly

From: Jane Millman <jane.millman@gmail.com>
Sent: Sunday, May 31, 2020 9:03 PM
To: Council, City
Subject: Newell Bridge

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With all due respect for all you do, I hope you will respect my input as well. I was flooded in 1998 while teaching school in Palo Alto. I had to move out of my home for 6 months while we rebuilt the bottom 4 feet of our Eichler that got contaminated. I had to pay my mortgage AND pay rent for an apartment at the same time. The Alternative 2 is the only option that will help prevent this horrible situation from happening again. We have waited 22 years to live through a winter without fear of being flooded again.

Thank you so much for helping resolve this problem and implementing alternative 2 for the Newell Bridge.
Jane and Paul Millman

Baumb, Nelly

From: Anurag Acharya <acharya@gmail.com>
Sent: Sunday, May 31, 2020 9:25 PM
To: Council, City; City Mgr
Subject: Newell Road Bridge Replacement

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Dear City Councillors & Mr Shikada: I believe the city council will be considering a proposal for the replacement of the Newell Road bridge at its meeting tomorrow. I am writing to ask you to approve the EIR and authorize the implementation steps for this proposal. Replacing the Newell Road bridge is a critical upgrade to our infrastructure to avoid widespread flood damage across our city and the Crescent Park neighborhood.

The proposed replacement (Build Alternative 2) is well designed and meets the requirements of all the organizations involved in this long process. And to make it even more attractive, it has full funding support from CalTrans and the Santa Clara Valley Water District.

Please approve the upgrade proposal for the Newell Road Bridge

Anurag Acharya
900 block Addison Avenue

Baumb, Nelly

From: jay whaley <whaley_jay@hotmail.com>
Sent: Sunday, May 31, 2020 9:41 PM
To: Council, City
Cc: sallie whaley
Subject: Newell Bridge decision

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Dear members of the City Council of Palo Alto,

We urge your support and approval for the Newell Road Bridge Replacement as it is being presented to you on June 1.

We have lived in the Crescent Park neighborhood for 46 years, having experienced the 1988 flooding. We have been very involved in the continuing lengthy discussions about prevention of future flooding, the process for achieving our goals and the design of the Newell Road bridge. The plan that you must approve is the best that could have occurred. The input from multiple concerned individuals has been heard and your decision does not need to be further delayed. The delay has already been much too long, as we all work toward the crucial replacement of the Chaucer bridge.

Thank you for your leadership and continuing commitments for our community.

Jay and Sallie Whaley
24 Crescent Drive
Palo Alto, Ca. 94301
Redacted

Baumb, Nelly

From: Janie Farn <janie.farn@gmail.com>
Sent: Sunday, May 31, 2020 9:53 PM
To: lydiakou@gmail.com; Council, City; City Mgr
Cc: Michael Farn
Subject: Fwd: Newell Road Bridge Replacement Project - June 1 City Council Meeting

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Dear Council Members,

How are you? I hope you and your family are doing well during this pandemic!

After years of discussion about the Newell Road Bridge replacement, the city staff is suddenly really pushing hard to get it done with a virtual meeting on Monday June 1st. This is a virtual meeting with not much notice. While Alternative 2 was the only plan presented by the city to the ABR and the neighborhood in May. After hearing about the June 1 meeting, I decided to conduct a survey by reaching out to the neighborhood through some Crescent Park and Duveneck mailing lists. The result is an overwhelming preference for a small one lane bridge (Alternative 1). Everyone agrees that flooding is a concern. However, residents are also concerned about the traffic and safety in our neighborhood and that the higher capacity two-lane bridge will encourage high rise apartment development on the East Palo Alto side, which will lead to even more traffic and worse safety. This further validates that city staff are tone deaf on what the neighborhood wants! We want to preserve our quiet neighborhood streets with safety for school children, bikers and pedestrians.

I think my action and the results should speak greatly. I started my group petition just yesterday Saturday May 30 at noon by sending out emails on three incomplete local mailing lists. Only 24 hours later, I already have about 60+ families who have responded to join the petition for Alternative 1 for the bridge replacement. I'll forward these names and addresses tomorrow for the meeting.

Below I also included Ben Ball's email to council member Tanaka for you. Ben does a good job to summarize why people are so heavily in favor of Alternative 1. I and the other 60+ families want the city to put the Alternative 1 on the table for all council members to vote on. It is the only viable plan to take care of both flooding and traffic calming.

Yes, let's not take many years to vote on this important issue! But please consider Alternative 1.

Thank you for your time!

Janie and Michael Farn
580 Newell Road

----- Forwarded message -----

From: Ben Ball <Ball@franciscopartners.com>
Date: Sun, May 31, 2020 at 12:19 PM
Subject: Newell Road Bridge Replacement Project - June 1 City Council Meeting

Council Member Tanaka,

Thanks again for making the time to chat with me about the Newell Bridge replacement project two weeks ago. During our conversation you asked what neighbors wanted and at that time I didn't feel I could speak for what many of my neighbors wanted. I strongly felt that they wanted Build Alternative 1 as that was the smallest option that went through the EIR review process. Since our discussion, my neighbor, Janie Farn – cc'd here, has collected a petition with names and addresses of neighbors who desire Build Alternative 1. We've not been able to go door-to-door because of the shelter-in-place mandate but we've cobbled together as best we can a list over email. Janie is the keeper of this list so she should confirm, but as of yesterday evening over 50 neighbors had communicated to Janie their support with (names, email address and mailing address) for Build Alternative 1. We will continue to reach out to neighbors prior to tomorrow's meeting and will attempt to get you the data we have prior to your 5pm city council meeting.

As we discussed two weeks ago, I encouraged you to ask the other council members to delay this city council discussion/vote until residents could meet, in-person, with the city council. I strongly encourage you to consider this again. Zoom pushed through a required upgrade last night and many people will be unable to join the meeting IF they've not upgraded their Zoom app. Attempting to make a decision that will be as divisive as this decision will be under such a poor process will only incite anger and unhappiness but those who feel let down by the ultimate decision. Additionally the fact that notices went out to residents with only a weeks advance notice is extremely poor judgement. Staff took over seven years and now expects residents to respond and organize in one week. Keep in mind that the communication that communication from staff announcing the completion of the Draft EIR came out in early May and didn't give a date for the city council meeting. I assure you neither I nor any of my neighbors ever expected a June 1 meeting. Sadly this fosters our feelings that PA staff is tone-deaf to our concerns and is only interested in pushing traffic into our neighborhood and risking injury to school-aged children for whom Newell Road in Palo Alto is a safe route to schools.

As I wrote in my first communication with you, public works projects should never pit residents against each other. Sadly the process PA staff has run has created this unfortunate situation. There has been a lot of email exchanges among residents who's only concern is mitigating flooding and they claim that those who have an equal level of concern over children's safety and traffic on Newell Road are blocking flood control progress. Their argument stems from a belief that only Build Alternative 2 has funding. I have a hard time believing this argument BUT if true, reflects poorly on PA staff. Seven and a half years ago there was a visceral outcry from me and my neighbors who wanted a responsible bridge built that was as small as possible. We are now learning (although PA staff must confirm as I haven't heard this from PA staff) that all of the Build Alternatives evaluated in the EIR have funding EXCEPT build alternative 1. This is a complete failure of process IF this is true. Staff has been aware of our neighborhoods desire for a smaller bridge. They've had over seven years to secure funding for a smaller bridge. During this time Santa Clara County residents overwhelmingly passed Measure B in 2016 which increased sales tax for 30 years by 0.5 cents. \$1.2 billion of the revenue from this tax was earmarked for "local streets and roads" and another \$250 million was earmarked "to improve bike and pedestrian circulation and safety". Additionally, in 2017, the state assembly approved Senate Bill-1 which increased gas taxes by \$0.12 as well as car registration fees. The Senate bill was fully "approved" for the 2018 popular vote on Proposition 69 and this proposition provides billions of dollars annually some of which are allocated for "transportation improvements". On the surface, it appears ample funds are available to fund Build Alternative 1. As a side note, how to fund the bridge was never presented as a criteria for evaluating any of the build alternatives. IF this is such a crucial factor why was it excluded?

It would be helpful for PA staff and the PA city council to present the grant applications for Build Alternative 1 that were submitted to the state under Prop 69 as well as to Santa Clara County Measure B so we can better understand the

funding process since that topic appears to be a “hot button” for those solely focused on flood mitigation. Additionally, Marc Berman grew up in Palo Alto was on the PA city council back in 2012 and now represents all of us at the state level. It would be helpful to understand how PA staff tapped into Marc and his resources for securing funding for Build Alternative 1.

I greatly appreciated your response to my initial outreach. You were the only city council member who accepted my invitation to chat. I’ve also cc’d council member Cormack on this note as she was gracious enough to acknowledge receipt of my outreach note to her.

Thanks again for your time and consideration.

Ben Ball

Edgewood Dr.

Palo Alto

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Baumb, Nelly

From: Peter Bianchi <bianchi.peter.n@gmail.com>
Sent: Sunday, May 31, 2020 10:40 PM
To: Council, City
Subject: Objection to Newell Road Bridge Replacement Project

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Hi All,

I would like voice my opposition towards the Newell Road bridge replacement project. The only acceptable alternative to the current bridge is either no bridge (permanent removal of current bridge) or alternative 1 (one lane bridge with bi-directional traffic signal). I wish there was a proposed option of a pedestrian only bridge. Why is that not an option?

A two lane bridge increases the number of vehicles passing through the neighborhood AND allows vehicles to increase their average speed which already is dangerously above the posted speed limit. Too many cars already use the bridge as a way to "bypass" University ave to attempt to beat rush hour traffic or to get into that section of East Palo Alto. I have regularly witnessed cars speed and run the 4 way stop signs at Hamilton + Newell, and Dana Ave + newell. A wide bridge will only give those ignorant drivers even more opportunity to drive dangerously.

That bridge should be turned into a pedestrian/bicyclist bridge at most!

Thank you,
Peter

Baumb, Nelly

From: David Young <davids_young@yahoo.com>
Sent: Sunday, May 31, 2020 11:49 PM
To: Council, City
Cc: Rebecca Young
Subject: Newell Street Bridge

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Dear Palo Alto City Council:

I am writing to express concern about the debate surrounding the Newell Street Bridge. While I am supportive of redoing the bridge, building a large, two-lane bridge will significantly increase the outbound and inbound traffic to/from the 101. This will fundamentally change the traffic patterns and alter the safety for our children. Notably, kids cross every day to and from Duveneck Elementary and increasing the size and traffic flow capacity of this bridge will invite safety concerns. It is not enough to install a stoplight.....as that will only encourage people to "rush to make the light." Maintaining a smaller, one-lane bridge, provides a natural governor to the speeds cars can enter and exit the neighborhood. In addition, the idea of having 4-way stops on every block must remain.

Building Alternative 1 satisfies the concerns of the neighborhood and it's been carefully and fully vetted.

Your careful attention and consideration of this project, and the wishes of the local residents most directly affected, is greatly appreciated.

Sincerely,

David Young
Dana Avenue

Baumb, Nelly

From: Harish Belur <hbelur@yahoo.com>
Sent: Monday, June 1, 2020 12:00 AM
To: Council, City
Cc: City Mgr; Arevig Antablian
Subject: Newell Bridge Replacement -- I support Alternative 2

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

Dear City Council,

We are residents of Crescent Park with our property currently designated in a flood zone due to San Fransciquito creek flooding. It has been 22 years since our devastating floods and all manner of delays have conspired to prevent a comprehensive solution to this situation thus far.

We strongly support alternative 2, so that we can get the required funding from Caltrans to replace the Newell Road bridge, which is a big step towards replacing Pope-Chaucer, the cause of the flooding in 1998.

We strongly urge you to move forward with alternative 2. We have suffered long enough under the threat of flooding.

Thank you,

Harish Belur & Arevig Antablian
483 Fulton St.

Baumb, Nelly

From: Jamie Rapperport <jrapperport@gmail.com>
Sent: Monday, June 1, 2020 7:03 AM
To: Council, City
Subject: In support of Build Alternative 1 for Newell Street bridge

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

I live on Edgewood Drive approximately a block from the Newell Street bridge, and I am writing to express my strong support for Bridge Alternative 1 – a single lane car bridge with bike lanes and sidewalks - for the Newell Street bridge replacement. This is the only option that addresses both the flood and traffic issues.

My reasons for supporting Build Alternative 1 are as follows:

1. It has been fully vetted by the EIR process and can move forward rapidly.
2. It addresses the flooding issue.
3. It will minimize impact on traffic on Newell and in the surrounding neighborhood. The wider 2-lane bridge being considered - Build Alternative 2A – will have far higher impact on bridge traffic. This is common sense – two lanes will result in very different traffic flow from one lane. The TJKM 2019 report did not consider the impact of internet navigation apps (WAZE, Google Maps, etc.). These apps will result in much higher traffic across the bridge with the two-lane alternative, as they base their recommendations in part on travel time, and two lanes will result in lower travel time for a given level of traffic. The TJKM 2019 report also did not consider Stanford’s development plans (that have the support of PA city council) or the high rise apartment development (approved by EPA).

I believe the traffic issue is not being adequately addressed in the decision process. Newell is a Safe Route to School, and every morning many children ride their bikes down it on their way to the three schools within a mile of the bridge (Duveneck, Walter Hayes, and Greene). Our goal should be to address the flooding issue without risking dramatic changes to traffic volume on the street. Build Alternative 1 achieves this and Build Alternative 2A does not.

I understand there is a question about funding, and specifically about whether Build Alternative 2A would get funding from a CALTRANS grant while Build Alternative 1 may not. There has not been adequate discussion of or due diligence on the funding aspects of the project, and I do not feel it is appropriate to have this factored in to the decision at this point.

Thank you for the time and thought you are putting in to this decision, and for considering my views on this project.

Sincerely,

Jamie Rapperport

Baumb, Nelly

From: Elspeth Farmer <elspeth.farmer@gmail.com>
Sent: Monday, June 1, 2020 7:09 AM
To: Council, City
Subject: In Support of Bridge Alternative 1

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To the City Council:

I am writing to urge the City Council to approve Build Alternative 1 - the one-lane bridge with two-way traffic for the following reasons:

A two-lane bridge will absolutely bring more traffic to the neighborhood than a one-lane bridge. Waze and Google maps will divert more traffic to cut through the side streets to use this wider bridge as a back way to 101.

1) Increased traffic is a hazard to all the students attending the many schools in the neighborhood. Newell Road is a designated "Safe Route to School" and it is used by the hundreds of children biking and walking to Duveneck and Walter Hays (elementary schools), Greene Middle, many Paly students and additional students at Castilleja.

2) Bridge Alternative 1 will preserve the residential character of neighborhoods on both sides of the bridge.

2) Funding is not part of the EIR review and NO data has not been presented on this issue. The proponents of a wider bridge claim that Caltrans will pay for it and not a narrower bridge, but this has never been researched and presented by staff.

BEFORE deciding which bridge alternative to build, the council needs to have that information.

Elspeth Farmer
elspeth.farmer@gmail.com
Redacted

Baumb, Nelly

From: Clerk, City
Sent: Monday, June 1, 2020 7:55 AM
To: Council, City
Subject: FW: June 1, 2020 City Council Meeting re Proposal for Replacement of Newell Bridge ProjectDa

Thanks and have a great day.

B-

Beth Minor, City Clerk
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301
(650)329-2379



From: Irving Rappaport <isport1@yahoo.com>
Sent: Sunday, May 31, 2020 4:45 PM
To: Clerk, City <city.clerk@cityofpaloalto.org>
Cc: isport1@yahoo.com
Subject: June 1, 2020 City Council Meeting re Proposal for Replacement of Newell Bridge ProjectDa

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Dear Palo Alto City Clerk Minor,

I have a question for the Council for the June 1, 2020 Special Meeting Calendar Item scheduled to begin around 6:35 PM regarding the Proposal for Replacement of the Newell Bridge Project.

“Isn’t it true that the Bridge Proposal EIR has vetted Build Alternatives 1 - 4 and that all 4 meet the criteria that satisfies both the flood control, traffic, and all other issues and therefore, the Council’s adoption of Build Alt. 1 would not delay the project and the Council could decide at the June 1st meeting to adopt proposal Build Alt. 1, as a compromise, despite the Planning Commission’s recommendation of Build Alternative 2A, thus satisfying all residents instead of pitting different groups of residents against one another?”

Thank you for your kind attention to this matter.

Best regards,

Irving

Irving S. Rappaport, Esq., CLP



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Palo Alto, CA 94303

Edgewood Drive

Baumb, Nelly

From: Ed Sterbenc <ed@sterbenc.com>
Sent: Monday, June 1, 2020 8:53 AM
To: Council, City; City Mgr
Cc: Ed Sterbenc
Subject: Newell Road Bridge Project

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Palo Altans,

I totally support Steve's position as shown below. While traffic is a day to day annoyance, flooding is a tremendously expensive and long term disruptive occurrence which is certain to recur if something is not done with the Chaucer bridge. Clearly, this will not happen without funding which, in turn will not happen if a new Newell bridge is not constructed, which will not happen if the "one-lane" bridge is insisted upon.

I watched the 1998 flood "up close and personal" from my home which is located 1.5 blockes from San Francisquito Creek and it was terrifying, as was the destruction it caused. Steve eloquently described the current actual and realistic set of choices we face. Please support his recommendation.

Ed Sterbenc
University Avenue
Palo Alto

Here's what Steve said:

On May 30, 2020, at 7:42 PM, Steve Bisset <steve@bisset.us> wrote:

I understand the concern about increased traffic. We are enjoying the temporary calm on our street.

I'm also one of the 1400 homeowners at risk from the creek flooding. Our house was flooded in 1998. That was 22 years ago. The problem is not yet solved, but there's been progress against all odds, with completed flood control projects starting at the Bay and working upstream. Newell Bridge is the next essential step, so it's critical that it go forward.

Therefore I ask you to support Build Alternative 2, NOT Build Alternative 1. The compelling reason is that flood control can't move forward with Build Alternative 1 because Caltrans will not fund a 1-lane bridge and there's no other funding in sight.

But that doesn't help your traffic concern. Please consider these points:

First point: You are right to fear high rise developments on the other side of the bridge, but a 1-lane vs. a 2-lane bridge will not discourage them. Inadequate infrastructure rarely stops profitable developments because there's no penalty to the developers for worsening our parking and traffic jams. The excess of office space and

the parking deficit in Palo Alto are the major reasons for our neighborhood's deteriorating traffic and parking problems.

Second point: possible unintended consequences of a 1-lane bridge: While it may cause some of the traffic to divert and further clog University, Embarcadero and Oregon, it won't divert much traffic since the traffic there will be so bad that people will wait for the 1-lane. With 1 lane we're as likely to have more traffic backed up along Newell as we are to have less traffic.

We all need to work together to get some action on how to get people from where they must live to where they must work without clogging up our neighborhoods. There are solutions for that, but a 1-lane bridge isn't one of them.

Please support Build Alternative 2 so that we can resolve our flooding danger.

Sincerely,
Steve Bisset, Fife Avenue

Baumb, Nelly

From: Penny Proctor <plumbago1927@gmail.com>
Sent: Monday, June 1, 2020 9:21 AM
To: Council, City
Subject: Yes on Alternative #2 for Newel Rd Bridge!

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Dear Mayor Fine and City Council Members,

My house on Greer Rd flooded in 1955 and 1998. Or rather, the neighborhood around it flooded, and the house was ok. With climate change we will probably get bigger and more frequent floods, and I won't be so lucky the next time. Several close calls in recent years.

Alternative # 2 for the Newell Rd bridge looks like a wonderful improvement to me!

I use the existing bridge occasionally, and must wait if another car is coming, it is only wide enough for one car at a time. And bicyclists and pedestrians would be taking their lives in their hands to use it. (I have never seen either.) The new design with sidewalks, 2 car and bike lanes, will be so much safer and easier to use for all. And fully funded! What's not to like?

Once it is done, the Chaucer St. bridge can be replaced. (If we are lucky, before the next flood.)

I am thankful for all the hard work by many people to come up with a good bridge design that will be a pleasure to use, and help protect us from floods!

Please approve it.

Penny Proctor

Baumb, Nelly

From: Anna Jaklitsch <annajak14@yahoo.com>
Sent: Monday, June 1, 2020 9:53 AM
To: Council, City
Subject: Newell bridge reconstruction

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Hello,
I recommend that the Alternative 2, a two-lane bridge be adopted by the council.

Anna Jaklitsch
Hamilton Ave.

Baumb, Nelly

From: John or Mary Schaefer <jmschaefer8@comcast.net>
Sent: Monday, June 1, 2020 9:54 AM
To: Council, City
Subject: Newell Bridge Replacement

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

Palo Alto City Council

I appreciate the continuing focus of my neighbors who have been part of finding new solutions to save whole neighborhoods from a repeat of the disastrous flood of 1998. We have worked diligently to limit the impact of a new flood. We have been part of an informal team that listened to the interests of 2 counties, 3 cities, Stanford University and various towns that are part of the San Francisquito Creek flood plane. We are on the threshold of getting rid of the second to last barrier along the creek. This will allow the last barrier, the Pope/Chaucer bridge, to be replaced. We have watched the relocation of San Francisquito Creek from the bay to 101, additional tubes under the freeway and now the Newell bridge. The City of Palo Alto and East Palo Alto can adjust the lane markings, ad traffic lights to control problems. This new bridge replaces a present crossing which directed additional flood water to our homes. The new bridge has to meet the current codes, requirements and is an important source for alternate emergency access between these 2 cities. It has been part of the map for years.

Mary Carey Schaefer

Baumb, Nelly

From: Steve Bisset <steve@bisset.us>
Sent: Monday, June 1, 2020 10:10 AM
To: Council, City
Cc: Crescent Park PA; dsfna@yahoogroups.com
Subject: City Council: Please approve the Newell Bridge Project tonight

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June 1, 2020

To:
The Palo Alto City Council
From:
Steve Bisset, Fife Avenue (Crescent Park)

At tonight's City Council meeting, please approve without delay Build Alternative 2, designated in the project plan as the "Locally Preferred Alternative" (LPA).

The Newell Road / San Francisquito Bridge Replacement Plan is thorough and competent, with detailed analysis and careful and realistic consideration of the alternatives. It entailed extensive public outreach over several years. For example some current advocates have their comments published in the Planning & Transportation Commission Staff Report (ID # 10340), June 2019.

Some are advocating that you delay project approval to continue the years-long discussion of alternatives other than Build Alternative 2. Build Alternatives 3 and 4 objectionably increase the traffic capacity of the intersection, while Build Alternative 1, a 1-lane bridge, has no chance of approval by the minimum set of necessary entities, including Caltrans, so there is no chance it will ever be funded or built.

To my knowledge, the whole neighborhood is concerned about traffic and the impact of future high density development on the other side of the bridge. Development is a serious issue that demands a serious unified mitigation plan. Seeking to solve the development problem by reducing the status quo capacity of the Newell Bridge intersection is not feasible and would not be effective, yet it would put hard-won progress on flood control at risk.

Your approval of Build Alternative 2 will:

- Put into action this essential step in mitigating the flood hazard that threatens life and property for about 1400 Palo Alto homes;
- Preserve the traffic capacity status quo of the Newell/Woodland/Edgewood intersection, which will remain limited by its unchanged zigzag alignment;
- Replace a 2-lane bridge with a safer 2-lane bridge;
- Reduce or eliminate the City of Palo Alto's exposure to a horrendous liability suit under the inverse condemnation doctrine, which could bankrupt the city if we fail to approve this readily available solution 22 years after the 1998 flood.

Now is the time to act. Please approve Build Alternative 2, and let's get on with it.

Baumb, Nelly

From: Peter Stevens <phs@alumni.stanford.edu>
Sent: Monday, June 1, 2020 10:17 AM
To: Council, City
Subject: Newell Street Bridge

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I am writing to ask that you approve the Newell Road bridge replacement and that you proceed with building it as fast as possible.

Those of us who were here during the flood in 1998 have a strong interest because the bridge, as well as the Chaucer street bridge played roles in flooding. My house was flooded in 1998.

As I understand it, the recommendation that you have on the docket this evening is to build a new two lane bridge, with pedestrian space.

This seems to be a reasonable improvement over the existing bridge, and a good plan.

Please approve the project.

Thank you,
Peter Stevens
366 Iris Way

Baumb, Nelly

From: Kevin Fisher <k.fisher@pacbell.net>
Sent: Monday, June 1, 2020 11:10 AM
To: Council, City
Subject: Newell Road Bridge replacement

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

Dear Palo Alto City Council,

I have lived at 728 Alester Ave since 1995.

Our home was flooded by San Francisquito creek on February 3rd 1998. We evacuated in the middle of the night carrying our two small children through the poison-oak infested floodwaters to safety. Hundreds of additional Palo Alto families can share similar stories of trauma and property damage. It's a miracle there was no loss of life.

This flooding was primarily due to the Pope/Chaucer bridge which cannot be safely replaced until downstream mitigation is completed. Next on the list of downstream mitigation is replacement of the antiquated Newell Rd bridge, which itself is also a bottleneck for the creek.

For more than 20 years, we have been patiently waiting for a solution. We are on the cusp of real and meaningful progress with replacement of the Newell Rd Bridge and the JPA's advanced plans for replacement of the Pope/Chaucer Bridge.

City of Palo Alto has gone through a roughly 10 year process with regard to replacing the Newell Road bridge, working with neighboring communities and residents of Palo Alto on the plan. A well-conceived (and funded) project for replacing the Newell Rd bridge is now before you. There has been ample opportunity for input from all parties. And we are now at the finish line with regard to the approval by City of Palo Alto.

We cannot endure any more delay in this process. The risk of inaction is too great. I implore you to approve this project NOW.

Kevin Fisher
728 Alester Ave

Baumb, Nelly

From: jkathomas@aol.com
Sent: Monday, June 1, 2020 11:10 AM
To: city.mgr@cityofpaloalto.org; Council, City
Subject: I Support Alternative 2 for Newell Rd Bridge Replacement

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

Members of the City Council,

Please approve tonight Alternative 2 for the Newell Road Bridge Replacement.

I will always remember the sound of the creek water rushing into the air vents of our home at 2 AM in February of 1998.

It is time to move forward and cease delaying the inevitable.

Thank you,
Jeannie Thomas
751 Center Drive

Baumb, Nelly

From: dolok@comcast.net
Sent: Monday, June 1, 2020 11:11 AM
To: Council, City
Subject: In support of Build

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

We are writing in support of Build Alternative 2, designated in the project plan as the “Locally Preferred Alternative” (LPA).

Flood hazard mitigation is a critical issue for us as residents whose property backs onto San Francisquito Creek, only 3 blocks downstream of the Newell Bridge.

We are also in favor of the bridge redesign for traffic flow and safety.

Thank you very much.

Dolores and Bill Kincaid
1643 Edgewood Dr
PA 94303

Baumb, Nelly

From: John Hanna <jhanna@hanvan.com>
Sent: Monday, June 1, 2020 11:12 AM
To: Council, City
Cc: City Mgr
Subject: Iterm 7 on June 1st Council agenda

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Dear Council members: Please approve the replacement of the Newell bridge this evening. Do not lose sight of the underlying reason for replacing the bridge. It is the next step in the Joint Powers flood control project. The decision has been made to work from downstream up, and the Newell bridge is the next step. The plan is to replace it before the Chaucer bridge is replaced, The Chaucer bridge was the cause of the 1998 flood, and it is still there, posing the same threat as before. The City paid over three million dollars to settle the class action lawsuit after the 1998 flood, and if there should be another flood caused by the Chaucer bridge, hundreds of homes could be flooded and the city will be liable for significant damages. The City has taken the position that removing just the Chaucer bridge without replacing the Newell bridge could result in flooding caused by the Newell bridge. Both bridges restrict the natural capacity of the creek. While that makes sense at some level, so long as the Chaucer bridge remains in place, the homes in the FEMA Flood zone A remain at risk, and the City remains legally responsible for any damage done as a result of the blockage of the Creek caused by the structure of the Chaucer bridge placed in the creek bed by the city of Palo alto. Previous Councils have ignored past warnings and we have been fortunate that there has not been another flood in the past twenty years, but don't press your luck. Next year could be another flood year. Replacement of the Newell bridge should not be an issue. The local residents close to the bridge have a right to have their concerns about traffic and safety addressed, but those concerns go only to the size and configuration of the replacement bridge, and should not be allowed to delay the replacement of the Newell bridge and the Chaucer bridge.

Respectfully,
Joh Hanna

John Paul Hanna, Esq.
HANNA & VAN ATTA | 525 University Avenue, Suite 600 | Palo Alto, CA 94301
Tel: (650) 321-5700; Fax: (650) 321-5639
E-mail: jhanna@hanvan.com



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Baumb, Nelly

From: Kathryn Spector <kathryn_spector@yahoo.com>
Sent: Monday, June 1, 2020 11:13 AM
To: Council, City
Subject: PLEASE DO NOT APPROVE NEWELL BRIDGE OPTION 2

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

Our community much prefers the function of the existing bridge - not a new speedway. Please approve Option 1 and keep our neighborhood safe.

Kathryn Spector
1525 Dana Ave

Baumb, Nelly

From: Gerald Berner <bunsenbern@hotmail.com>
Sent: Monday, June 1, 2020 12:01 PM
To: Council, City
Subject:] City council Approve one car lane bridge

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I have read it all and having once lived on the corner of Newell and Hamilton and now on crescent a one lane bridge with bike and walking lanes and flood control I prefer Alt 1.

Gerald Berner. 1408 Edgewood dr. Redacted

Baumb, Nelly

From: David Ross <dsross2@gmail.com>
Sent: Monday, June 1, 2020 12:12 PM
To: Council, City
Subject: Newell Bridge

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I support alt 2

David Ross
Walter Hays Dr

Baumb, Nelly

From: Donald McLaughlin <donnodot@yahoo.com>
Sent: Monday, June 1, 2020 12:38 PM
To: Council, City
Subject: City Council: Please approve the Newell Bridge Project tonight

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

June 1, 2020

To:
The Palo Alto City Council
From:
Don McLaughlin, Forest Avenue (Crescent Park)

At tonight's City Council meeting, please approve without delay Build Alternative 2, designated in the project plan as the "Locally Preferred Alternative" (LPA).

The Newell Road / San Francisquito Bridge Replacement Plan is thorough and competent, with detailed analysis and careful and realistic consideration of the alternatives. It entailed extensive public outreach over several years. For example some current advocates have their comments published in the Planning & Transportation Commission Staff Report (ID # 10340), June 2019.

Some are advocating that you delay project approval to continue the years-long discussion of alternatives other than Build Alternative 2. Build Alternatives 3 and 4 objectionably increase the traffic capacity of the intersection, while Build Alternative 1, a 1-lane bridge, has no chance of approval by the minimum set of necessary entities, including Caltrans, so there is no chance it will ever be funded or built.

To my knowledge, the whole neighborhood is concerned about traffic and the impact of future high density development on the other side of the bridge. Development is a serious issue that demands a serious unified mitigation plan. Seeking to solve the development problem by reducing the status quo capacity of the Newell Bridge intersection is not feasible and would not be effective, yet it would put hard-won progress on flood control at risk.

Your approval of Build Alternative 2 will:

- Put into action this essential step in mitigating the flood hazard that threatens life and property for about 1400 Palo Alto homes;
- Preserve the traffic capacity status quo of the Newell/Woodland/Edgewood intersection, which will remain limited by its unchanged zigzag alignment;
- Replace a 2-lane bridge with a safer 2-lane bridge;
- Reduce or eliminate the City of Palo Alto's exposure to a horrendous liability suit under the inverse condemnation doctrine, which could bankrupt the city if we fail to approve this readily available solution 22 years after the 1998 flood.

Now is the time to act. Please approve Build Alternative 2, and let's get on with it.

Baumb, Nelly

From: Arthur Stauffer <arthur.stauffer@gmail.com>
Sent: Monday, June 1, 2020 2:14 PM
To: Council, City
Cc: Steve Bisset
Subject: Fwd: [CPNA] City Council: Please approve the Newell Bridge Project tonight

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

I would like to support the position expressed by Steve Bisset in the below email. Alternative 2 seems to be the most practical solution to the flooding problem, in that it is affordable, a solid design, approved by our planning commission, and the most likely to be approved by East Palo Alto as well. I believe that any increase in traffic can be mitigated by a signal, speed bumps or other means. In addition, the zig zag design mentioned below will also slow traffic.

After 22 years of discussion and planning, it is time to solve the flooding problem. We need to move on to finally replace the Chaucer Street Bridge and greatly reduce the potential for extensive flooding damage in the future.

Art Stauffer

Begin forwarded message:

From: Steve Bisset <steve@bisset.us>
Subject: [CPNA] City Council: Please approve the Newell Bridge Project tonight
Date: June 1, 2020 at 10:09:57 AM PDT
To: city.council@cityofpaloalto.org
Cc: Crescent Park PA <crescent-park-pa@googlegroups.com>, dsfna@yahooglegroups.com

June 1, 2020

To:
The Palo Alto City Council
From:
Steve Bisset, Fife Avenue (Crescent Park)

At tonight's City Council meeting, please approve without delay Build Alternative 2, designated in the project plan as the "Locally Preferred Alternative" (LPA).

The Newell Road / San Francisquito Bridge Replacement Plan is thorough and competent, with detailed analysis and careful and realistic consideration of the alternatives. It entailed extensive public outreach over several years. For example some current advocates have their comments published in the Planning & Transportation Commission Staff Report (ID # 10340), June 2019.

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- Replace a 2-lane bridge with a safer 2-lane bridge;
- Reduce or eliminate the City of Palo Alto's exposure to a horrendous liability suit under the inverse condemnation doctrine, which could bankrupt the city if we fail to approve this readily available solution 22 years after the 1998 flood.

Now is the time to act. Please approve Build Alternative 2, and let's get on with it.

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You received this message because you are subscribed to the Google Groups "Crescent Park PA" group.

To unsubscribe from this group and stop receiving emails from it, send an email to crescent-park-pa+unsubscribe@googlegroups.com.

To view this discussion on the web visit https://groups.google.com/d/msgid/crescent-park-pa/CALVpHEfGPS_CXEb7EOtb7%3DVtAuDqewmcp-LhssfPqfwZJzwfqA%40mail.gmail.com.

Baumb, Nelly

From: Merele McClure <merelemcc@att.net>
Sent: Monday, June 1, 2020 2:28 PM
To: Council, City
Subject: Palo Alto City Council

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

Please approve "Locally Approved Alternative 2" (LPA).
I was flooded in 1998 at 486 Fulton Street, Crescent Park.
Thank you!
Merele McClure

Baumb, Nelly

From: Carolyn Westgaard <carolynwestgaard@hotmail.com>
Sent: Thursday, May 28, 2020 3:10 PM
To: City Mgr; Council, City
Subject: Please approve the Newell Road Bridge Replacement Project on June 1
Attachments: 2376 St Francis Dr 001.jpg; Inside 2376 St Francis Dr 001.jpg; St Francis Dr 001.jpg

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

Hello City Council and City Manager,

In requesting that you approve the Newell Road Bridge Replacement Project during the City Council meeting on June 1, I am forwarding an email and photos I sent to the Council 6 years ago. The photos are of my home and car on St. Francis Drive on February 3, 1998.

As you know, completing work on the Newell Road project is of vital importance for flood control on San Francisquito Creek so that work may proceed to the Pope Chaucer bridge which primarily caused the flooding in 1998. I still live on St. Francis Drive and it saddens as well as angers me that we have waited for this protection for 22 years, and that discussions about Newell have been going on for 8 years. We simply cannot have any more delays on this project and risk flooding like what you see in the photos again.

The bridge design has taken in account extensive community input and many compromises have been made to accommodate the different perspectives. Some neighbors near the bridge have expressed worry about traffic patterns that will be caused by the new bridge. However, that has been studied and it has not been shown to be a concern. And, if it should become a concern once the bridge is built, mitigation measures can be put in place.

So, please, please, approve the project on Monday night and make my neighborhood safe from this degree of flooding again.

Thank you,
Carolyn Westgaard
Redacted

From: Carolyn Westgaard <carolynwestgaard@hotmail.com>
Sent: Friday, February 28, 2014 5:52 PM
To: len@sfcjpa.org <len@sfcjpa.org>; jpa@sfcjpa.org <jpa@sfcjpa.org>; city.council@cityofpaloalto.org <city.council@cityofpaloalto.org>
Subject: Newell St bridge comments from someone who flooded in 1998

Hello,

I am writing to you because I attended two recent meetings regarding the Newell Street bridge project and found some of the public comments quite frustrating from the perspective of someone whose house flooded in 1998. I truly

appreciate the work you have done on this project and am sending you this to encourage you to not allow this project to be derailed by my neighbors who seem to lose the sight of the forest for the trees.

I live at 2376 St Francis Drive which, on February 3, 1998, I came to realize is located at the low end (a.k.a. the "deep end") of St Francis Dr. It is where much of the flood water pooled as it ran downhill from the creek because the water could not cross the berm at Oregon Expressway. At the height of the flood that morning, the water was almost 4 feet deep. For my neighbors and me, the flood was profound: our houses and belongings were greatly damaged, our cars were totaled, we were left homeless for a time, our lives were changed. My husband and I were fortunate to have the resources to rebuild our house so that it now sits above flood level. Most of our neighbors did not rebuild as we did and are still in jeopardy.

It was obvious that day and since then that the bridges over the creek contributed to that flood. I do not have a stance on what sort of bridges replace them but I do urge that you continue to work diligently and with haste to replace them and make us all safer. I appreciate that this may need to be an incremental process that deals with many complexities. The point is that each such incremental action mitigates the risk of February 1998 happening again.

So please continue your work. I recognize that you must take public comment into account but I hope it does not deter you from the ultimate task: meaningful flood control.

I am attaching a few photos that I took of our house and neighborhood the morning of February 3, 1998 so you can see the kind of damage you are working to avoid in the future.

Thank you very much for your time and work on this,

Carolyn Westgaard







Baumb, Nelly

From: Irving Rappaport <isport1@yahoo.com>
Sent: Friday, May 29, 2020 7:43 PM
To: Council, City
Cc: isport1@yahoo.com; BKoodrich@MPBF.com
Subject: Issues Concerning the Proposed Newell Bridge Replacement Project
Attachments: Replacement Bridge Car Traffic and Other Citizen Considerations - May 29, 2020.pdf

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

Dear Palo Alto City Council Members,

It is important to acknowledge that the main purpose of replacement of the Newell Bridge is to deal with a possible 70-year flood surge in the creek.

I am hopeful that the City Council will be amenable to giving consideration Monday evening, June 1, 6:35 PM at the City Council Meeting online to possible alternative compromises that would not cause real delay or increased costs to the proposed project. And, if they are reasonable, hopefully they will allow time to evaluate such reasonable alternatives.

Some alternatives include Build Alternative 1, which provides the necessary flood control concerns, without adding a huge structure as proposed by Build Alt. 2A. Other compromises could include a project where the two car lanes are only increased from the current 8 ft. to 9 to 10 ft. wide each. Another compromise to keep the size of the structure more modest would be a combined pedestrian and bike lane on only one side of the bridge.

We citizens ask that the Council and Planning Commission Members, bear in mind that it is the citizens in the impacted neighborhoods on both sides of the bridge that will have to live with both the short and long term consequences of this project.

However, the proposal does not address or provide any statistics or estimates on the following important safety and citizen issues. Attached is a two page analysis of the sections of the 700 page EIR that fails to address these issues.

- 1) **Increased speeding** on the bridge **due to much wider car lanes**, decreasing the safety of driving across the bridge;
- 2) **Increased car traffic** across the **bridge** and in the **neighboring single residential streets** (rush hour in recent years on some streets has been terrible);
- 3) Although claimed to be functionally obsolete under 2020 CA bridge construction standards, the **bridge is neither obsolete or unsafe from car, pedestrian or bike use**, as the City has produced **no evidence of accidents in the 100+ year history** of the bridge;
- 4) There is **no information of the amount of daily pedestrians or bikers** crossing the bridge; and

- 5) The proposal does not take into account the displacement of existing residents on the East Palo Alto side when high rise office and residential buildings will surely come from a much wider bridge, clearly increasing traffic, not only on the bridge, but in all neighboring residential streets on both sides of the bridge.

Thanks for your full consideration of the serious long term impact such a project will have on all our citizens living in neighborhoods and residential streets on both sides of the bridge.

Best regards,



Irving S. Rappaport, Esq., CLP



IAM 300: World's Leading Intellectual Property Strategists
Palo Alto, CA 94303
(650)321-7024

AREAS NOT ADDRESSED IN EIR ON ADDED CAR TRAFFIC ON BRIDGE AND NEIGHBORING STREETS AND SPEEDING ON THE BRIDGE DUE TO MUCH WIDER CAR LANES ON BRIDGE

3.2.16 Transportation/Traffic

Analysis of vehicle miles traveled (VMT) is not a required component of this EIR under the CEQA Guidelines or the standards of the City of Palo Alto or Santa Clara County. However, the CEQA

Guidelines require that all lead agencies consider VMT starting in July 2020. This VMT analysis is presented to provide information that further characterizes the Project’s potential transportation-related environmental effects. As there are no adopted policies or standards that require this analysis and no adopted thresholds of significance, the analysis provided is for informational purposes only.

Under Build Alternatives 2, 3, and 4, the Project would not change the number of lanes on the bridge and, therefore, the replacement of the bridge under these build alternatives is not anticipated to induce growth, as discussed further in the introduction section of Chapter 2, *Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures*. Build Alternative 1 would reduce the capacity of the bridge by replacing a two-lane, bi-directional bridge with a one-lane, bi-directional bridge; therefore, this build alternative would also not induce growth. Under all four build alternatives, the new bridge would improve bicycle and pedestrian infrastructure and access. OPR prepared a “Technical Advisory on Evaluating Transportation Impacts in CEQA” (OPR 2018) which provides guidance on estimating VMT from transportation projects. The guidance states that bicycle and pedestrian infrastructure projects generally reduce VMT. Because the Project would not increase the capacity of the bridge and because it would improve multi-modal access across the bridge, the Project is not anticipated to substantially contribute to existing VMT.

No analysis of increased car speeding on the bridge or increased number of cars, crossing the bridge & on neighborhood streets, both due to much wider lanes.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Traffic/Transportation

- a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Unsignalized Intersections: LOS D is used as the minimum acceptable operation level at unsignalized intersections. A project-generated increase in traffic is considered to have a significant impact if intersection operations degrade to LOS E or F from acceptable operations **and** the intersection satisfies a peak hour signal warrant from the California Manual on Uniform Traffic Control Devices.

As shown in Table 2.1.4-3 in Section 2.1.4, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, under the opening year (Year 2020) scenario, all of the study intersections under the No Build Alternative and all build alternatives operate within applicable jurisdictional standards of the Cities of Palo Alto and East Palo Alto (LOS D or better) during the a.m. and p.m. peak hours, with the exception of the University Avenue/East Crescent Drive intersection. Under both the No Build Alternative and all build alternatives, the University Avenue/East Crescent Drive intersection would operate at LOS F during the a.m. peak hour for all study alternatives and LOS E during the p.m. peak hour for Build Alternative 1. However, the delay associated with the build alternatives is either the same as or less than the delay under the No Build scenario and does not exceed either threshold. Therefore, the Project would not result in impacts on traffic operations under the opening year scenario.

What does it mean that the Project would not result in impacts on traffic operations under the opening year?

Therefore, the impact is **significant and unavoidable**.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The Project is not located in the vicinity of a private airstrip, but the Project is located approximately 1.2 miles from the Palo Alto Airport. The Project would not result in a change air traffic patterns or otherwise affect airport operations because the Project does not include construction of any tall structures that could cause a hazard for air navigation. Therefore, there would be **no impact**. No mitigation is required.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The Project would not increase hazards due to a design feature or incompatible uses because the Project would improve the safety of the functionally obsolete Newell Road Bridge. Therefore, there would be **no impact**. No mitigation is required.

This is Not True! The wider lanes would increase speeding of cars over the bridge, thereby increasing the chances of accidents. It would also mean more car traffic both on the bridge & on neighboring streets. The bridge is not functionally obsolete or unsafe.

The main reason for replacing the bridge is to deal with a 70-year possible flood surge.

Baumb, Nelly

From: Kimberley Wong <sheepgirl1@yahoo.com>
Sent: Monday, June 1, 2020 8:10 AM
To: Council, City; Shikada, Ed
Subject: Fw: Newell Rd Bridge Upgrade
Attachments: Alternative

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

Dear Mayor and City Council Members,

I know that this is a tough time for you to make a decision that requires you all to balance the budget of the city yet continue to put in place infrastructure measures to safeguard our city. I know that the Newell Road bridge has been on the agenda for years!

It has come to my attention that there is a proposal of an alternative plan as illustrated in the attachment. The proposed project takes into account extensive community input since discussions started in 2012. It is much more modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. I understand that Caltrans says that they don't see increased traffic with their proposal, but as I question all traffic studies, did they do a 24/7 study to see the traffic impact at all hours of the day. Secondly did they study beyond the 1 or two blocks beyond the Newell street bridge. I have seen over the years that studies such as these fail to study the road and safety impact of neighborhoods roads beyond the initial site.

As for this alternative, I believe that is an excellent compromise taking into account multiple perspectives and should be considered. It will reduce cut-through traffic that already plagues their neighborhood, keeps the impatient and fast drivers from streaming into the neighborhood streets which can cause safety concerns for walkers, young children trying to cross the streets, and ensuring a residents rights to a safe and quiet neighborhood according to the Palo Alto Municipal Code below. My husband and I are bike riders and frequent the neighborhood and are constantly alarmed at the speed of the cars on this street to the point that we avoid riding on Newell unless we really have to. We see cars headed directly to the Newell bridge in order to avoid the traffic jam on University. Widening that road will be an open invitation to bring even more cars into the neighborhood over that bridge. Please keep it bike and neighborhood friendly.

Thank you for your consideration,
Kimberley Wong,
Long time resident of Palo Alto

9.10.010 Declaration of policy.

It is hereby declared to be the policy of the city that the peace, health, safety and welfare of the citizens of Palo Alto require protection from excessive, unnecessary and unreasonable noises from any and all sources in the community. It is the intention of the city council to control the adverse effect of such noise sources on the citizen under any condition of use, especially those conditions of use which have the most severe impact upon any person.

Baumb, Nelly

From: Paul Gumina <paul@svbusinesslaw.com>
Sent: Monday, June 1, 2020 10:44 AM
To: Council, City
Cc: Jeremias, Michel
Subject: Public Comment: Newell Road Bridge Replacement Project, Certification of Final Environmental Impact Report / Project Approval, District 4- SCL/SM-Newell Road BRLS 5100(017), June 1, 2020 City Council Meeting, Action Item No. 7, for Yang Shen
Attachments: 06-01-20 Ltr to City Council from Yang Shen.pdf

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

Dear Honorable Members of the City Council:

My office represents Yang Shen, owner of a single family home located at 1499 Edgewood Drive, Palo Alto, CA 94301 ("the Shen Property"). The Shen family lives in the home.

My client, his realtor, Mike Pan, and I intend to speak at tonight's City Council Meeting in opposition to Agenda Action Item No. 7, the Newell Road Bridge Replacement Project.

Attached, please find correspondence to the Members of the Council consisting of my client's written comments and opposition to the Project.

Thank you for your courtesy and cooperation.

Sincerely,
Paul L. Gumina
Cell: Redacted

West Coast Business Law
The Law Offices Of Paul L. Gumina, P.C.

Main Office
560 W. Main St., Suite 205
Alhambra, CA 91801
Tel. (Toll Free): Redacted
Fax: 866-894-8867
E-Mail: Paul@westcoastbizlaw.com
www.westcoastbizlaw.com

PLEASE ADDRESS CORRESPONDENCE TO OUR ALHAMBRA OFFICE

San Jose Branch Office
1641 N. First St., Suite 250
San Jose, CA 95112

IRS Circular 230 disclosure:
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by the IRS, we inform you that any tax advice contained in this communication, unless expressly stated otherwise, was not intended or written to be used, and cannot be used, for the purpose of (i) avoiding tax-related penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any tax-related matter(s) addressed herein.



THE LAW OFFICES OF
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PAUL L. GUMINA, ESQ.
ROBERT ARTHUR, ESQ.
OF COUNSEL

OFFICES IN SAN JOSE AND
LOS ANGELES COUNTY,
CALIFORNIA

Via Email To:
city.council@cityofpaloalto.org;
Michel.Jeremias@cityofpaloalto.org

June 1, 2020

Clerk of the City Council
City of Palo Alto
250 Hamilton Ave, 6th Fl
Palo Alto, CA 94301

Re: Newell Road Bridge Replacement Project
Certification of Final Environmental Impact Report / Project Approval
District 4- SCL/SM-Newell Road BRLS 5100(017)
June 1, 2020 City Council Meeting, Action Item No. 7
Submitted On Behalf Of Yang Shen, 1499 Edgewood Drive, Palo Alto CA 94301

Dear Honorable Members of the City Council:

My office represents Yang Shen, owner of a single family home located at 1499 Edgewood Drive, Palo Alto, CA 94301 ("the Shen Property"). The Shen family lives in the home.

The Shens have previously opposed the City's proposed certification of the DEIR / FEIR, and have opposed the project as proposed therein, for the reasons stated in their letter to Michel Jeremias dated June 30, 2019, containing the Shens' comments to the DEIR; and or the reasons stated in my email correspondence to the City's Architectural Review Board sent on May 6, 2020. This correspondence already received the the City is incorporated by reference herein.

We also incorporate herein by reference the comments made by myself, the Shens, and Michael Pan, that we made at the ARB Meeting on May 7, 2020, in opposition to the City's certification of the FEIR and the project.

The Shens oppose certification of the FEIR because it fails to adequately address the severe, negative environmental and health impacts that will be imposed, directly, on the Shen Property and its residents. After listening and reading the comments of proponents of the flood control aspects of the comments at the last ARB meeting, we appreciate the trauma these residents experienced thirty years ago. However, because the creek runs across my client's property, and my client's property is subject to a flood control easement, we are writing to raise additional concern about the defective flood control analysis in the proposed FEIR, because a poorly designed project is worse than no project at all, particularly with respect to my client's exposure to, and risk of, severe flooding if this project is implemented as planned. To summarize, the proposed FEIR fails to adequately describe, analyze, or address the flood control aspects of this project. These impacts, which in my opinion, constitute non-compliance of the proposed FEIR with CEQA standards.

1. Objections Regarding The Defective Flood Control Analysis

(A) SCVWD Hydraulic Model Is Not Described. The SCVWD hydraulic model parameterization is not described in the FEIR or the LHS. Reported model interface screenshots and summary data tables only report the existing conditions and proposed conditions bridge face cross-section geometry, model cross-section spacing, right and left top of bank elevations, and “Manning’s n” roughness coefficients at the bridge section. The “error bar” associated with the model detailing and parameterization and calculation procedures is less than the standard accuracy of available topographic maps of residential sites and known finished floor elevations. As well, being in FEMA Zone A, the tolerance for base flood elevation surcharges is 1.0 feet.

(B) The hydraulic model is a steady-state one-dimensional model. An unsteady state two-dimensional model is necessary for determining effects of the bridge replacement immediately upstream from the bridge section, as well as downstream effects. The absence of proper modelling results in the piecemeal analysis of the project. CEQA requires agencies to analyze “the Whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. . .” (14 Cal. Code Regs., § 15378(a)) An EIR must therefore analyze the environmental effects of an entire project, rather than breaking the project into segments. Current standard practice is to use 1-D HEC-RAS model for in-channel flows that are narrow and deep, and combine computationally with a 2-D model on the adjacent floodplains for broad shallow flows. Because upstream improvements are intended to be implemented that would reduce floodplain overflow from near Middlefield Road, the FEIR does not consider whether large enough flows that will reach the Newell Bridge vicinity may exceed the estimated 50-year design discharge to potentially exceed the natural channel capacity and raise the water surface elevation above the 30.0-ft replacement bridge soffit elevation.. The proposed FEIR fails to compute the effect of the replacement bridge on the depth and direction of those floodplain flows.

(C) Modification of Bridge Approaches May Affect Floodplain Flow Dynamics Especially Under Potential Future Conditions. The hydraulic engineering analysis documented in the FEIR and the LHS does not describe what hydraulic effects the raised bridge approaches on both sides of the replacement bridge may have on overbank floodplain flows. According to the detail of the FEMA floodplain map reproduced at p. 10 of the LHS, there is a levee on the right (south) bank of SFC upstream and downstream from Newell Road which is mapped on the left (north) bank of SFC only in the 400-500 ft immediately upstream from the bridge. (The mapping is poor and fails to show if the levee is entirely on the south side of the channel. However, the FEIR also shows on vicinity maps an existing floodwall along the left (north) side of the creek bordering Woodland Avenue. FEMA indicates that the 1% Annual Chance Peak Flow (100-year flow) is entirely contained in the channel in the reach upstream from Newell Road Bridge, but also maps a 100-year floodplain area only on the left (north) side of SFC, despite the presence of the floodwall mapped in the FEIR. The SCVWD hydraulic model data summarized in the LHS indicates that the top of bank elevations are roughly the same on both the right and left sides of the creek. From first principles, it appears that presence of a regulatory floodplain only on the left (north) side of the creek results from natural topography favoring overflow to the left considering the well documented long-term “down-to-the-northeast” natural alluvial fan morphology in this vicinity. The FEIR and the LHS do not explain the purpose and effect of the floodwall on the north side, the mapping by FEMA of an irregular “levee” on both sides of the creek, and, by extension, how modification of Newell Road roadway grades on both sides of the replacement bridge would interact with these apparent flood control facilities. The proposed

FEIR fails to consider the increased potential for overbank flows to be forced to the south, over the right bank upstream from the replacement bridge. This is a significant negative impact not evaluated by the FEIR. Mitigation measures should be required to determine a range of measures to enlarge the natural channel and install top of bank floodwalls. Such a hydraulic model analysis for anticipated upstream improvements should model the effects of eliminating floodplain flows originating from Middlefield Road vicinity, it should likely have to be an unsteady state one- or two-dimensional model depending on the range of design alternatives that are not analyzed in the proposed FEIR.

(D) Insufficient Freeboard for Passing Floated Debris. Neither the LHS nor the FEIR analyzes the potential for floated debris (e.g., trees fallen into the creek during floods and floated downstream) to jam on the headwall of the replacement bridge. FHWA and Caltrans typically require 2 vertical feet of clear space or “freeboard” between the top of the 50-year flood water surface elevation and the soffit or ceiling of the bridge. The design provides only 0.59 feet of freeboard. In fact, the proposed FEIR does not address the possibility that Caltrans will not exempt this project from the requirement, or if raising the soffit 2 feet above the 50-year flood water surface elevation might require grading modifications on either or both sides of the bridge, causing significant utility or private property conflicts or roadway safety diminishing sight distance restrictions.

(E) FEIR Differs from LHS. The proposed FEIR at p 2.2.1-2 refers to 70-year and 100-year peak flows and water surface elevations that the LHS refers to as 50-year and 100-year values. It is not clear how or why the FEIR changed the 50-year values to 70-year values.

(F) Technical Writing Lacks Understandable Narrative. The hydraulic engineering analysis in the FEIR and the LHS lacks clear documentation, and is written in a manner that cannot be understood by residents who are not hydraulic engineers. The FEIR preparer paraphrased results in the LHS. The LHS itself is entirely a verbal description of the HEC-RAS hydraulic model results. Only a hydraulic engineer can read these sections and understand the breadth of the analysis portrayed. The content of these sections lacks “common sense” narrative explaining the physical phenomena for a layman’s audience, especially one that is written to address the point of view of residents near the bridge replacement site. The analysis is not prepared for a “neighborhood-scale” context, nor does it address neighbor's concerns regarding site-specific physical phenomena.

The result of these defects is to raise a question that the proposed FEIR does not address: What happens if the replacement Newell Road Bridge does not prevent but causes, during a flood, the formation of a debris dam at the Bridge that will cause my client's property to be among the first to be flooded?

2. The Proposed FEIR constitutes improper piecemeal analysis of the project, in that it fails to consider or address the project's context, that it is merely one element of the "San Francisquito Creek Flood Protection, Ecosystem Restoration, and Recreation Project Upstream of Highway 101" adopted by on September 26, 2019, by the San Francisquito Creek Joint Powers Authority.

The proposed FEIR for the Newell Creek Bridge Removal Project fails to address the flood control measured in the context of the above-referenced project proposed by the SFC-JPA. Nor does the proposed FEIR address the concerns and public comments to the FEIR that SFC-JPA. The flood control project proposed by CalTrans, SFC-JPA, and the Cities of Menlo Park, Palo

Alto, and East Palo Alto has been improperly piecemealed, and for other reasons, as alleged in the Petition for Writ Of Mandamus entitled, Peter Joshua v. San Francisquito Creek Joint Powers Authority, San Mateo Superior Court Case No. 19-CIV-06305. A copy of the Verified Petition in that action is attached hereto and incorporated herein by reference. My clients object to the piecemeal analysis of the Newell Road Bridge Removal Project, and in particular, the analysis of the proposed flood control plans, for the reasons stated in the Verified Petition.

3. The Proposed FEIR fails to address the foreseeable, negative impacts of the continuation of the Covid-19 crisis.

The proposed FEIR fails to address the possible and foreseeable of the continuation of the Covid-19 crisis. This project, like all currently proposed major construction projects, could be stalled, indefinitely, if (as the US CDC expects) there is a "second wave" of Covid-19 later this year or next year. In that event, it is foreseeable that additional and perhaps more restrictive "stay-at-home" and quarantine measures will be ordered by the State of California. Simply put, project workers may be ordered to stay at home, regardless of social distancing and face-masking, and there may simply be no work force available to complete the project for an unknown and possibly prolonged period of time.

Also, given the literal collapse of California's economy during the last two months, it is foreseeable that the contractors and vendors may go out of business after work on the project starts because they have failed financially. So far, this has been the most severe economic decline since the Great Depression. No person or government agency can guarantee or even expect that the current supply chain needed for this project will be unimpaired.

Also, it is foreseeable that the treasury of the State of California and of the local agencies involved may collapse as well. If the project is started now, but then suspended or slowed due to the continued or even more severe effects of the Covid-19 pandemic on workers, contractors and vendors, it is foreseeable that the Shens will have to suffer and endure a construction staging area in their back yard where construction equipment and materials are simply abandoned and left in place, constituting an attractive nuisance with no one available to prevent thefts and trespassing. In other words, there is DEIR or FEIR for any complex construction project that can satisfy CEQA unless it addresses the uncertainties created by the Covid-19 emergency and its foreseeable, negative impacts on workers, private businesses, and on government agencies.

4. The Proposed FEIR fails to describe, with particularity, the anticipated effects of widening and straightening Newell Road on traffic impacting the Shen property and neighboring properties. It fails to describe, with particularity, what equipment and activities will occur in the construction staging site in my client's backyard, the hours of operation, and what noise, pollutants, and security problems can be reasonably anticipated.

As will be discussed below, the Shen Property is located in a unique position with respect to the project, and my clients will suffer the greatest negative environmental and health impacts during the construction phases because the City of Palo Alto and CalTrans propose to stage construction activities within about 30 to 200 feet from their home. The Shen Property is immediately adjacent to the intersection of Newell Road and Woodland Avenue, where the bridge will be torn down, flood control work on the banks of the creek will occur, and the new, two-lane bridge will be rebuilt. San Francisquito Creek runs along the northern property line.

As previously discussed, two aspects of the Shen Property's connection with the project site are also unique. First, the Shen Property is subject to a flood control easement adjacent to San Francisquito Creek along its northern boundary line. Second, the northeastern portion of the Shen Property is actually not owned by Mr. Shen, but is owned by the City of Palo Alto. In May 1998, The City of Palo Alto granted a written Encroachment Permit for an indefinite term to the prior owner, and that permit has been in effect as to each subsequent owner of the Shen Property. The Shen Property occupies and encroaches on the City's property. The purpose of the encroachment was to permit the former owner to build a fence along the eastern-most side of the City's boundary line adjacent to the sidewalk along the west edge of Newell Road. There are several very tall trees growing within the encroachment area, and the encroachment area has been professionally landscaped by the prior and current owners of the Shen Property.

The encroachment permit is subject to revocation by the City on 30-day's notice, at the City's sole discretion. After the encroachment permit was issued, since 1998, the owners of the Shen Property constructed the current six-foot tall wooden fence along the west edge of the City's property line, and now this fence separates the sidewalk and street along Newell Road from the Shen Property and provides privacy and relief from street noise. The City has threatened to cancel the Encroachment Permit unless Mr. Shen agrees to allow the City to enter the encroachment area and use it during the project.

In a meeting with the City of Palo Alto planning staff that took place on May 13, 2019 at the Shen Property, Mr. Shen and I were informed that the City and CalTrans planned to re-occupy the encroached area for use as a staging area for the project and to perform the following work: 1) remove the existing boundary-line fences that were installed pursuant to the 1998 encroachment permit; 2) build a temporary fence along the actual western boundary line of the Shen Property; 3) cut down at least three very tall eucalyptus trees and remove all landscaping that has been professionally maintained for many years within the encroachment area; 4) position unspecified construction equipment, materials and supplies in a staging area that will comprise not only the encroached area, but also the area behind the Shen Property adjacent to both the northern and southern banks of San Francisquito Creek. The planning staff members did not describe what equipment and materials would be stored where, or what daily activities would take place in the staging area. Generally, the planning staff mentioned that delivery trucks would be unloading materials and construction equipment into the staging area, and workers would perform work within the staging area such as cutting stone and concrete, and mixing concrete and/or road paving materials. The planning staff did not mention whether mobile generators would be running, or whether asphalt paving materials would be stored, loaded, and/or mixed in the staging areas. The planning staff did not indicate with any specificity how often delivery trucks would be unloading materials and equipment in the staging area; on which days and during which hours would deliveries be made; in what types of vehicles; during what hours; what equipment would be staged and stored in the staging area; and what work would be performed using any particular equipment and materials in the staging area.

Based on prior experience, the Shen family can expect that the delivery trucks picking up and dropping off in the staging area adjacent to their home will generate an unknown but significant amount of noise, dust, soot and exhaust will be a daily occurrence during an unknown number of hours per day. This alone presents a serious and unmitigated health hazard to the occupants of the Shen Property. The same is true with the noise and exhaust of fork lifts and other material handling equipment that are expected to operate in the staging areas. It is unknown whether the City and CalTrans will operate portable generators in the staging area, and during which hours. Such generators can be anticipated to create significant noise, soot and exhaust. If concrete will

be mixed in the staging area, the concrete mixers will generate a significant amount of noise, concrete dust, soot and exhaust. If asphalt or asphalt compounds are used in the project, the Shen family can expect that trucks carrying the asphalt mixes will deliver to the paving machines in or adjacent to the staging areas. If concrete saws will be used in the staging area, great noise, particulate concrete dust, exhaust and soot can be expected to impact the Shen Property. The process of delivering hot asphalt mixes to paving equipment in or near the staging area adjacent to the Shen Property can be expected to create substantial noxious odors, noise, exhaust and soot. The City staff did not mention whether portable toilets for workers would be set up and used in the staging area, but if so, the noxious odors and possible sewage spills can be expected.

It is well known that thefts from unguarded construction sites are commonplace. The City has not advised what security will be required to prevent the staging area from becoming an attractive nuisance to children, and a target for thieves. Although the proposed FEIR mentions that construction lighting will not be needed in the staging area because CalTrans and the City expect to do all work during daytime hours, the staging area will need to be lighted 24 hours a day to provide security and deter theft. The light would be expected to disturb the Shen family and interfere with their ability to get a good night's sleep. The City and CalTrans should anticipate that the staging area should be secured 24 hours a day by security guards as well. The project should also mitigate the possibility that trespassers could gain access to the staging area, and simply hop the fence to enter the Shen Property without being observed from the street.

The FEIR, including the City's responses to the Shens' comments, fail to address or consider any of these negative environmental and health effects as to the staging areas proposed to exist immediately adjacent to the Shen Property in other than a cursory and superficial manner, other than stating, in essence, "the City and the project's contractors will comply with applicable codes and regulations." No meaningful mitigation steps relevant to these specific, foreseeable negative impacts have been proposed in the FEIR. For this reason, the City should not certify the FEIR and require revisions and effective mitigation steps to address the concerns that I have outlined, above. Specifically, the FEIR, on Page S-5, Section S.4.5.1 [Construction Staging Areas] admits that the proposed FEIR failed to adequately address the serious, foreseeable environmental and health impacts caused by activities in the proposed staging areas on the persons living immediately adjacent to them, as follows:

"The final location of staging/laydown areas would be determined during the design phase and will require additional analysis if there are any changes that result in impacts that are not described in this Draft EIR/EA or addressed by standard measures included in the project description."

This statement admits that the proposed FEIR failed to analyze, consider, or propose mitigation to the foreseeable negative environmental and health impacts, even though the City planning staff I met on May 13th were very certain of the location of the staging area adjacent to the Shen Property, and how they planned to use the staging area. They stated, as a matter of fact, the City's intention to re-occupy the encroachment area next to the Shen property, and described in general terms what would occur there over an approximately two-year period. Given this certainty, the failure to address these anticipated negative impacts in the proposed FEIR is inexcusable, and the proposed FEIR should be rejected in its current form.

Keep in mind that the construction and related activity in the staging area will occur between 30 feet to 200 feet from my client's home, and last for approximately two years.

The burden created by the expected activity will, without question, That fact is not mentioned or

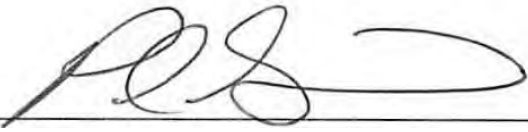
analyzed whatsoever in the proposed FEIR. The FEIR should have addressed all negative environmental and health impacts that can be expected to be suffered by residents living within 200 feet from the construction staging areas, including the residents of the Shen Property. The discussion in proposed FEIR, Section 2.6.6 [Air Quality] fails to address, specifically, the kind of activities that are anticipated to generate significant air pollution and contamination from airborne exhaust, dust, concrete dust, and soot that will emanate from the staging area immediately adjacent to the Shen Property, within 30 to 200 feet of the home, for two years.

Finally, the proposed FEIR fails to address whether it is in the best interest of the neighborhood and its residents to permanently close Newell Road to through traffic south of Woodland Avenue. My client further objects to the adequacy of the proposed FEIR as to its goal to provide traffic relief by installing a new bridge on Newell Road to cross the San Francisquito Creek. The justification for the project, from the point of view of CalTrans, is to provide relief to drivers seeking to use neighborhood streets to bypass traffic congestion on the main roads (University Avenue and Embarcadero Road) leading to Highway 101. The City staff mentioned to me during our May 13th meeting that GPS services such as Waze, Google Maps, Lyft and Uber have been directing drivers to use Newell Road to bypass congestion en-route to Highway 101. However, overburdening local streets that were never intended to be thoroughfares or carry cross-town traffic is a poor, ineffective solution to a problem that should be addressed by other, more creative means that are less burdensome to neighbors, including the Shen family.

Newell Road will be closed to through traffic for about two years, as the bridge is torn down and re-built. Drivers, the City, and CalTrans will need to find better alternatives during the time Newell Road is closed to through traffic before construction begins. Those alternatives should be permanent ones, which would mitigate, entirely, the heavy traffic burden that CalTrans and the City seeks to impose on the residents immediately adjacent to Newell Road south of Woodland Avenue once the bridge is rebuilt.

In conclusion, the proposed FEIR failed, almost completely, to follow the standards set by the California Supreme Court in the case, Sierra Club v. County of Fresno (2018) 6 Cal.5th 502. The California Supreme Court held that courts reviewing claims that an EIR inadequately discusses environmental impacts must determine whether the EIR “includes sufficient detail” to support informed decision-making and public participation. The Supreme Court also held an EIR must make “a reasonable effort to substantively connect a project’s air quality impacts to likely health consequences.” The Sierra Club decision makes clear that EIRs must contain clear and detailed discussion of impact significance determinations, and in particular must explain the nature and magnitude of significant impacts. With respect to the effects of a project on air quality and health, the Supreme Court held that the EIR at issue failed to adequately inform the public about the health effects of the project’s significant air pollution impacts. The Court noted that the EIR determined the project’s emissions of several pollutants would be a significant and unavoidable environmental impact, and that the EIR also contained a discussion, “general in nature,” about the health effects associated with various project-related pollutants. However, because the EIR’s discussion of health effects failed to “indicate the concentrations at which such pollutants would trigger the identified symptoms,” the Court found the EIR’s discussion inadequate, and held that “a sufficient discussion of impacts requires not merely a determination of whether an impact is significant, but some effort to explain the nature and magnitude of the impact.” The Court found the EIR’s discussion omitted material necessary for informed decision-making and to enable the public to understand and meaningfully consider the impacts of the project. The proposed FEIR in this case would not survive a challenge under the holding of

the Sierra Club v. County of Fresno case. Therefore, the proposed FEIR must be rejected at this time, until a better analysis of the project is conducted.



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12
13 SUPERIOR COURT OF THE STATE OF CALIFORNIA
14 COUNTY OF SAN MATEO

15 PETER JOSHUA,

16 Petitioner,

17 vs.

18 SAN FRANCISQUITO CREEK JOINT
19 POWERS AUTHORITY, a regional
20 government agency, BOARD OF
21 DIRECTORS OF SAN FRANCISQUITO
22 CREEK JOINT POWERS AUTHORITY and
23 DOES 1 THROUGH 15,

24 Respondents.

FILED
SAN MATEO COUNTY

OCT 24 2019

Clerk of the Superior Court

CLERK

Case No.: 19-CIV-06305

VERIFIED PETITION FOR WRIT OF
MANDAMUS

[CEQA CASE]

19-CIV-06305
PETWM
Petition for Writ of Mandate
2106036



1 I

2 INTRODUCTION

3 1. On September 26, 2019, the San Francisquito Creek Joint Powers Authority, by
4 and through its Board of Directors (collectively, “Respondents”), approved the San
5 Francisquito Creek Flood Protection, Ecosystem Restoration, and Recreation Project Upstream
6 of Highway 101 (“Project”) along a stretch of San Francisquito Creek and certified an
7 Environmental Impact Report (“EIR”) for the Project. The proposed Project consists of
8 construction of flood reduction features, including the replacement of Pope-Chaucer Bridge,
9 the widening of the San Francisquito Creek channel, and the replacement of the wooden
10 University Avenue bridge parapet extension. The majority of the Project elements would
11 occur on properties within the jurisdictions of the Cities Palo Alto, East Palo Alto, and Menlo
12 Park.

13 2. In approving the Project, Respondents also approved a Statement of Overriding
14 Considerations. However, the California Environmental Quality Act (“CEQA”) explicitly
15 requires public agencies to make the finding that mitigations or alternatives that reduce or
16 eliminate environmental impacts are infeasible before adopting a Statement of Overriding
17 Considerations. Pub. Resources Code §§ 21002, 21002.1(b), and 21081. Respondents
18 improperly skipped this step in the adoption of a Statement of Overriding Considerations and
19 instead simply weighed the benefits versus the impacts of the project without considering the
20 feasibility of alternatives or mitigations.

21 3. CEQA also requires an EIR to consider a reasonable range of alternatives to a
22 project which offer substantial environmental advantages over the project proposal and may be
23 feasibly accomplished in a successful manner. Pub. Resources Code §§ 21081(b); 21002.1.
24 The EIR analyzes four alternatives: (1) the No Project Alternative, (2) the Floodwalls
25 Alternative, (3) the Former Nursery Detention Basin Alternative, and (3) the Webb Ranch
26 Detention Basin Alternative. The “No Project Alternative” is required and the remaining three
27 fail to constitute a reasonable range of alternatives as explained *infra*.

28 4. CEQA requires agencies to analyze “the whole of an action, which has a

1 potential for resulting in either a direct physical change in the environment, or a reasonably
2 foreseeable indirect physical change in the environment...” 14 Cal. Code Regs., § 15378(a).
3 An EIR must therefore analyze the environmental effects of an entire action, rather than
4 breaking the action into segments. CEQA prohibits piecemeal review or “segmentation”
5 because such review underestimates the environmental impacts of the entire action by
6 analyzing each segment of a project in isolation without due consideration of the other parts of
7 the project. See *Tuolumne County Citizens for Responsible Growth v. City of Sonora* (2007)
8 155 Cal.App.4th 1214. Here, the EIR improperly segmented the Project by not considering the
9 Searsville Dam and Reservoir project which is proposed separately for Reach 3, which leads to
10 inadequate disclosure and analysis as to the Project’s environmental effects.

11 5. Petitioner Peter Joshua (“Petitioner”) challenges the approval of the Project on
12 the grounds that Respondents’ certification of the EIR for the Project failed to comply with the
13 mandates set forth under the CEQA because, *inter alia*, the Project’s Statement of Overriding
14 Considerations did not contain required findings, the EIR failed to contain a reasonable range
15 of alternatives, and the EIR improperly engaged in piecemeal review of the Project. Therefore,
16 Respondents’ certification of the EIR and approval of the Project constitutes an abuse of
17 discretion and must be reversed.

18
19 **II**
20 **PARTIES**

21 6. Petitioner hereby incorporates by reference paragraphs 1 through 5 as if fully set
22 forth herein.

23 7. Petitioner is an individual dedicated to the protection of the environment in the
24 City of Menlo Park, and the Counties of Santa Clara and San Mateo by participating in local
25 environmental and land use policy and decision making. Petitioner is a resident and taxpayer
26 of the City of Menlo Park, County of San Mateo and is affected by the Project, and whose
27 interests in preservation of the ecological integrity of the City and County will be adversely
28 affected by the failure to conduct appropriate environmental review under CEQA and approval

1 of the Project. Petitioner participated at public hearings and submitted comments on the
2 Project.

3 8. Respondent San Francisquito Creek Joint Powers Authority is a regional
4 government agency created by the cities of Palo Alto, Menlo Park, and East Palo Alto, the
5 County of San Mateo and the Santa Clara Valley Water District. Respondent San Francisquito
6 Creek Joint Powers Authority plans, designs, and implements projects to address the cities'
7 flooding, environmental, and recreational concerns along the San Francisco Bay.

8 9. Respondent Board of Directors of the San Francisquito Creek Joint Powers
9 Authority is the governing body for Respondent San Francisquito Creek Joint Powers
10 Authority and approved the Project, certified the EIR for the Project, and adopted a Statement
11 of Overriding Considerations.

12 10. The true names and capacities, whether individual, corporate, or otherwise, of
13 Does 1 through 15, are unknown to Petitioner who therefore sue said Respondents by such
14 fictitious names and will seek leave to amend this Petition for Writ of Mandamus when their
15 identities have been ascertained.

16 11. Petitioner is informed and believes that at all times herein alleged, Respondents
17 and each of them were the agents and employees of each of the remaining Respondents and
18 while doing the things herein alleged, were acting within the course and scope of such agency
19 and employment.
20

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22 **III**
23 **STANDING**

24 12. Petitioner hereby incorporates by reference paragraphs 1 through 11 as if fully
25 set forth herein.

26 13. Approval of the Project will adversely affect the interests of Petitioner.
27 Petitioner is a resident and taxpayer of the City of Menlo Park, County of San Mateo County
28 who is dedicated to preserving the environment of the City of Menlo Park and the Counties of

1 San Mateo and Santa Clara as set forth, *supra*, and is concerned about maintaining the
2 environmental integrity of the City of Menlo Park and the Counties of San Mateo and Santa
3 Clara. Approval of the Project, certification of the EIR, and adoption of a Statement of
4 Overriding Considerations will adversely affect these interests of Petitioner. Petitioner has
5 submitted comments and objections concerning the lack of CEQA compliance and has
6 participated at public hearings. Accordingly, Petitioner is an “aggrieved person” within the
7 meaning of Public Resources Code Section 21177.

8 14. Jurisdiction of this Court is invoked pursuant to California Code of Civil
9 Procedure §§ 1085 and 1094.5; California Public Resources Code § 21167; CEQA Guidelines
10 § 15112; the Constitution of the State of California; the Constitution of the United States; and
11 other applicable laws and regulations.

12
13
14 **IV**

15 **EXHAUSTION OF ADMINISTRATIVE REMEDIES**

16 15. Petitioner hereby incorporates by reference paragraphs 1 through 14 as if fully
17 set forth herein.

18 16. Petitioner has performed all conditions precedent to the filing of this Petition by
19 himself or others, raising each and every issue known to him before Respondents, in
20 compliance with Public Resources Code § 21177, Code of Civil Procedure §§ 1085 and
21 1094.5, and other applicable law.

22 17. Notice of the filing of this action as required by Public Resources Code §
23 21167.5 was mailed to Respondents on October 24, 2019. (Letter and Proof of Service are
24 attached hereto as Exhibit “A”.)

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VI
CAUSE OF ACTION
Violation of the California Environmental Quality Act
[Public Resources Code § 21000 et seq.]

18. Petitioner hereby incorporates by reference paragraphs 1 through 17 as if fully set forth herein.

19. Respondents' approval of the EIR constitutes an abuse of discretion because, *inter alia*, the Project's Statement of Overriding Considerations failed to include necessary findings; the EIR failed to provide a reasonable range of alternatives, and the EIR improperly engaged in piecemeal review of the Project. The specific violations of CEQA include, but are not limited to, the violations listed below.

20. CEQA requires findings that mitigations and alternatives are infeasible prior to an agency adopting a Statement of Overriding Considerations. Pub. Resources Code §§ 21002, 21002.1(b), and 21081. The invalidity of the Statement of Overriding Considerations is a dispositive issue under CEQA because of the failure of Respondents to make the required finding that the alternatives and mitigations are infeasible, a requirement confirmed by the California Supreme Court in *City of Marina v. Board of Trustees of California State University* (2006) 39 Cal. 4th 341, 368-369. Respondents skipped the question of infeasibility of alternatives that reduce significant and unavoidable impacts of the Project. Instead, the Statement of Overriding Considerations simply weighed the impacts versus the benefits of the Project without considering feasibility. The finding of infeasibility is an explicit prerequisite under CEQA to the adoption of a Statement of Overriding Considerations. The requirement to adopt feasible alternatives is prominently found in CEQA in three sections. Public Resources Code Section 21002 states:

The legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects... .

CEQA also states that “[e]ach public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.”

1 Pub. Resources Code § 21002.1(b). Finally, Public Resources Code Section 21081 mandates
2 as follows:

3 Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall
4 approve or carry out a project for which an environmental impact report has been
5 certified which identifies one or more significant effects on the environment that would
occur if the project is approved or carried out unless both of the following occur:

6 (a) The public agency makes one or more of the following findings with respect
7 to each significant effect:

8 (1) Changes or alterations have been required in, or incorporated into,
9 the project which mitigate or avoid the significant effects on the
10 environment.

11 (2) Those changes or alterations are within the responsibility and
12 jurisdiction of another public agency and have been, or can and should
13 be, adopted by that other agency.

14 (3) Specific economic, legal, social, technological, or other
15 considerations, including considerations for the provision of
16 employment opportunities for highly trained workers, make infeasible
the mitigation measures or alternatives identified in the environmental
impact report.

17 (b) With respect to significant effects which were subject to a finding under
18 paragraph (3) of subdivision (a), the public agency finds that specific
19 overriding economic, legal, social, technological, or other benefits of the project
20 outweigh the significant effects on the environment.

21 In short, Respondents must adopt feasible alternatives to a project when there are significant
22 and unavoidable impacts unless it is infeasible to do so. Only when mitigations and
23 alternatives are infeasible may Respondents adopt a Statement of Overriding Considerations
24 finding that the benefits of the project outweigh the significant effects on the environment.
25 “CEQA does not authorize an agency to proceed with a project that will have significant,
26 unmitigated effects on the environment, based simply on a weighing of those effects against
27 the project’s benefits, unless the measures necessary to mitigate those effects are truly
28 infeasible. Such a rule, even were it not wholly inconsistent with the relevant statute (id., §
21081, subd. (b)), would tend to displace the fundamental obligation of “[e]ach public agency
[to] mitigate or avoid the significant effects [on the environment of projects that it carries out or
approves whenever it is feasible to do so” (id., § 21002.1, subd. (b)). *City of Marina v. Board*

1 *of Trustees of California State University* (2006) 39 Cal.4th 241, 368-369; see also *County of*
2 *San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 98,
3 108, fn.18.

4 21. CEQA requires that an EIR consider a reasonable range of alternatives. Pub.
5 Resources Code § 21002. The alternatives analysis serves both the informational and
6 substantive purposes of CEQA. In particular, it is impermissible for Respondents to approve
7 the Project if there are feasible alternatives or mitigation measures that serve to lessen the
8 significant impacts of the Project. Pub. Resources Code § 21002. Failure to adequately
9 evaluate project alternatives violates CEQA. Here, Respondents failed to adequately evaluate
10 a reasonable range of project alternatives that would have reduced or avoided the significant
11 environmental impacts of the Project. The EIR states that Reach 2 and Reach 3 have two
12 separate projects, with Reach 2 including the proposed Project and one alternative. What is
13 clear, however, is that the projects in Reach 3 are not separate alternatives at all. The EIR at
14 page 1-7 states that “this EIR also discusses a project in Reach 3 that complements the
15 preferred alternative by increasing the level of flood protection afforded solely by Reach 2
16 project from 7500 cfs to almost 8,500 cfs.” The EIR also states that “a project in the upstream
17 areas of Reach 3 that results in temporary detention of extreme flows is a critical piece of
18 [Respondent San Francisquito Joint Powers Authority’s] overall strategy to reduce risk and
19 costs in our communities.” (See EIR at page 1-7.) The EIR at page 3.8-10 discusses the
20 Newell Road and Pope-Chaucer Bridges and that “in concert with an upstream detention
21 project that would temporarily remove at least 800 cfs during a 100-year storm, each bridge
22 would not cause flooding during that size event.” Finally, the EIR concludes that “[t]he Reach
23 3 alternatives could be implemented following further, more detailed, analysis under CEQA to
24 increase flood protection after one of the Reach 2 alternatives is constructed. With this
25 strategy, implementation of a Reach 2 and a Reach 3 alternative may be considered part of an
26 overall program.” (EIR page 4-4.) Given these statements, it is clear that the Reach 2 and
27 Reach 3 projects are intertwined. They are not separate alternatives at all. The EIR does not
28 contain a range of alternatives. Instead, it has chosen only one alternative, other than the No

1 Project alternative, to analyze in the EIR: the Floodwalls Alternative. Therefore, the EIR is
2 fatally flawed.

3 22. The EIR cast the alternatives as not meeting all the Project Objectives as
4 adequately as the proposed Project. The objectives are so narrowly tailored that viable
5 alternatives are improperly disposed of.

6 The purpose of an EIR is not to identify alleged alternatives that meet few if any of the
7 project's objectives so that these alleged alternatives may be readily eliminated. Since
8 the purpose of an alternatives analysis is to allow the decision maker to determine
9 whether there is an environmentally superior alternative that will meet most of the
10 project's objectives, the key to the selection of the range of alternatives is to identify
11 alternatives that meet most of the project's objectives but have a reduced level of
12 environmental impacts.

13 *Watsonville Pilots Assn. v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1089.

14 23. CEQA and relevant caselaw further mandate that Respondents adopt all CEQA
15 findings prior to the approval of the Project. 14 Cal. Code Regs. § 15091. Crucially,
16 Respondent San Francisquito Joint Powers Authority, as the lead agency according to CEQA,
17 was required to find whether there were any feasible alternatives or mitigation measures that
18 would serve to reduce the significant impacts of the Project on the environment. 14 Cal. Code
19 Regs. § 15091(a)(3). The EIR asserts that once the Project has been implemented,
20 Respondents will draft an Adaptive Management Plan in order to mitigate for sedimentation as
21 a result of erosion impacts associated with increased flows within the Creek. However, the
22 Adaptive Management Plan is nothing more than a monitoring plan conducted after the
23 approval of a project. Such a monitoring plan constitutes an improper deferral of mitigation
24 measures. It is "improper to defer the formulation of mitigation measures until after project
25 approval; instead, the determination of whether a project will have significant environmental
26 impacts, and the formulation of measures to mitigate those impacts, must occur before the
27 project is approved." *Oakland Heritage Alliance v. City of Oakland* (2011) 195 Cal.App.4th
28 884, 906.

29 24. CEQA requires agencies to analyze "the whole of an action, which has potential
30 for resulting in either a direct physical change in the environment, or a reasonably foreseeable

1 indirect physical change in the environment.” 14 Cal. Code Regs. § 15378(a). Here, the EIR
2 considers the Searsville Dam and Reservoir project separately in Reach 3. This results in an
3 incomplete analysis of probable environmental impacts and constitutes unlawful piecemeal
4 review and segmentation.

5 25. The FEIR’s Responses to Comments related to specific written comments
6 submitted regarding the DEIR failed to provide adequate responses. The responses were
7 incomplete or unresponsive. The evaluation and responses to public comments must contain
8 good faith, reasoned analysis. CEQA Guidelines § 15088(a), (c). Thus, Respondents’ failure
9 to properly respond to comments regarding the EIR further constitutes a failure to proceed in a
10 manner required by CEQA.

11 26. Due to all the above flaws, among others, Respondents’ actions in approving the
12 Project and certifying the EIR constitute an abuse of discretion. Respondents must prepare an
13 adequate EIR that conforms with all of the procedural and substantive requirements set forth
14 under CEQA, and properly adopt all findings required by law.

15 27. Respondents’ actions constitute an abuse of discretion. Respondents must
16 prepare an adequate EIR that conforms with all of the procedural and substantive requirements
17 set forth under CEQA. Approval of the EIR and adoption of the Statement of Overriding
18 Considerations, which lacked both procedural and substantive requirements under CEQA,
19 constitutes an abuse of discretion.
20

21 VII

22 ATTORNEYS’ FEES

23 28. Petitioner hereby incorporates by reference paragraphs 1 through 27 as if fully
24 set forth herein.
25

26 29. In pursuing this action, Petitioner will confer a substantial benefit on the People
27 of the State of California and therefore are entitled to recover from Respondents’ reasonable
28

1 attorneys' fees and costs pursuant to California Code of Civil Procedure § 1021.5, and other
2 provisions of the law.

3
4 **VIII**
INJUNCTION

5 30. Petitioner hereby incorporates by reference paragraphs 1 through 29 as if fully
6 set forth herein.

7 31. An actual controversy has arisen concerning Respondents' failure to comply
8 with CEQA (Pub. Resources Code § 21000 et seq.), as set forth above.

9 32. As a result of the above-alleged violations of CEQA, Respondents have failed to
10 conduct adequate environmental review as required by law and improperly adopted a
11 Statement of Overriding Considerations, and, thus, have failed to proceed in a manner required
12 by law in approving the Project.

13 33. At all times mentioned herein, Respondents have been able to comply with
14 CEQA, prepare adequate environmental review, and comply with all relevant provisions of
15 law. Notwithstanding such ability, Respondents have failed and continue to fail to perform its
16 duty to comply with CEQA.

17 34. Petitioner is informed and believes, and on that basis allege, that Respondents
18 are threatening to proceed with commencement of the Project in the near future. Said
19 implementation of the Project will irreparably harm the environment and will result in
20 significant and unmitigated adverse environmental impacts.

21 35. Petitioner possesses no speedy, adequate remedy at law, in that implementation
22 and development in connection with the Project will permanently and forever harm, injure,
23 degrade, and impact the environmental values of the City of Menlo Park, the Counties of San
24 Mateo and Santa Clara, and the State of California. Petitioner will suffer irreparable and
25 permanent injuries if Respondents' actions described herein are not set aside.

26 36. A stay and/or restraining order and preliminary and permanent injunction
27 should issue restraining Respondents from proceeding with development of the Project.

28 37. In order to preserve the status quo, a stay and/or restraining order and

1 preliminary and permanent injunction should issue staying Respondents' approval of the
2 Project and certification of the EIR.

3
4 **PRAYER**

5 WHEREFORE, Petitioner prays for judgment as follows:

6 1. For Alternative and Peremptory Writs of Mandate ordering Respondents to set
7 aside any and all Project approvals for San Francisquito Creek Flood Protection, Ecosystem
8 Restoration, and Recreation Project Upstream of Highway 101 including, but not limited to,
9 construction of flood reduction features, including the replacement of Pope-Chaucer Bridge,
10 the widening the Creek channel, and the replacement of the wooden University Avenue bridge
11 parapet extension, and setting aside certification of the EIR for the Project and adoption of a
12 Statement of Overriding Considerations, unless and until Respondents take all necessary steps
13 to bring its actions into compliance with CEQA;

14 2. For an order staying Respondents from engaging in any activity pursuant to the
15 Project until the environmental review and the Project complies with California statutes and
16 regulations, including but not limited to the requirements of CEQA;

17 3. For reasonable attorneys' fees, pursuant to California Code of Civil Procedure
18 section 1021.5, and other provisions of the law;

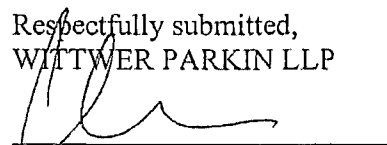
19 4. For costs of suit; and

20 5. For such other and further relief as the Court may deem proper.

21
22 Respectfully submitted,
23 WITWER PARKIN LLP

24 Dated: October 24, 2019

By:


25 William P. Parkin
26 Attorneys for Petitioner
27 PETER JOSHUA
28

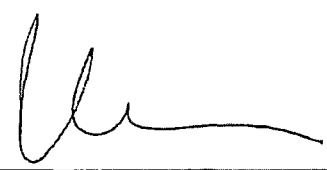
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VERIFICATION

I, WILLIAM P. PARKIN, say:

I am Attorney of Record for Peter Joshua, a party to this action.

I have read the Petition for Writ of Mandamus and know the contents thereof. I am informed and believe that the matters therein are true and, on that ground, allege that the matters stated therein are true. This verification was not signed by a party to this action because Peter Joshua is absent from the county where I have my office at the time this Petition for Writ of Mandamus was drafted and ready for filing. This verification was executed on October 24, 2019, in Aptos, California.



William P. Parkin

EXHIBIT A

Notice of Intent to Commence Litigation

Exhibit A



October 24, 2019

SENT VIA U.S. MAIL

Board of Directors
San Francisquito Creek Joint Powers Authority
615-B Menlo Avenue
Menlo Park, CA 94025

Re: Notice of Intent to Commence Litigation

Pursuant to the requirements of Public Resources Code Section 21167.5, this letter will serve as notice that Peter Joshua will commence litigation against the San Francisquito Creek Joint Powers Authority and the Board of Directors of the San Francisquito Creek Joint Powers Authority (“Respondents”).

This litigation challenges the actions of Respondents. Petitioner challenges the approval of the Project on the grounds that the Respondents’ certification of the EIR for the Project failed to comply with the mandates set forth under the California Environmental Quality Act (CEQA—Pub. Resources Code § 21000 et seq.), because, *inter alia*, the Project’s Statement of Overriding Considerations did not contain required findings; the EIR failed to contain a reasonable range of alternatives, and the EIR improperly engaged in piecemeal review of the Project. Therefore, Respondents’ certification of the EIR and approval of the Project constitutes an abuse of discretion and must be reversed.

This litigation has been commenced, *inter alia*, because the actions listed in the preceding paragraph do not comply with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.).

Very truly yours,
WITTWER PARKIN LLP

William P. Parkin

1 **PROOF OF SERVICE BY MAIL**

2 I certify and declare as follows:

3 I am over the age of 18 and not a party to this action. My business address is WITTWER
4 PARKIN LLP, 335 Spreckels Drive, Suite H, Aptos, California which is located in Santa Cruz County
5 where the mailing described below took place.

6 I am familiar with the business practice at my place of business for the collection and
7 processing of correspondence for mailing with the United States Postal Service. Correspondence so
8 collected and processed is deposited with the United States Postal Service that same day in the
9 ordinary course of business.

10 On October 24, 2019 the following document(s):

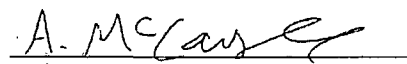
11 **NOTICE OF INTENT TO COMMENCE LITIGATION**

12 were placed for deposit in the United States Postal Service in a sealed envelope, with
13 postage fully paid to:

14 **BOARD OF DIRECTORS**
15 **SAN FRANCISQUITO CREEK JOINT POWERS AUTHORITY**
16 **615-B MENLO AVENUE**
MENLO PARK, CA 94025

17 I certify and declare under penalty of perjury that the forgoing is true and correct.

18 Dated: October 24, 2019

19 
Ashley McCarroll

Baumb, Nelly

From: Janie Farn <janie.farn@gmail.com>
Sent: Monday, June 1, 2020 2:00 PM
To: lydiakou@gmail.com; Council, City; City Mgr
Cc: Michael Farn
Subject: Re: Newell Road Bridge Replacement Project - June 1 City Council Meeting
Attachments: Newell Bridge_Petition.pdf; Replied with support of Build Alternative 1 for Newell Road Bridge.docx

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

Dear City Council and Manager,

Attached files are the 100+ signatures that support the Build Alternative 1 and some of their comments.

Please let me know if you have any questions or concerns. Again thanks for your time.

Sincerely,

Janie Farn

On Sun, May 31, 2020 at 9:52 PM Janie Farn <janie.farn@gmail.com> wrote:

Dear Council Members,

How are you? I hope you and your family are doing well during this pandemic!

After years of discussion about the Newell Road Bridge replacement, the city staff is suddenly really pushing hard to get it done with a virtual meeting on Monday June 1st. This is a virtual meeting with not much notice. While Alternative 2 was the only plan presented by the city to the ABR and the neighborhood in May. After hearing about the June 1 meeting, I decided to conduct a survey by reaching out to the neighborhood through some Crescent Park and Duveneck mailing lists. The result is an overwhelming preference for a small one lane bridge (Alternative 1). Everyone agrees that flooding is a concern. However, residents are also concerned about the traffic and safety in our neighborhood and that the higher capacity two-lane bridge will encourage high rise apartment development on the East Palo Alto side, which will lead to even more traffic and worse safety. This further validates that city staff are tone deaf on what the neighborhood wants! We want to preserve our quiet neighborhood streets with safety for school children, bikers and pedestrians.

I think my action and the results should speak greatly. I started my group petition just yesterday Saturday May 30 at noon by sending out emails on three incomplete local mailing lists. Only 24 hours later, I already have about 60+ families who have responded to join the petition for Alternative 1 for the bridge replacement. I'll forward these names and addresses tomorrow for the meeting.

Below I also included Ben Ball's email to council member Tanaka for you. Ben does a good job to summarize why people are so heavily in favor of Alternative 1. I and the other 60+ families want the city to put the Alternative 1 on the table for all council members to vote on. It is the only viable plan to take care of both flooding and traffic calming.

Yes, let's not take many years to vote on this important issue! But please consider Alternative 1.

Thank you for your time!

Janie and Michael Farn
580 Newell Road

----- Forwarded message -----

From: **Ben Ball** <Ball@franciscopartners.com>

Date: Sun, May 31, 2020 at 12:19 PM

Subject: Newell Road Bridge Replacement Project - June 1 City Council Meeting

Council Member Tanaka,

Thanks again for making the time to chat with me about the Newell Bridge replacement project two weeks ago. During our conversation you asked what neighbors wanted and at that time I didn't feel I could speak for what many of my neighbors wanted. I strongly felt that they wanted Build Alternative 1 as that was the smallest option that went through the EIR review process. Since our discussion, my neighbor, Janie Farn – cc'd here, has collected a petition with names and addresses of neighbors who desire Build Alternative 1. We've not been able to go door-to-door because of the shelter-in-place mandate but we've cobbled together as best we can a list over email. Janie is the keeper of this list so she should confirm, but as of yesterday evening over 50 neighbors had communicated to Janie their support with (names, email address and mailing address) for Build Alternative 1. We will continue to reach out to neighbors prior to tomorrow's meeting and will attempt to get you the data we have prior to your 5pm city council meeting.

As we discussed two weeks ago, I encouraged you to ask the other council members to delay this city council discussion/vote until residents could meet, in-person, with the city council. I strongly encourage you to consider this again. Zoom pushed through a required upgrade last night and many people will be unable to join the meeting IF they've not upgraded their Zoom app. Attempting to make a decision that will be as divisive as this decision will be under such a poor process will only incite anger and unhappiness but those who feel let down by the ultimate decision. Additionally the fact that notices went out to residents with only a weeks advance notice is extremely poor judgement. Staff took over seven years and now expects residents to respond and organize in one week. Keep in mind that the communication that communication from staff announcing the completion of the Draft EIR came out in early May and didn't give a date for the city council meeting. I assure you neither I nor any of my neighbors ever expected a June 1 meeting. Sadly this fosters our feelings that PA staff is tone-deaf to our concerns and is only interested in pushing traffic into our neighborhood and risking injury to school-aged children for whom Newell Road in Palo Alto is a safe route to schools.

As I wrote in my first communication with you, public works projects should never pit residents against each other. Sadly the process PA staff has run has created this unfortunate situation. There has been a lot of email exchanges among residents who's only concern is mitigating flooding and they claim that those who have an equal level of concern over children's safety and traffic on Newell Road are blocking flood control progress. Their argument stems from a belief that only Build Alternative 2 has funding. I have a hard time believing this argument BUT if true, reflects poorly on PA staff. Seven and a half years ago there was a visceral outcry from me and my neighbors who wanted a responsible bridge built that was as small as possible. We are now learning (although PA staff must confirm as I haven't heard this from PA staff) that all of the Build Alternatives evaluated in the EIR have funding EXCEPT build alternative 1. This is a complete failure of process IF this is true. Staff has been aware of our neighborhoods desire for a smaller bridge. They've had over seven years to secure funding for a smaller bridge. During this time Santa Clara County residents overwhelmingly passed Measure B in 2016 which increased sales tax for 30 years by 0.5 cents. \$1.2 billion of the revenue from this tax was earmarked for "local streets and roads" and another \$250 million was

earmarked “to improve bike and pedestrian circulation and safety”. Additionally, in 2017, the state assembly approved Senate Bill-1 which increased gas taxes by \$0.12 as well as car registration fees. The Senate bill was fully “approved” for the 2018 popular vote on Proposition 69 and this proposition provides billions of dollars annually some of which are allocated for “transportation improvements”. On the surface, it appears ample funds are available to fund Build Alternative 1. As a side note, how to fund the bridge was never presented as a criteria for evaluating any of the build alternatives. IF this is such a crucial factor why was it excluded?

It would be helpful for PA staff and the PA city council to present the grant applications for Build Alternative 1 that were submitted to the state under Prop 69 as well as to Santa Clara County Measure B so we can better understand the funding process since that topic appears to be a “hot button” for those solely focused on flood mitigation. Additionally, Marc Berman grew up in Palo Alto was on the PA city council back in 2012 and now represents all of us at the state level. It would be helpful to understand how PA staff tapped into Marc and his resources for securing funding for Build Alternative 1.

I greatly appreciated your response to my initial outreach. You were the only city council member who accepted my invitation to chat. I’ve also cc’d council member Cormack on this note as she was gracious enough to acknowledge receipt of my outreach note to her.

Thanks again for your time and consideration.

Ben Ball

Edgewood Dr.

Palo Alto

Please refer to the following link for important Francisco Partners disclaimer information regarding this e-mail communication: www.franciscopartners.com/us/email-disclaimer. By messaging with Francisco Partners you consent to the foregoing.

Newell Road Bridge Replacement Project Alternative 1 -- one lane bridge

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Ben Ball	Edgewood Dr.	Ball@franciscopartners.com
Angie Ball	Edgewood Dr.	acball2@gmail.com
Irving S. Rappaport	Edgewood Drive	isport1@yahoo.com
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Nancy Thomas	Walter Hays Dr	nbthomas@gmail.com
Steve Young	Southwood Drive	steve@foreveryoung.org

Newell Road Bridge Replacement Project Alternative 1 -- one lane bridge

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Vivian Liu	Edgewood Dr	zhang-ewan@hotmail.com
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Peter Bianchi	Dana Ave	Nextdoor
Kristin Davis	O'Connor Street	Nextdoor
Carol Wu	Rhodes Dr	moohouse@gmail.com
Barbara Levin	Newell Road	blevin5@hotmail.com
Brian Mo	Heather Lane	mobrian@gmail.com
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**Newell Road Bridge Replacement Project
Alternative 1 -- one lane bridge**

Ann Dolan
Rachel Farn
Leo Merken
Ed Feitzinger

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Newell Rd
De Soto Drive
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leo.merken@gmail.com
feitzinger@gmail.com

Replies from supporters of **Build Alternative 1** for Newell Road Bridge

Thank you for organizing support for Bridge Alternative 1. We live on Newell (near Kings Lane), and we support Bridge Alternative 1.

The new bridge should be about flooding, not increasing traffic and agreeing with high rise developers in EPA. Parking is such an issue around Woodland, so many residents park their cars in PA. More housing there will just exacerbate the problem. In addition, the EPA homeowners living in the corridor between Newell and University cannot leave their home during rush hour due to gridlock. The only people wanting more traffic are the politicians and developers!

They use "safety" as a reason for a 2-lane bridge. There hasn't been an accident in 100 years. I don't think the meeting should be during this time of "shelter in place."

Thanks for your work, Janie.

Gordon & Marie Thompson

I would love to join in signing the petition for a smaller bridge.

Erica Andersen

I support Bridge Alternative 1- a single lane car bridge with sidewalk) and object to the larger bridge.

Please add our name and address to the petition.

Anthony Soohoo

I support your project. Once they get two lanes it may become easier to hook up to Hy 101. And who knows then the city can start building affordable high rises along Newel and then of course we would need a subway to decrease the street traffic. I could go on but basically i support your one bridge proposal.

Gerald and Harriet Berner

You could add my name: Barbara Fikes. I agree with you about Alternative 1.

The elephant in the room is not traffic as it exists today, but what will happen when/if the area between the creek and 101 gets developed as proposed. Have traffic studies been done as part of the EIR for the bridge project taking into consideration potential development in the western part of East Palo Alto?

Stephen Monismith

Obayashi Professor in the School of Engineering

I would like to join your petition. Anne Butler

Remember though that a one lane bridge will have an effect on traffic congestion planning in the context of potential future development during an environmental review. Therefore, a one lane bridge is a good way of controlling additional future density. Jeff Austin

There is no reason to have to negatively impact our neighborhood because Caltrans insists on a size bridge that is unacceptable to the residents most affected by the bridge.

If it necessary to have this project, which benefits all Palo Alto and East Palo residents, not just those neighborhoods on either side of the bridge, then the two cities should be willing to pay for the bridge. Our lives and the quality of our neighborhood should not be dictated by Caltrans that has neither an interest in the long-term adverse impact of the project nor does it give one hoot about the peacefulness and tranquility of our existing residential neighborhood.

Irving S. Rappaport

With all due respect to those who want the large incarnation of the bridge, why do you care what size it is if the flooding issues are taken care of? Those of us who live nearby are not looking forward to the potential for increased traffic and increased density on the other side. It's not a matter of fixing

the traffic issues afterwards, creating traffic calming measures. Why not be proactive and think creatively ahead of time. Once you build it it will fill up, as in, "if you build it they will come."
Megan McCaslin

I would dismiss what Caltrans says about "no significant impact" as that is what is always said about every development in Palo Alto. You must read the findings and review the different traffic study reports (always wrong) in the EIR to see what measures were used to arrive at the no significant impact statement.....many times it is outrageous.

It only makes sense the traffic with a wider bridge will increase as who wants to sit through the traffic lights at Woodland and University esp. during commute traffic?
Rita C. Vrhel

The only thing we can "control" is the size of the bridge and preserving traffic levels similar to what they would be IF the current bridge is left in place. I've attended EPA city council meetings where they discussed their 30 year plan and it's clear they plan to allow development of 8-story high density housing in that area. We can't control what they do but we can control the amount of traffic that enters our neighborhood by keeping the bridge as small as possible.

Ben Ball

IMHO, the flood control issue is solved by increasing the effective open area. The traffic lane issue is somewhat disconnected. We can solve the flood issues by constructing a proper open area and attempt to preserve some semblance of our current neighborhood by reducing traffic potential. I fully realize that a one lane bridge will not be a panacea but every little bit helps. It's an additive process not an all or nothing. Let's not give up because the state and EPA is hell bent on building 8 story high rises everywhere. --Jeff Austin

Agree Jeff!

Be sure to email Janie (cc'd), sign the petition, and encourage everyone you know in the neighborhood to do the same. That's what I'm doing.

Claudia

Jeff makes excellent points! Let's not allow the politicians and developers control our destiny. The flooding problem can be solved without destroying the peacefulness and tranquility of our neighborhood. We do not want a lot more car traffic! There is more than enough of that already.

Furthermore, we should not allow Caltrans to ruin our neighborhood just because they are putting up some of the money. The year's long construction noise, pollution and inability to cross the creek at Newell will be nightmare enough, to day nothing of the continuing rise in car traffic. By keeping the bridge narrow, both the residents on both sides of the creek will have less worry with 8 story high rises going up on the East Palo Alto side of the creek, which will displace current residents living there now.

Irv

I support alternative 1. Ravindra Anaparti

I appreciate all the effort through the years to try and keep the Newell Bridge from becoming a large thoroughfare. I support Ben's recommendation for Alternative 1. It meets all the articulated needs of the communities. Alternative 1 will provide the needed upgrade to the Newell Bridge. As a long term neighbor in Crescent Park we have maintained a firm belief that Alternative 1 is the best choice. There is not support from the neighborhood for the large 2 lane, 2 bike lane and 2 sidewalks. Support for this alternative has always come from city planners. Please help us win Alternative 1.

Steve Young

The traffic is terrible (pre-pandemic). we are past Embarcadero, but my daughter almost got side swiped by a car that was hurrying to cut through to Middlefield. They don't turn right to avoid the additional light.

Karen Hickey

Thanks for the email. I am definitely in support of Alternative 1. The single lane bridge has worked fine for decades and a replacement of the same size should suffice. Besides with the expected massive budget shortfall coming I would think a single lane bridge is significantly lower cost than a 2 lane version.

Steve Blonstein

My vote is for a one lane car bridge for that reason in thinking about future density. --Bo Wu

Please consider smaller bridge. Otherwise we will have a speedway problem. Resident for over 50 years and no problem w small bridge. There will be several problems w a large bridge.

Harriet and Gerry Berner

I support rebuilding the present Newell Road Bridge for safety, but I recommend you authorize a smaller bridge. The proposed larger bridge would make Newell Road a major automobile thoroughfare between Palo Alto and East Palo Alto and lower the quality of life for those of us living nearby. It would make Newell Road and Woodland Avenue less safe because of the heavier traffic.

An increase in the number of bicycle and pedestrian lanes, however, would make the bridge safer for a significant number of people without increasing the automobile traffic.

Franklin P. Johnson, Jr

We support building a smaller bridge (Bridge Alternative 1 – a single lane car bridge with bike lanes and sidewalks). We object to the larger bridge.

Regards,

John and Polly Armstrong

It's a bad idea to expand the bridge for higher level of traffic through our neighborhood. Awful!

Tami

Just to add Irv's point, the flooding in 1998 was terrible(I was here) however, I don't believe anyone was injured or killed. That will almost certainly be the case if this proposed bridge expansion goes through if the traffic patterns that we are already seeing evolve and worsen.

Jeff Reese

I absolutely support a smaller bridge with safer options for foot/bike traffic. Also, the updates to manage flooding in our neighborhood and that of EPA are essential.

A large two lane bridge is NOT what is best or safest in our residential neighborhood. It is close to schools where kids ride bikes and walk to school. Added vehicular traffic is not safe as that is a route hundreds of young children take every day to Duveneck, Walter Hays and Greene Middle Schools.

Rebecca Young

I, John Furrier of 1457 Dana Ave, support a vote against the large bridge. My main reason is there is no doubt in my mind that Waze and online tools will send more cars than anyone can imagine down Newell. This will cause MASSIVE congestion that will cause a car backup to as far as Channing maybe even Embarcadero, Safety will be the #1 concern then local family won't be able to get around town. We are already seeing this with the streets of E. Crescent Drive and Center flooding into University.

From Nextdoor:

[kristin davis](#), The Willows

We are facing epic drought conditions again and for the foreseeable future.. The likelihood of a flood of that proportion is minimal at best.

[Karen Ewart](#), Community Center

The bridge at Chaucer got flooded. I don't recall the bridge at Newell ever getting flooded. I don't look forward to more speeders flying up-and-down Newell road once this happens.

Baumb, Nelly

From: Rosalinda Quintanar <rquintanars@yahoo.com>
Sent: Monday, June 1, 2020 2:48 PM
To: Council, City; City Mgr
Subject: Vote for Bridge Alternative One

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

I vote for Alternative One (One Lane Bridge)

Rosalinda Quintanar - Patricia Lane

Baumb, Nelly

From: Ingrid Aalami <ingridaalami@gmail.com>
Sent: Monday, June 1, 2020 1:44 PM
To: Council, City
Subject: Newly Bridge

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

Build a 2 lane bridge

Baumb, Nelly

From: Rod Miller <rod@rodmilller.com>
Sent: Monday, June 1, 2020 12:39 PM
To: Council, City
Subject: San Francisquito Creek Bridges - BUILD 'EM!

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

I am totally opposed to any delay in removing the flow restrictions for the creek.

Think about this

21 YEARS AND STILL NOTHING HAS BEEN DONE TO REMEDY THE PROBLEM!
21 YEARS!

Among the 7 AFIK agencies that need to agree to solve the problem there apparently is no sense of urgency. People have gotten hired, received promotions, and retired during that span of time. But no sense of urgency. A firmly managed genuine sense of urgency can do a lot to solve jurisdictional issues.

In the meantime, since I was badly flooded in 1989, every winter I have to re-deploy my sandbags (about 500 is a lot of work for a now 81 year old) and sweat through the big storms. Then in the spring put the now wet (double the weight) sandbags in storage until the fall. I've done this 20 times! Other homeowners do the same.

I invite you, the City Council, to come this Fall and help me deploy my sandbags, and then in Spring put them back in storage.

If doing that makes you feel uncomfortable, imagine my discomfort that occurs bi-annually.

Anyway, no apologies for the rant. The point of this message is that the Newell and Chaucer bridges can't be rebuilt soon enough for me. When I am able to recycle my sandbags it will be a great day.

I'll invite all those who have directly helped over the years to my celebration - that would be zero other people.

--

Rod Miller
Handcraftsman

===

Custom 2-rail O Scale Models: Drives,
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<http://www.rodmilller.com>

Baumb, Nelly

From: TC Rindfleisch <tcr@stanford.edu>
Sent: Saturday, May 30, 2020 5:19 PM
To: Ben Ball; 'CPNA'; 'Pamela Wagner'; 'Irving Rappaport'; 'Vanessa Belland'; 'David Dorosin'; 'Jeff & Linda Reese'; 'Kathryn Spector'; 'Euginia Merken'; 'Jim Lewis'; 'Dave Yen'; dpudvay@yahoo.com; 'bowu0110'; DSFNA
Cc: Council, City; City Mgr
Subject: [CPNA Flooding] Video of What Crescent Park and Duveneck/Saint Frances Looked Like the Morning After

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

To give those who were not participants in the 1998 San Francisquito Creek flood some perspective, take a look at [this link](#) (about 4 min) to see what things looked like the morning after. The flood hit on February 3, 1998 around 2:00 AM. The video was taken the morning after from a helicopter by the Santa Clara Valley Water District. SFC is an unusual creek in that the overflow water drains AWAY from the creek, not back into it. The bulk of the water that left the creek that night (~2000 cubic feet per second, flowing for about an hour) ended up in East Palo Alto, the Embarcadero Road industrial park and airport, and at the southern end of the Duveneck/Saint Frances neighborhood where the Oregon Expressway, Hwy 101, and Embarcadero Road come together. The flood washed over most of Crescent Park, Duveneck/Saint Frances, and parts of East Palo Alto on its way downstream to its resting place. Southbound Hwy 101 was closed for 3 days...

Tom R.

Baumb, Nelly

From: Christy Telch <gforman806@aol.com>
Sent: Sunday, May 31, 2020 3:51 PM
To: City Mgr
Subject: Newell Bridge Replacement Project

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

To: City Manager,

I sent an email yesterday urging you to approve the FEIR in order to move forward on the Newell Bridge Replacement project. I neglected to state that I support Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR).

Thank you,
Christy Telch
1130 Hamilton Ave
Palo Alto 94301

Baumb, Nelly

From: Ann DeHovitz <rossde@aol.com>
Sent: Sunday, May 31, 2020 2:40 PM
To: City Mgr
Cc: Ross DeHovitz
Subject: Newell Road Bridge Replacement Project

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

Palo Alto City Manager,

We are writing to voice our strong support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR).

Thank you,

Ann and Ross DeHovitz, 853 Sharon Court

Baumb, Nelly

From: Colleen Crangle <crangle@stanfordalumni.org>
Sent: Saturday, May 30, 2020 8:23 PM
To: City Mgr
Subject: Alternative 2 for the Newell Road Bridge Replacement Project

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

Dear City Manager:

I am writing to express my strong support for Alternative 2 for the Newell Road Bridge Replacement Project in the Final Environmental Impact Report (FEIR). It is beyond time to get this project done and to move on to the bridge at Chaucer. I was one of the households affected by the 1998 flood and have waited patiently for this compromise to be worked out for Newell.

Sincerely,

Colleen Crangle
60 Kirby Place

--

Colleen E Crangle, PhD

www.linkedin.com/in/colleencrangle/

<https://www.faultlinepress.com/>

Baumb, Nelly

From: Christy Telch <gforman806@aol.com>
Sent: Saturday, May 30, 2020 4:33 PM
To: City Mgr
Subject: Newell Road Bridge Upgrade

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

Dear City Manager,

I am writing to urge you to approve the Final EIR for the Newell Bridge Replacement Project and for the project to proceed as quickly as possible. We were flooded in 1998 and it took one year to restore our home. We have waited for 22 years for flood protection and both the City Council and City Manager should move this forward as fast as possible.

Christy F. Telch
1130 Hamilton Ave
Palo Alto 94301

Baumb, Nelly

From: opmed@earthlink.net
Sent: Thursday, May 28, 2020 5:16 PM
To: City Mgr
Cc: opmed@earthlink.net
Subject: From Michael Gaynon Re: The proposal for replacing the Newell Road bridge

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

Dear Palo Alto City Manager,

I am a 41 year resident of Palo Alto. I want to see long delayed flood control finally put in place, more than two decades after the serious flood we experienced during the El Nino year of 1998, due to the poorly designed Pope Chaucer bridge. This flood caused considerable damage to our property and to that of many others in our city. It may recur, if this choke point along the San Francisquito creek is not eliminated. There has been much too much delay in correcting this problem. The Pope Chaucer bridge should be replaced as soon as possible, but this will require replacement of the Newell Road bridge. The time to act is now. I therefore support the following statement:

Flood Control: The Newell Rd project is of vital importance for flood control on San Francisquito Creek. The Newell Road bridge must be replaced before the Pope Chaucer bridge (the primary culprit that caused the flooding of Crescent Park in 1998) can be replaced. We have waited for this protection for 22 years, and discussions about Newell have been going on since 2012. We simply cannot have any more delays on this project. It is a matter of safety for life and property for the more that 1400 homes inundated in the SFC flood zone in Palo Alto.

Bridge Design: The proposed project takes into account extensive community input since discussions started in 2012. The proposed design is modest and significantly smaller than the project proposed in 2012 while meeting the minimum Caltrans requirements for modern bridge construction (two 14 foot lanes for cars/bikes). The design also includes two 5 foot sidewalks for pedestrians. This is an excellent compromise taking into account multiple perspectives.

Budget: The cost of the Newell Road bridge project will be covered by Caltrans (88.5%) and Santa Clara Valley Water District (11.5%) as stated in the EIR. There will be no budget impact for Palo Alto.

Traffic: Some have expressed concerns about changes in traffic patterns on Newell Road from having a wider bridge. Studies have indicated the contrary, but should such problems arise in the future, they can be addressed with monitoring and traffic calming measures as needed.

Sincerely,
Michael Gaynon
1340 Hamilton Avenue
Palo Alto, CA 94301