

DOCUMENTS IN THIS PACKET INCLUDE:

LETTERS FROM CITIZENS TO THE
MAYOR OR CITY COUNCIL

RESPONSES FROM STAFF TO LETTERS FROM CITIZENS

ITEMS FROM MAYOR AND COUNCIL MEMBERS

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ITEMS FROM CITY, COUNTY, STATE, AND REGIONAL AGENCIES



Prepared for: **9/7/2015**

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Set 1/1

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Carnahan, David

From: TC Rindfleisch <tcr@stanford.edu>
Sent: Wednesday, August 12, 2015 2:57 PM
To: Council, City
Cc: Keene, James; Shikada, Ed; Alae, Khashayar
Subject: Some Quantitative Measurements of Aircraft Overflight Noise in Palo Alto
Attachments: Preliminary Quantitative Analysis.PACC.150812.pdf

Dear City Council Members, thank you for your consideration and support in addressing aircraft overflight noise issues in Palo Alto under the new re-routing instituted by the FAA NextGen program. The attached letter describes some recent work I have done to provide you with additional information that helps quantify the character of the noise resulting from those decisions, the impact it is having on our community, and some recommendations for how to move forward.

Sincerely, Thomas C. Rindfleisch

31 Tevis Place
Palo Alto, CA 94301
EMail: <tcr@stanford.edu>

Dear Palo Alto City Councilmembers:

First, thank you for your attention and help in seeking reconsideration of FAA decisions over the past year about NextGen aircraft flight paths over Palo Alto. This letter is to provide you with additional information about the character of the noise resulting from those decisions, the impact it is having on our community, and some recommendations for how to move forward.

Introduction

Some time ago I wrote about recordings I made in June illustrating subjectively the interference of aircraft overflight noises with TV watching at our house (see [this link](#)). Such subjective examples do not have much credibility with the FAA, SFO, etc. when objecting to noise levels, even though a survey (also summarized at the above link) indicates that over 70% of residents find the newly increased noise from aircraft overflights to be extremely intrusive and disruptive.

To better quantitate the aircraft noise we are exposed to, I began working on noise monitoring in July. I bought a Reed SD-4023 Sound Level Meter/Datalogger to start collecting our own data, so that we might compare that with noise monitoring data the FAA and SFO may begin collecting in Palo Alto sometime in August. This is a report on the quantitative results I have obtained to date, which I believe support the subjective impressions of very persistent and intrusive overflight noise levels from low-flying aircraft in our community since late last winter.

I believe the preliminary data I describe below is accurate and revealing. It is highly suggestive that the changes in noise levels over Palo Alto from NextGen exceed the thresholds set by the FAA for a finding of objectionable noise, and we would like to see this new regime reconsidered through an open, frank, and earnest discussion about how we might take advantage of the bay area's unique geography and access routes to minimize the noise over any populated areas. Our intention is not to push the noise to another community but, rather, to find a rerouting of the traffic that is a suitable compromise between safety, noise impact, and efficiency. We believe that there are alternatives to the re-routing (including the bay or other more lightly populated areas such as the regional open space properties) that would be a better solution for everyone.

The need to objectively understand the extent and nature of the noise effects Palo Alto has come to experience is an important step toward these goals. This requires more comprehensive noise surveys and analyses that we hope the FAA will undertake (but which the citizens could tackle as a kind of crowd-sourced study if the FAA does not). If the early results presented here hold, then the FAA should take appropriate action.

My studies should be seen as a work in progress in several respects:

- (1) My sound measurements were taken over a limited period of time so far (July 12-16, 2015) and must be extended over time to more thoroughly characterize the temporal (daily, weekly, monthly, seasonal, and long-term trend) aspects of aircraft noise in our community.
- (2) The measurements were taken from a single residential location (my home) and must be broadened to reflect the noise characteristics throughout the community.
- (3) Finally, much of what I have done is to develop a feasible methodology to measure and analyze physical noise data from various perspectives to better characterize the impact aircraft noises are having on our community under NextGen routing. The computer programs and tools I have built are prototypes and need to be polished for more routine production use.

(Note: this subject is fairly technical so I will try to explain what I did in intuitive terms first, and include at the end some more technical detail for those interested.)

Raw Data

The Reed meter measures sound energy falling on its microphone, taking samples every 2 seconds with a sensitivity curve simulating the frequency response of the human ear. These measurements are time stamped and written to a small SD card whose contents can be uploaded to a computer and analyzed in Excel or other data analysis programs. The recorded intensity values are expressed in decibels (dBA), a logarithmic scale commonly used for sound level measurements as compared to the faintest audible sound. (A logarithmic intensity scale is used because the dynamic range of sounds is so large – see [this link](#) for more detail on sound measurements).

As a first step, I logged data for 5 days starting at 8:22 AM on Sunday, July 12 in my back yard (31 Tevis Place, Palo Alto, CA 94301), and running continuously until 7:38 AM on Thursday, 7/16. I then organized the records by day (0:00 AM - 23:59 PM; i.e., 43,200 records per day) for analysis. A typical set of raw measurements for Monday, July 13 is shown in Figure 1.

You can see that the data include a noisy ambient background ranging from about 38 dBA at night to about 50 dBA during the day. A number of narrow vertical spikes are superimposed on this background corresponding mostly to aircraft overflights, but also including other localized ambient noise events. Recall that a measurement is taken every 2 seconds, so individual spikes are not resolved on the plot at the scale shown in Figure 1. They can be seen more clearly in Figure 2, which shows a small portion (7:30 - 8:30 AM) of the record in Figure 1, blown up on the horizontal (time) axis.

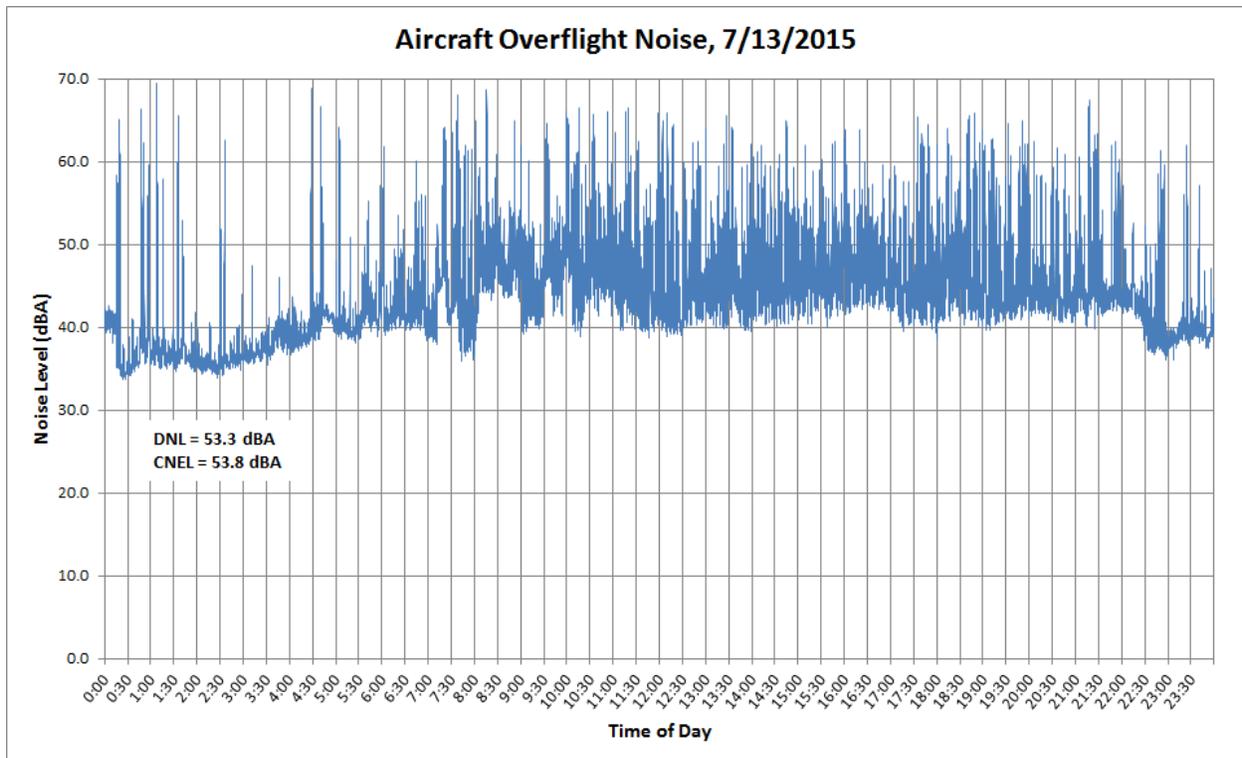


Figure 1. Raw data from Reed sound meter for July 13, 2015.

In Figure 2 you can clearly see the background (between about 40 and 50 dBA) and the 11 peaks corresponding to aircraft overflights that occurred in this one-hour period. This background comes from the ambient neighborhood noise and the peaks are either sharp noises (like an object falling, a yell, etc.— look at the narrow peaks just before 7:36 and 7:52 marked with red arrows) or low-altitude airplane overflights seen as the wider peaks (around 1-1:30 minutes in duration).

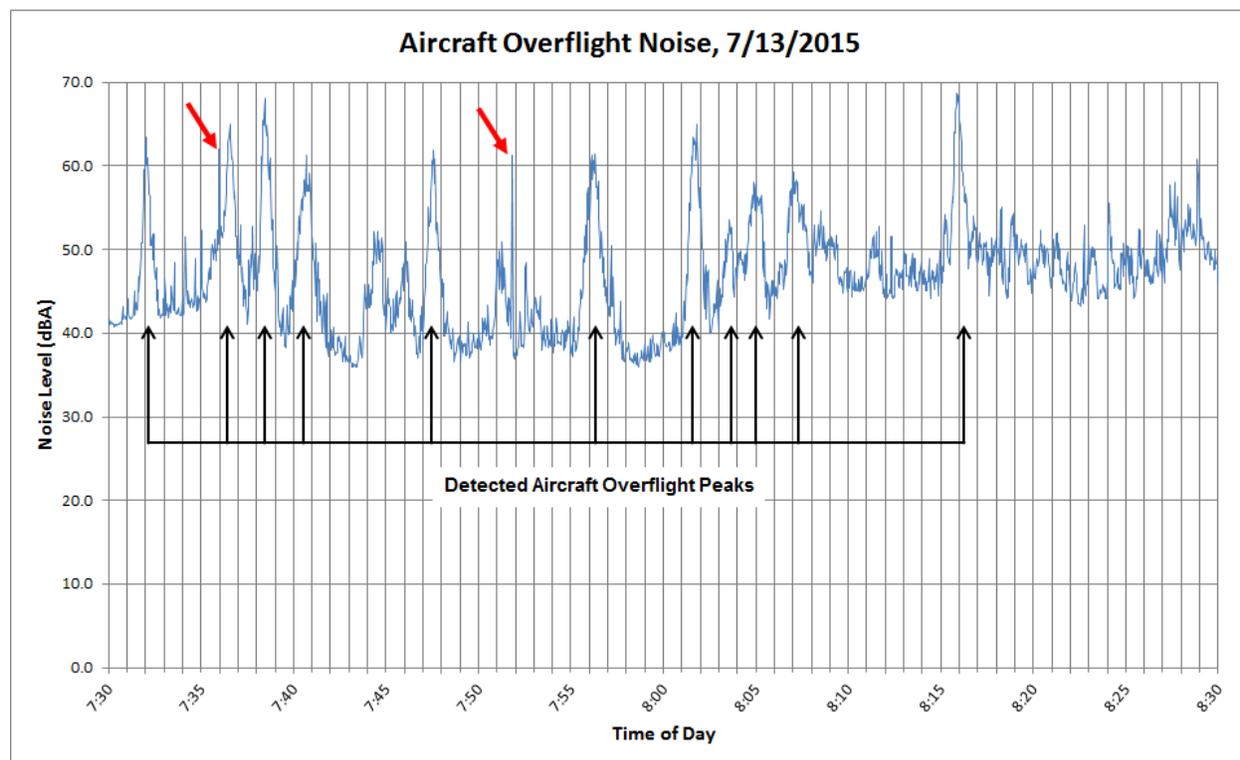


Figure 2. Expanded view of the interval 7:30 8:30 AM from Figure 1.

Data Analyses

In addition to simply plotting these data as above, we can do various calculations of interesting noise measures. For example:

The FAA **Day-Night Average Sound Level (DNL)** — is a single number, the day-long average of a sound intensity record shown such as shown in Figure 1 (the average is done in linear intensity space and then converted back to dBA units). The DNL supposedly represents an assessment of the impact of aircraft noise, and "accounts for increased human sensitivity to noise at night by applying a 10 dB penalty to nighttime events (during the 10:00 PM to 7:00 AM time period). The DNL value for Figure 1 is 53.3 dBA.

The **California Community Noise Equivalent Level (CNEL)** — CNEL is a variant of the DNL developed in California, which includes an extra 5-decibel penalty on noise during the 7:00 PM to 10:00 PM evening time period, as well as the 10-decibel penalty on noise during the 10:00 PM to 7:00 AM time period. The CNEL is again a single number that purports to represent the impact of aircraft noise. The CNEL value for Figure 1 is 53.8 dBA.

The problems with the DNL and CNEL measures are well-known in that these overall average noise measures do not account for the disruption of localized intense and often recurring

sounds during daily activities. The best noise metric(s) to accurately quantify the impacts of aircraft noise on human health, learning, annoyance, speech disruption, sleep disturbance, etc., particularly in situations where communities were previously unaffected by aircraft noise, have yet to be determined. Although the FAA is pursuing some research efforts in this area, they are not progressing at a rapid pace and governments in Europe have taken the lead. These traditional measures are nevertheless the criteria the FAA uses to judge impact of aircraft noise and unless the DNL/CNEL is greater than 65 dBA, they are not obligated to do any mitigation.

For a person under the flight path of low-flying aircraft, what matters most is not the average noise over a 24-hour period, but rather, for common activities, the extent to which one's concentration on a task at hand is broken by aircraft noise. This means that we need to worry in some detail about when, how much, how long, and how often we are exposed to aircraft sounds in our analyses.

To do this, we have to isolate each aircraft overflight peak and measure some more directly relevant parameters: such as how big each peak is, how long it lasts, and how close it follows on to similar events around the same time. I spent a fair amount of time writing, testing, and tuning a computer program to analyze the raw data to identify and extract each peak corresponding to an overflight event. This is a fairly complicated program in that it has to find the upper bound of the dynamically varying ambient background noise to establish a threshold to detect bigger aircraft noise peaks. It also has to make sure that candidate overflight peaks are neither too short nor too long. Once a peak is found that matches these criteria, its location in time, its maximum height, and its overall size (total sound energy under the peak) are calculated. (See further details near the end of this message.)

DNL & CNEL Values with and without Aircraft Noise

One of the simplest things we can do is estimate the values of DNL and CNEL with and without aircraft noise. This is relatively easy once we have identified the locations and extents of aircraft noise peaks. Using a spreadsheet program (like Excel), we can replace each peak with the average ambient background noise level seen near the peak, and recalculate DNL and CNEL values. Table 1 shows the result of doing this for each of the 24-hour sound records in the 5-day recording I made.

Effect of Overflight Noise on DNL and CNEL Estimates	With Overflight Noise		W/O Overflight Noise		Change Adding Overflights	
	DNL (dBA)	CNEL (dBA)	DNL (dBA)	CNEL (dBA)	Δ DNL (dBA)	Δ CNEL (dBA)
Mon, 7/13 (Full day)	53.3	53.8	48.3	48.7	+5.0	+5.1
Tue, 7/14 (Full day)	54.4	54.7	48.3	48.7	+6.1	+6.0
Wed, 7/15 (Full day)	55.0	55.5	49.8	50.4	+5.2	+5.1

Table 1. Effects of presence/absence of aircraft noise on DNL/CNEL

As can be seen, the presence of overflights in the data adds approximately 5-6 dBA to the FAA measures, corresponding to a factor of 3.5-4 increase in average intensity of the sound. Now clearly Palo Alto has always had a certain level of noise from aircraft in the past, so it might be argued that these differences in DNL and CNEL measures could be a bit of an overestimate. On the other hand we have visually scanned all of the daily noise records at high time-axis resolution to be sure the extracted peaks are reasonably overflight events. There were a few

small dubious peaks that slipped through, but more often, there were peaks that were most likely overflights that were below the conservative detection threshold level. This means we are including in the background some of the smaller amplitude overflight noise (probably from aircraft that did not come close to flying directly over my house).

As a result, we believe the table above shows a fairly accurate estimate of the significant changes brought on by the recent realignment of aircraft flight paths with the new NextGen system. One of the qualities that Palo Alto has enjoyed as a community is that it has always been a relatively quiet place to live. The NextGen changes have affected that profoundly.

Sound Exposure Level (SEL) Calculations

Another calculation we can do is to replace each recorded overflight peak with a simulated peak that is a composite metric that represents both the intensity of the sound and its duration. This measure is called a *Sound Exposure Level (SEL)* and it represents the total acoustic energy transmitted to the listener during the overflight event. Mathematically, an SEL is the intensity of a constant sound that would, in one second, generate the same acoustic energy as the actual time-varying noise event. For sound from aircraft overflights, each of which typically lasts 30 seconds to a minute or more, the SEL represents a better metric to use in assessing noise levels from overflight events, although it does not capture the effects of the repetitiveness of successive overflights nor the duration of an episode of high traffic.

Figure 3 shows the record for Monday, July 13, with the recorded overflight peaks converted to SELs. You can see that the peaks are now uniformly narrow (1 second wide) and have amplitudes of around 70 - 80 dBA, corresponding to the integrated sound energy delivered by the whole recorded peak. The heights of the SEL peaks may more closely represent the impact of individual events, but the DNL and CNEL statistics are only changed moderately. When computed over the SEL chart in Figure 3, the DNL(SEL) statistic is 55.7 dBA (instead of 53.3) and CNEL(SEL) is 56.3 dBA (instead of 53.8). We believe that the use of the SEL measure still falls short of capturing the local repetitiveness and duration effects of vexing aircraft noise.

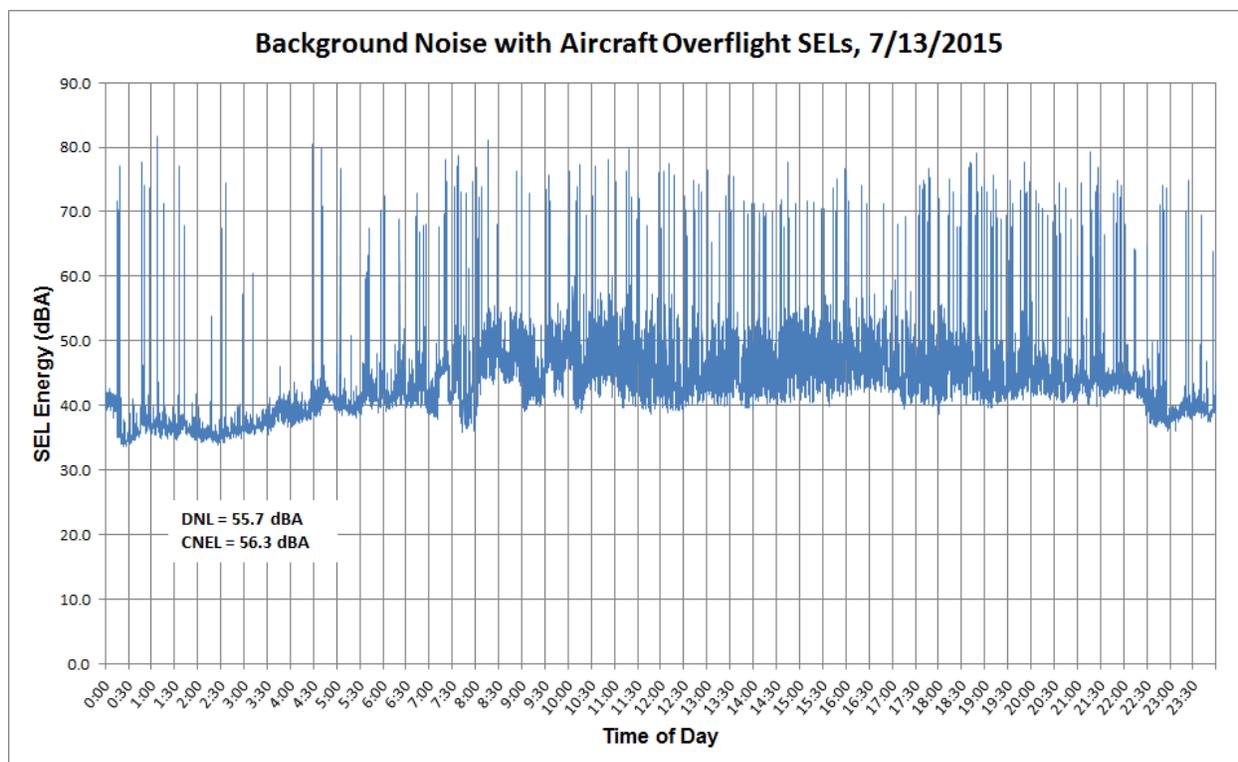


Figure 3. SEL representation of aircraft noise peak magnitudes for July 13.

Overall Magnitude of Aircraft Overflight Disruptions

There are a number of metrics that have been studied to try to capture various aspects of the impact of overflight noises (see these links, [link-1](#) and [link-2](#), for a discussion):

- Time Above a Specified Level (TA)
- Time Above Ambient Level (TALA)
- Time Audible (TAUD)
- Number-of-events Above a Specified Level (NA)

These can be computed over various time intervals, such as high-traffic and low-traffic times of the day. These each suffer from being single figures of (de)merit though that leave out other dimensions of the noise context (e.g., maximum amplitude and the distribution of amplitudes are ignored in the TA and NA series, and the duration of events is ignored in the NA measure).

In the following, we explore some multi-parametric ways to characterize the magnitude of repetitive aircraft overflight noise intrusions from our data set. One approach is to calculate histograms of raw peak heights and SEL amplitudes to show the distribution of aircraft noise intensities we are exposed to. Having the peaks now isolated and measured makes this easy to do with a spreadsheet program like Excel. Rather than doing this analysis just for Monday, July 13, we summarize the data from all 5 days during which data were recorded. Figure 4 shows the overall histogram for raw peak heights and Figure 5 shows the histogram for SEL heights (a total of 866 peaks are included in the histograms).

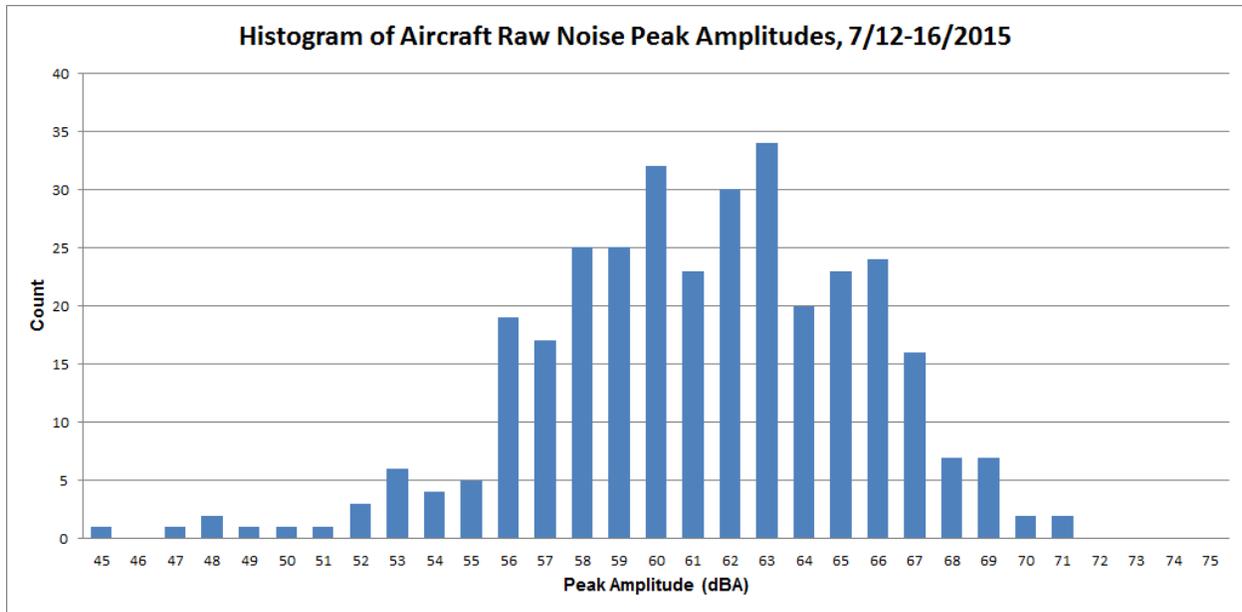


Figure 4. Distribution of raw aircraft overflight event intensities for July 12-16.

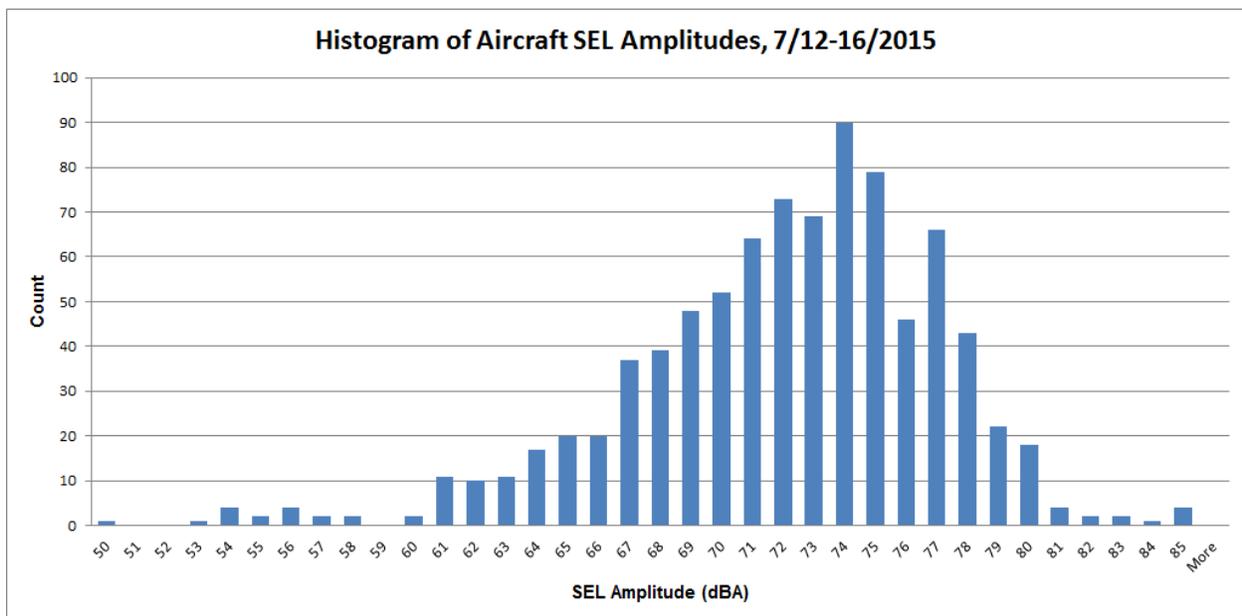


Figure 5. Distribution of aircraft overflight event SELs for July 12-16.

The mode of the distribution of raw peak heights is about 62 dBA with a half width variation of about +/- 8 dBA. The mode of the distribution of SEL heights is about 74 dBA with a half width variation of about +/- 9 dBA. These noise levels, especially at the higher end of the distributions, represent a significant disruption to daily activities. This way of presenting the data clearly leaves out the detailed time dimension of overflight events, although the histogram counts and the time interval covered in the histogram gives a measure of how often especially intense events happen. Such disruptions are immediately felt events *when* they happen, and are not an

assessment done at the end of the day when you might imagine tallying your overall noise experience (DNL or CNEL) for the day. What matters if a conversation or other activity is interrupted because of disruptive overflight noise is that in that moment the effect is felt and evaluated.

The Frequent and Incessant Nature of Overflight Disruptions

From these same tabulations of overflight peak parameters, we can calculate other measures of the repetitive nature of these events. One measure is the frequency of overflight events based on the time between successive peaks. In order to have a more stable measure, we smooth out peak-to-peak time interval variations by measuring the mean time intervals separating successive running groups of 5 adjacent overflight peaks. The admittedly rather cluttered graphs of Figure 6 show smoothed diurnal event frequencies for each of the 5 days during which data were recorded.

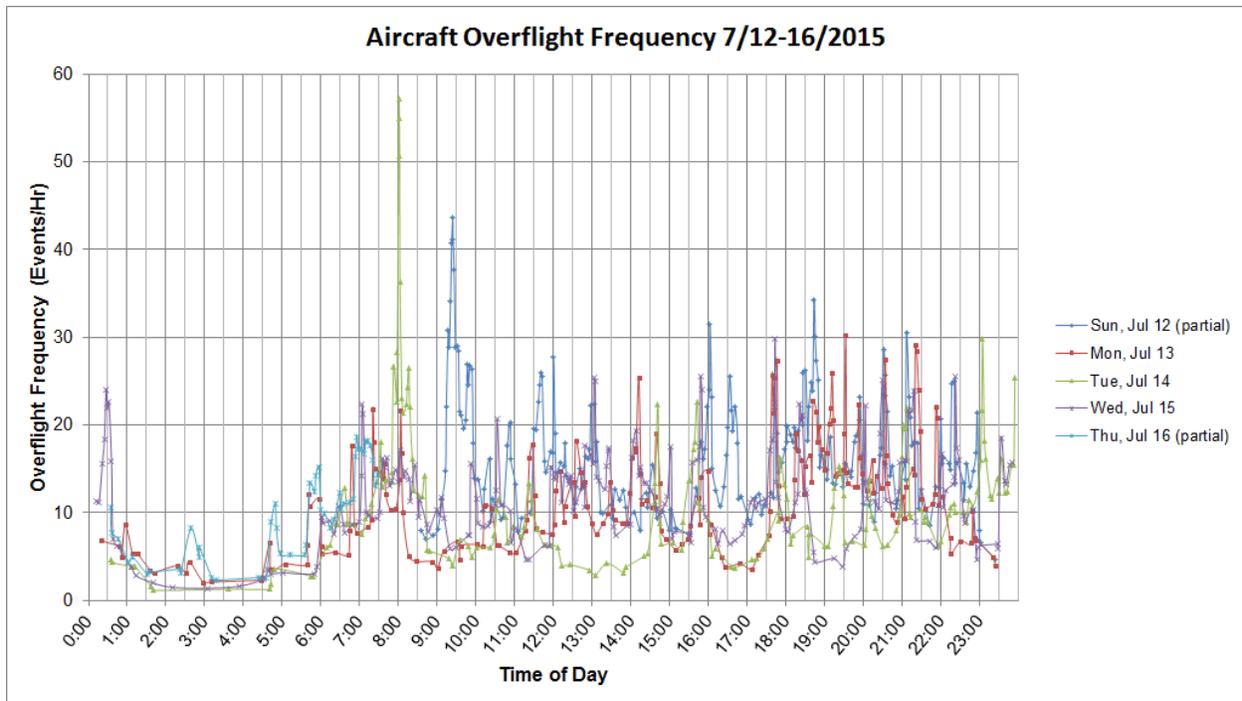


Figure 6. Overflight event frequencies for successive peaks as a function of time of day.

In its current form in Figure 6, this chart ignores event amplitude information, although one could imagine adding another dimension to the chart showing graphs for varying amplitude thresholds. A take-home message from this plot is that there seems to be no obviously consistent pattern of overflights from day to day. One should expect some natural schedule and statistical variability, as well as variations from day to day due to interactions among the airports in the metroplex (SFO/OAK/SJC) where the configuration of one airport can affect the traffic patterns of the others. Nevertheless, some general features can be seen in the frequency patterns in Figure 6, as better illustrated in the *histogram* of event frequencies shown in Figure 7 (846 overflight frequency measurements are tabulated in this histogram). These features include:

- (a) traffic decreases (but does not disappear!) during the middle-of-the-night hours. In fact there are highly intrusive flight events just after midnight, until around 4:00 AM. Then, beginning around 4:30 AM, overflight frequencies start increasing toward the waking hours of the new day;
- (b) flight traffic starts to increase noticeably at around 5:00 - 6:00 AM with big early morning peaks until about 10:30 AM;
- (c) there are bursts of traffic throughout the mid-day and afternoon; and
- (d) traffic again increases significantly from around 5:00 PM to 11:00 PM or midnight.

During the main part of the waking day, we see consistent traffic at a rate of around 10 - 12 overflights per hour (one every 5-6 minutes!). These frequencies increase during some times of the day to 20-25 flights per hour (one flight every 3 minutes!).

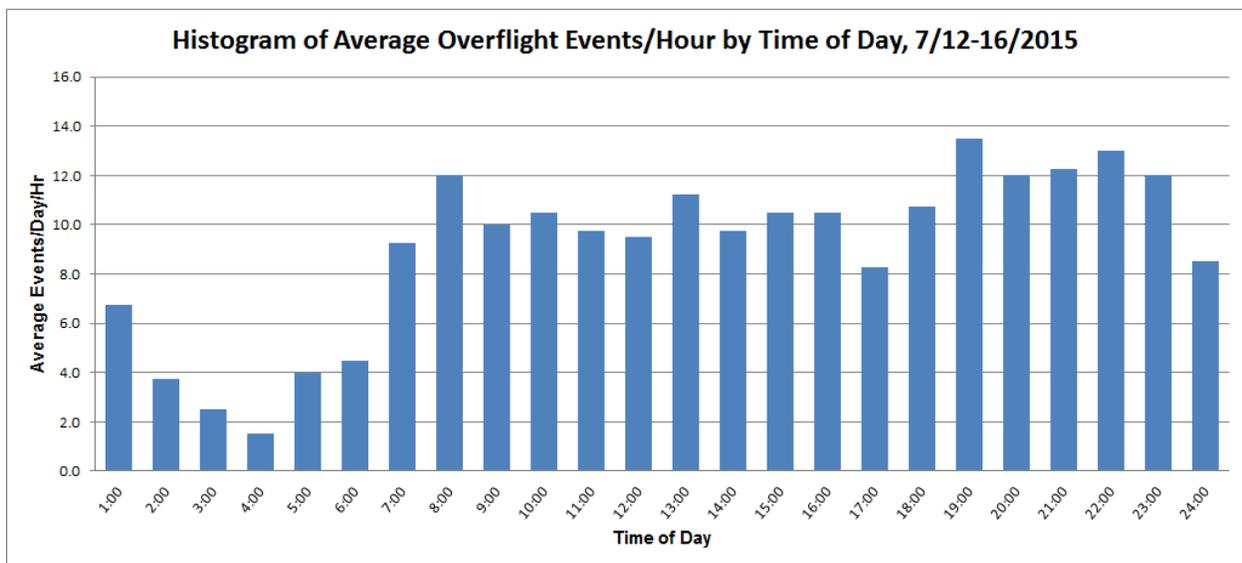


Figure 7. Histogram of overflight events as a function of time of day. Note that events in a given hourly bin do not necessary come in succession at that hour on a given day.

Another way to illustrate the statistics of overflight event frequencies is to compute a histogram of the frequency measurements themselves as derived from Figure 6. This histogram is shown in Figure 8 (again, 846 overflight frequency measurements are included in this histogram).

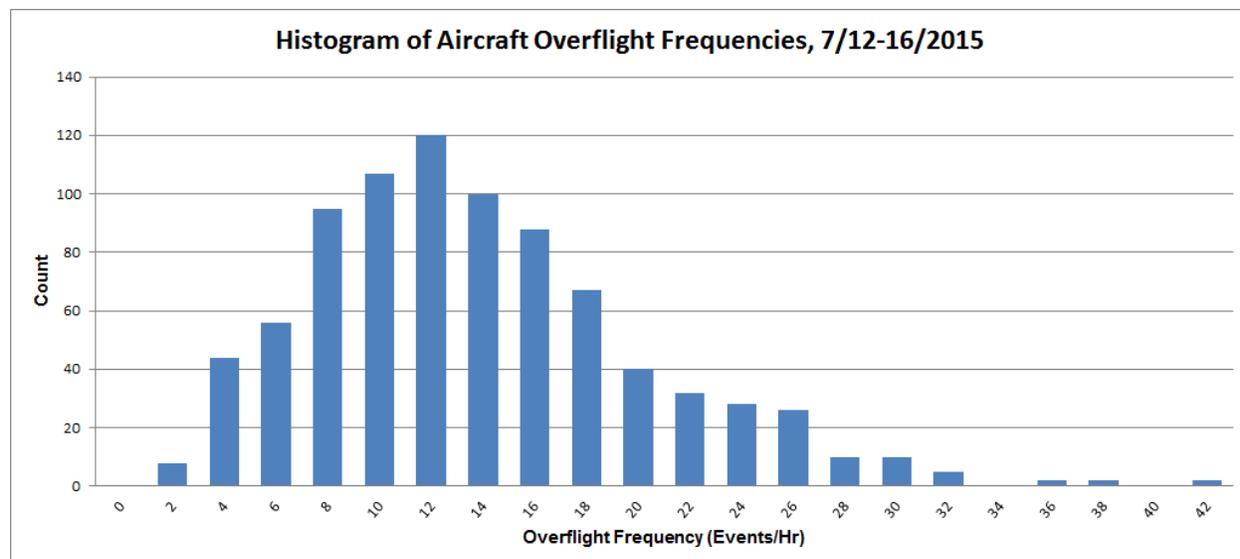


Figure 8. Histogram of frequencies for successive overflight events.

Clearly the mode of the distribution is at 12 events per hour (one every 5 minutes), but the distribution has a long tail so that on a significant number of occasions we have up to 30 events per hour (one every 2 minutes). These high rates happen during the busiest times for flight traffic which interfere significantly with resident morning and evening hour activities. Remember, these overflight frequencies measure the average time intervals between 5 successive peaks, not instantaneous frequencies. Thus, they represent sustained repetitive noise patterns that are especially annoying at the higher frequencies.

Conclusion

The bottom line, whether or not aircraft noise disturbs you, is that these data support the claims by residents that aircraft overflights have become very loud and occur frequently and repetitively during the day and night. In particular, the data shown in Table 1 (comparing DNL values with and without overflight noise peaks) suggest that in re-routing the flight paths around SFO/OAK/SJC, the FAA may have violated their own rules (less than 5 dBA increases in areas with ambient DNL levels in the 45-60 dBA range). This observation, and the search for better metrics to assess noise impacts on residents, argue strongly for reconsideration of the decisions leading to the current NextGen traffic patterns. I believe these reconsiderations should include:

- (a) a more detailed and comprehensive survey of noise in the Palo Alto area as a function of geography and time, with an eye toward comparisons with other impacted communities since any solution is largely a zero-sum game,
- (b) an examination of alternative flight re-routes that are higher in altitude and take place primarily over the bay to minimize noise exposure, and
- (c) an examination of improved approaches to ensure that the noise that does remain over populated areas is not concentrated over a few unfortunate communities.

In the meantime, I and my colleagues will continue to collect and analyze data to see how stable over time and geography these analyses are.

Thomas C. Rindfleisch
31 Tevis Place, Palo Alto

Senior Research Scientist, Emeritus
Departments of Medicine and Computer Science
Stanford University

Director, Emeritus
Lane Medical Library
Stanford University School of Medicine

Acknowledgement

It is a pleasure to acknowledge Juan Jose Alonso, Professor of Aeronautics and Astronautics at Stanford University, for a number of very helpful conversations to critique and refine the work described here.

More Technical Details

In my measurements, the Reed sound level monitor unit was set to use A-profile weighting, slow response, and 2 second sampling to conform to FAA measurement guidelines. I used the vendor calibration unit (SC-05) and a foam wind shield (SB-01). The vendor specifications for the unit are as follows:

Specifications:

Measuring Range: 30 to 130dB

Resolution: 0.1dB

Accuracy: 31.5Hz ± 3.5 dB, 63 Hz ± 2.5 dB, 125 Hz ± 2.0 dB,

250 Hz ± 1.9 dB, 500 Hz ± 1.9 dB, 1 kHz ± 1.4 dB, 2 kHz ±

2.6 dB, 4 kHz ± 3.6 dB, 8 kHz ± 5.6 dB

Frequency Weighting: A: Human Ear Listening; C: FLAT Response

Time Weighting: Fast: 200ms; Slow: 500ms

Frequency Range: 31.5 to 8,000Hz

Auto Sampling Time: 1, 2, 5, 10, 30, 60, 120, 300, 600, 1800, 3600 seconds

Microphone: Electric Condenser Microphone

Memory Card: SD memory card, 1 GB to 16 GB

Data Output: USB/RS232 PC computer interface

AC Output: 0.5 Vrms corresponding to each range step

Output Impedance: 600Ω

Power Supply: 6 x 1.5V UM3/AA batteries

Dimensions: Meter: 245 x 68 x 45mm; Microphone: 12.7mm dia.

Weight: 489g (1.08 lb)

The device appears to be accurate and stable for the purposes of this study, good to +/- a couple of dBA. I also checked the degree to which the wind shield might affect measured values without wind present and found it to be negligible.

Our neighborhood is very quiet and I believe that most of the sharp peaks (at least those with widths typically around 20-60 seconds, such as illustrated in Figures 2 and 10 below) correspond to aircraft overflights. I have checked quite a few random peaks with the playback feature of *Flightradar24* to verify this, but have not done so for all because I don't have access to the radar database to do that programmatically (doing it by hand is too tedious)

The most important features of my data analysis computer program are (a) being able to measure an appropriate upper bound for background ambient noise levels as a function of time of day, and (b) detecting aircraft overflight sound peaks that rise above this dynamic threshold while filtering out peaks that are too narrow or too wide for a typical overflight. All calculations are done using linear scale sound intensity values rather than decibel values. Starting with a nominal background estimate, I measure the background mean and variance using simple exponential weighting functions to track changes with time. If $y(t)$ is the signal level at time t , then the new weighted average value, $v(t)$, is:

$$v(t) = y(t) + f * v(t-1)$$

where f is a weighting constant less than 1. The closer f is to 1, the longer the "memory" of the weighting.

"v" is not updated during the analysis of a possible peak. The upper bound I use for the background threshold at time t is the background mean at t plus 3.5 times the square root of the variance at t (standard deviation). This is quite a stringent criterion for detection meaning that we only find large peaks.

Noting that the peaks of louder aircraft events stay above threshold longer than quieter overflights, I adjust the upper width threshold for detecting valid aircraft peaks proportional to the square root of the log of the peak maximum (as if the peak had a Gaussian shape). If several overflights take place within an interval less than that of a single aircraft transit, their sound level peaks may get merged and counted as one event rather than several.

To illustrate the results of this procedure, Figure 9 below shows the computed background mean (green) and the peak detection threshold (red) for the day-long record on July 13, and Figure 10 shows these values for the sub-period, 7:30 - 8:30 AM, with higher resolution.

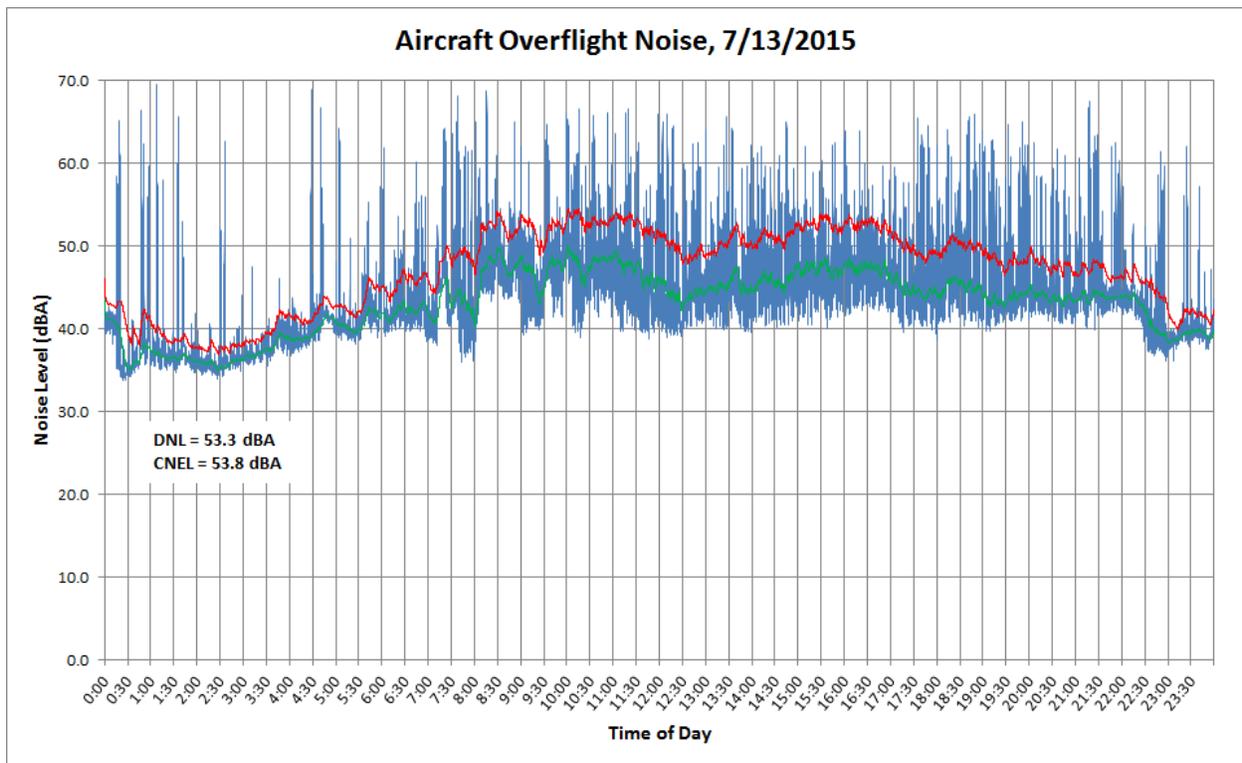


Figure 9. Raw data from Reed sound meter for July 13, 2015 showing the estimated mean background (green) and the associated peak detection threshold (red).

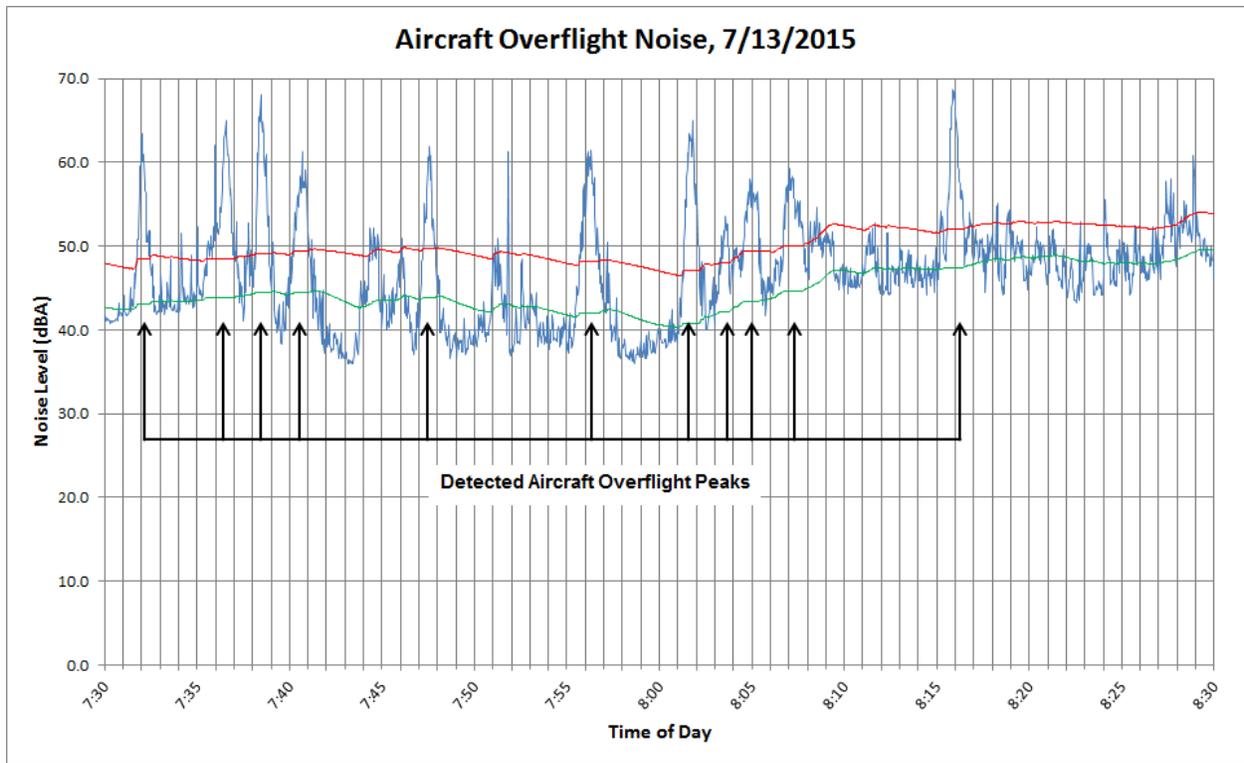


Figure 10. Expanded view of the interval 7:30 8:30 AM from Figure 9.

As can be seen, this peak detection algorithm is conservative in calculating SELs in that it ignores peaks that are near the background noise level and it does not include the wings of peaks extending below the threshold.

Carnahan, David

From: Barbara Millin <barbaramillin@gmail.com>
Sent: Thursday, August 13, 2015 8:01 PM
To: Council, City
Subject: mid of night airplane noise

Dear Council,

Last night at 1:10am I was awakened by an airplane that sounded like it was landing in my bedroom. It may have been Virgin America 1681 from LAX.

This was followed by a heavy freight train at 1:30 that shook the house.

I understand there have been some meetings with FAA around air noise.

What do you recommend I do to get my concerns heard?Mi

What about train noise?

Thanks

Barbara Millin

1944 Emerson St.

Carnahan, David

From: Paul Albritton <pa@mallp.com>
Sent: Monday, August 24, 2015 11:53 AM
To: Berman, Marc; Burt, Patrick; Kniss, Liz (internal); Scharff, Gregory (internal); Schmid, Greg; Holman, Karen; Filseth, Eric (Internal); DuBois, Tom; Wolbach, Cory
Cc: Stump, Molly; Silver, Cara; Council, City
Subject: Verizon Wireless Comments to Wireless Communication Facilities Ordinance, Agenda Item 5 Tonight
Attachments: Verizon Wireless Letter 08.24.15.pdf; ATT00001.htm

Dear Council Members, attached please find our letter written on behalf of Verizon Wireless encouraging the Council to remove the wireless communication facilities ordinance, Item 5, from tonight's consent calendar. We encourage the City to work with industry to revise the ordinance.

Please feel free to call with any questions.

Thank you.

Paul

for Paul Albritton
Mackenzie & Albritton, LLP
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San Francisco, California 94104
(415) 288-4000
pa@mallp.com

MACKENZIE & ALBRITTON LLP

220 SANSOME STREET, 14TH FLOOR
SAN FRANCISCO, CALIFORNIA 94104

TELEPHONE 415 / 288-4000
FACSIMILE 415 / 288-4010

August 24, 2015

City Council
City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301

Re: Wireless Communications Facilities Ordinance
City Council Consent Calendar Item 5, August 24, 2015

Dear Mayor Holman, Vice Mayor Schmid and Council Members:

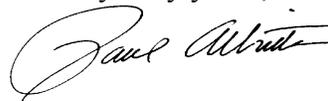
We write on behalf of Verizon Wireless to encourage you to further consider the City's proposed wireless communications facilities ordinance (the "Proposed Ordinance") and remove Item 5 from the consent calendar for tonight's meeting. We apologize that our comments are arriving only in time for the second reading of the Proposed Ordinance; however, we were not made aware that the City's wireless regulations were being revised until after the Proposed Ordinance received first reading by the City Council.

While we appreciate that the Proposed Ordinance incorporates recently codified federal regulations regarding site modifications and collocations, there are excessive requirements in these new ordinance provisions that directly violate Section 6409 of the *Middle Class Tax Relief and Job Creation Act of 2012* codified as 47 U.S.C. §1455 and a subsequent interpretation of that law by the Federal Communications Commission codified as 47 C.F.R. §1.40001. The flawed requirements could lead to conflict between wireless carriers and the City.

We are in receipt of a letter from AT&T General Attorney John di Bene to City Attorney Molly Stump dated July 15, 2015, providing comments on the Proposed Ordinance, and Verizon Wireless concurs with those comments.¹ Time has not permitted separate, detailed comments given the late notice of the Proposed Ordinance.

The City must address conflicts with new federal law in the Proposed Ordinance prior to passage. We encourage the City Council to remove the Proposed Ordinance from the consent calendar and direct the Planning Division to work with industry on revisions.

Very truly yours,



Paul B. Albritton

cc: Molly Stump, Esq.
Cara Silver, Esq.

¹ We note that AT&T's correspondence confirms that they, too, were not aware of the Proposed Ordinance in time to provide comments before the first reading on June 29, 2015.

Carnahan, David

From: brian susan anuskewicz <basdesigns@icloud.com>
Sent: Sunday, August 23, 2015 1:13 PM
To: Council, City
Cc: Keene, James
Subject: Consent Calendar- COPA/JPB MOU

Greetings Mayor Holman & Council members,

On the consent calendar is the item to provide budget costs for the Caltrain Fence Enhancement. Caltrain is to provide \$420,000.00 for the Fence Installation, and the COPA is asking for Council's approval in the amount of \$390,400.00 for its portion of this project. The city is implementing this project using the term 'means restriction'; limiting or inhibiting access.

This MOU only addresses the eastside [Alma Street] of the Caltrain corridor for its four miles here in Palo Alto. There is nothing in this MOU that addresses or budget' the existing fencing along the westside of the corridor that needs to be either replaced or brought into compliance of 'means restriction' conditions. The city has not addressed this either in the MOU or with my communications and meeting with city officials to find out what the city is going to do and how much will it cost. Is there a second budget coming in the future?

The budget proposed includes 50K for 'temporary fencing' for installation of fencing and 50K for 'unforeseen issues'.

No budget not even \$1.00, is proposed to address the impact/damage of the installation of this fence into existing vegetation and trees along the Alma corridor.

No budget for re-planting or fence screening in the now open areas created by the vegetation removers and fence installers.

No budget for going forward with a maintenance program to clean, improve the vegetation or even to pick up a hubcap, by either Caltrain or the city.

Caltrain put a parameter for this fence at 30 feet beyond the centerline of the track. This effects the portion of the track from the Homer Street underpass to the Stanford Station. 30 feet puts the fence in the *middle* of the existing vegetation/trees which screens the tracks from the Alma Street residents. This appears to be the only section along this corridor that this requirement is being ask for. South of this area the average distance is much less to where the fence is located. Why?

Please see my illustration below for where a fence would be better placed [in [Blue](#)].

I have offered a solution that lessens the 'negative impact' to this area greatly and will reduce the costs for the fence installation in this area. I have not had comments back from the city.

What does Council think?

With best regards,

**Brian Anuskewicz
Alma Street**

From: brian susan anuskewicz <basdesigns@icloud.com>
Subject: Alma St. track screening meeting with the city
Date: August 18, 2015 at 10:31:21 AM PDT
To: Peter Jensen <Peter.Jensen@CityofPaloAlto.org>
Cc: James Keene <James.Keene@CityofPaloAlto.org>, Richard Hackmann <Richard.Hackmann@CityofPaloAlto.org>, Claudia Keith <Claudia.Keith@CityofPaloAlto.org>

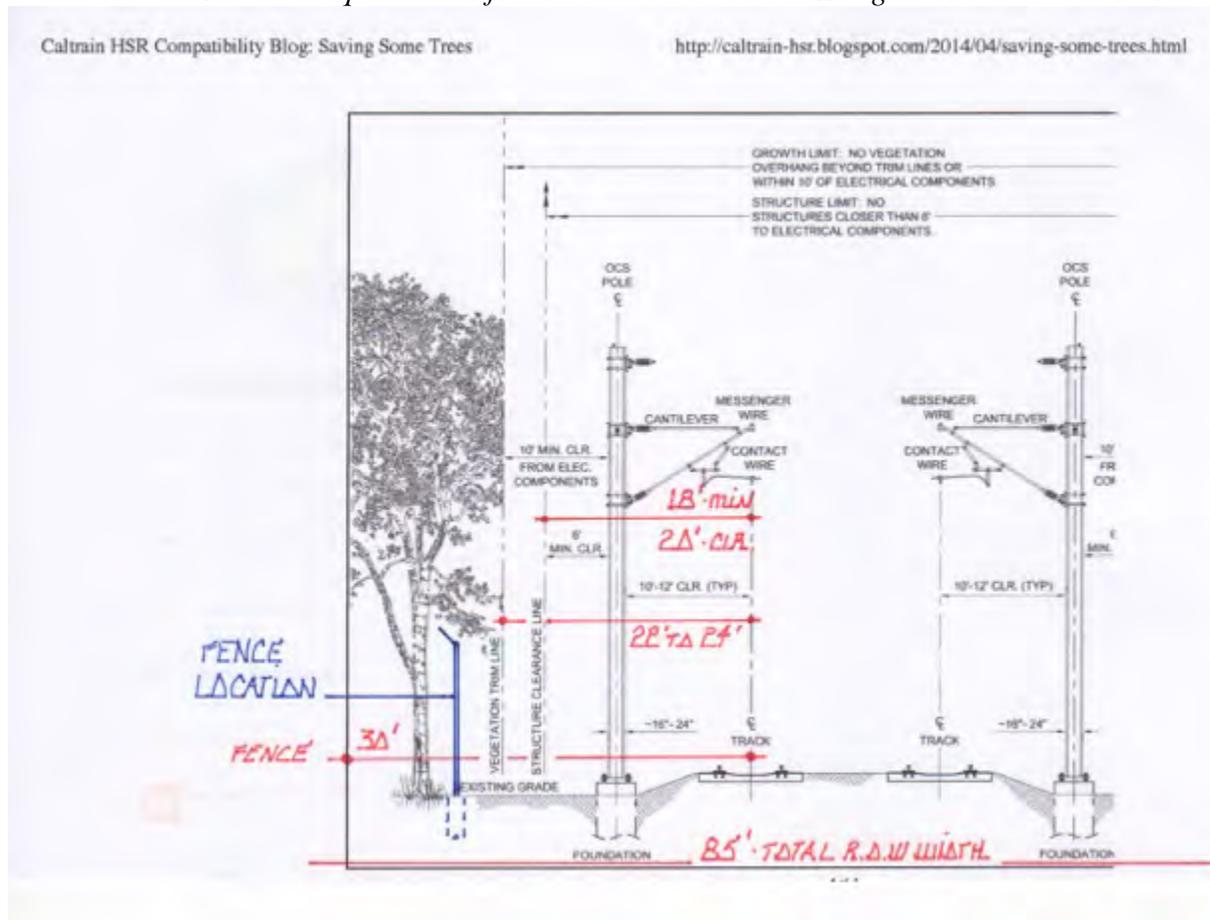
Greetings Peter,

In our meeting last week we discussed the whereabouts of the installation of the Caltrain r.o.w. Fencing on the East side. I initiated the thought for the section from the Homer Underpass [800 blk. of Alma] south to the Stanford's Station [3 blks. south] to take the fencing to the inside of the existing trees/vegetation. In doing so it will truly have a 'minimal impact' to both the existing trees/vegetation and for its ability to serve as screening to its Alma neighbors. It will create a better visual line-of-sight for the monitoring devises and reduce the expense of installing a fence line where there has not been one.

I understand that you are going to do a walk-thru with Caltrain on Wednesday and hope that this can be part of the discussion. Please keep me informed as this process proceeds.

With best regards, Brian Anuskewicz

Please see the Caltrain requirements for 'structural clearance & vegetation trim lines below.



Carnahan, David

From: Wendy Ho <Wendy.Ho@uwsv.org>
Sent: Friday, August 21, 2015 9:56 AM
To: Council, City
Subject: August 24 City Council Meeting Agenda Item #7 - Letter of Support for Minimum Wage Ordinance
Attachments: Palo Alto Minimum Wage Letter of Support.docx.pdf

Hello Mayor Holman and Councilmembers:

Please see attached letter of support from United Way Silicon Valley for item #7 on your August 24th Council agenda related to a minimum wage ordinance.

Please do not hesitate to contact me with any questions or concerns. Thank you for your leadership.

Best,
Wendy Ho

Wendy Ho, MPA / Advocacy & Public Policy Program Manager / United Way Silicon Valley

Sobrato Center for Nonprofits – San Jose, 1400 Parkmoor Avenue, Suite 250, San Jose, CA 95126

office: (408) 345-4318 / fax: (408) 345-4301

www.uwsv.org / [Facebook](#) / [Twitter](#) / [LinkedIn](#) / [YouTube](#)

[Lunch + Conversation with Kristi Yamaguchi August 27, 2015](#)

United Way + Kristi Yamaguchi Help Kids Achieve - Join us in an up close and personal dining experience.

[National Day of Service & Remembrance September 11, 2015](#)

Join hundreds of volunteers for a day of service at local nonprofits to help create visible change.

GIVE. ADVOCATE. VOLUNTEER. LIVE UNITED™



August 20, 2015

Palo Alto City Council
250 Hamilton Avenue
Palo Alto, CA 95050

Dear Mayor Holman and Councilmembers:

On behalf of United Way Silicon Valley, I commend the city for exploring the development of a minimum wage ordinance. We wholeheartedly support the proposed Minimum Wage Ordinance that will raise the city minimum wage to \$11 an hour effective January 1, 2016, with annual increases tied to the Consumer Price Index.

Currently, a family of four with at least one young child needs to make nearly \$82,000 a year to meet their basic needs in Santa Clara County. That requires two full-time jobs paying \$19.39 an hour. A single adult in Santa Clara County would have to make \$34,870 annually, or \$16.51 an hour, to meet basic needs. In Silicon Valley, nearly one in four households cannot make ends meet. While an increase to the minimum wage is not a panacea, it is a start to a more promising life for those individuals and families who are barely making it now.

United Way Silicon Valley helps families with children become economically secure, able to support their children's educational success, physically and emotionally healthy, and connected to their community. We believe everyone deserves the opportunity to build a good life: enough income to support a family through retirement, a quality education that leads to a stable job, and the chance to stay healthy. We were proud to be an active member of the coalition that supported the Measure D campaign in San Jose which raised the city minimum wage with an annual adjustment based on the Consumer Price Index. In the two years Measure D has been effect in San Jose, the unemployment rate is lower, the number of businesses has increased, the number of minimum wage jobs expanded, average employee hours remained consistent and the economy was stimulated. Building on the success of Measure D in San Jose, United Way Silicon Valley remains committed to raising the minimum wage across the region to help struggling families get onto the path of financial stability. To that end, we support the regional initiative being spearheaded by the cities of Mountain View and Sunnyvale to reach a \$15/hour minimum wage by 2018.

Raising the minimum wage not only gives a boost to workers making minimum wage, but also potentially raises the pay scales for thousands more low-wage workers. According to the Federal Reserve Bank of Chicago, every \$1 in hourly wage increase for a minimum wage worker results in \$2,800 in new consumer spending by his or her household in the following year. These dollars will be reinvested in the local economy.

Palo Alto workers can't wait for the state or Congress to raise the minimum wage. Studies have shown that strategies that increase income are the most effective way to help people achieve economic self sufficiency. I urge you to join the cities of Mountain View, San Jose, Santa Clara and Sunnyvale in adopting an ordinance that will increase the minimum wage in Palo Alto.

Sincerely,

A handwritten signature in black ink that reads "Carole Leigh Hutton".

Carole Leigh Hutton
President & CEO

Carnahan, David

From: Sheila Gholson <sheilagholsen@aol.com>
Sent: Sunday, August 23, 2015 2:25 PM
To: Council, City
Subject: Yes, I support raising the minimum wage in Palo Alto!

Greetings,

Sheila Gholson from College Terrace here.

My vote is for supporting & raising the minimum wage in Palo Alto.

Thanks for your support.

Sheila Gholson
2271 Dartmouth St.
Palo Alto, Ca. 94306

Carnahan, David

From: Darryl Fenwick <fenwickdh@yahoo.com>
Sent: Monday, August 24, 2015 8:47 AM
To: Council, City
Subject: Thoughts on the minimum wage

Dear Council Members,

I provide the following thoughts below on the minimum wage. I am simply a concerned citizen of Palo Alto, and have no ties to local businesses, and no relations who would be affected by the change.

It is lengthy, so if you don't have time, simply scan what is underlined.

Darryl Fenwick

Like the supporters of an increase in the minimum wage, I too care about those workers who struggle to make ends meet. However, I oppose the raise in the minimum wage for the following reasons, which are supported by many who are not accused of being conservative sycophants. For example, Warrant Buffet, and Christina Romer, the ex-chairwoman of the Council of Economic Advisers for President Obama, have both argued in articles in the NY Times against raising the minimum wage.

The arguments against raising the minimum wage

The core of the argument against the minimum wage is that it prices out of jobs poor, unskilled workers, which are precisely the people that the raise is supposed to help. To expect that a 60% increase in the minimum wage, even if phased in over time, would not have an effect on their employment prospects defies logic. Many academic studies support this argument, noting strong dis-employment effects when the minimum wages are raised. For example, Professors Neumark & Wascher at UC Irvine, and Meer & West at Texas A&M, and Clemens & Wither at UC San Diego performed recent studies which support the argument that raising the minimum wage decreases employment of low-skilled workers.

Note serious argument against raising the minimum wage states that "millions of jobs" will be destroyed, or there will be "catastrophe" if the minimum wage is raised. There are too few people who earn that much (less than 3% of salaried workers). This is often why studies find it hard to determine a relationship between the minimum wage and unemployment.

Who earns the minimum wage?

Opponents accept that there will be those who benefit by the raise. Who? A study by Thomas MaCurdy, and economics professor at Stanford, found that there are as many individuals in high-income families making the minimum wage (teenagers) as in low-income families.

MaCurdy found that minimum-wage workers often work at places that disproportionately serve people down the income scale. So raising the minimum wage is like a regressive consumption tax paid for by the poor to subsidize the wages of workers who are often middle class. The

Bureau of Labor Statistics (a government body) found that workers aged between 16-24 represented nearly half of those paid the federal minimum wage or less. These are rarely the primary breadwinners of a family, but rather those who are trying to supplement incomes. If the goal of raising the minimum wage is to help the working poor, then it is a poor instrument, raising the salaries of middle and upper class teenager, and hindering employment possibilities for those we wish to help.

The minimum wage is meant to be commensurate with the work skills, education and productivity — at that point in time — of people entering the workforce. The goal, then, is to get in at that wage, develop skills and quickly work your way out of minimum wage and up the pay scale. Raising the minimum wage creates extra barriers for those who wish to enter the work force. It denies those who wish to gain important job skills and improve their condition. If you're a high school dropout, you may be a lovely human being, but you're virtually unemployable. How do we make sure that five or 10 years from now, that person has reason to become a bigger part of the economy?

How do we the help the working poor?

The biggest anti-poverty program we have in the U.S. is getting somebody a job. The better approach is to put money into education and job preparedness plans, and improve targeted programs like the Earned Income Tax Credit — which subsidizes low-income working families — to directly help the working poor.

Conclusion

I beg the council to reconsider its proposal to raise the minimum wage. Unemployment is demoralizing for the person, and detrimental to society. The council has shown incredible generosity towards those who live at Buena Vista Mobile Home Park. Can it not show the same considerations towards those working poor who truly deserve our help? If it's just and righteous that the minimum wage should be increased, then we should be willing to give up some of our money to make that happen. That you're not willing to do so rather calls into question your insistence on the justness and righteousness of your cause.

If the council insists on passing a minimum wage law, it should consider exemptions for teens and those who are clearly not the primary breadwinners for their families. This would at least mitigate some of the effects.

Carnahan, David

From: Nancy Krop <nancy@kroplaw.com>
Sent: Monday, August 24, 2015 9:14 AM
To: Council, City
Subject: Raise the Minimum Wage

Dear City Council,

Thank you for your thoughtful consideration of raising the Palo Alto City minimum wage.

\$15/hour equates to about \$30,000 annual salary - before taxes are deducted. Raise your hand if you think \$15/hr is a livable wage in Palo Alto. Yet, we are debating whether to raise the minimum wage to a level drastically insufficient for our community.

I read in the paper that our business community is concerned about raising the minimum wage. Raising the minimum wage, however, is great for our businesses, our community and our families:

(1) Businesses benefit from lower employee turnover, increased productivity and customer satisfaction (confirmed by academic studies). [US Dept. of Labor]

Raising the minimum wage helps our economy. A review of 64 studies on minimum wage increases found no discernible effect on employment. [US Dept. of Labor];

(2) After San Jose raised its minimum wage, “the pace of employment gains in the San Jose area beat the improvement in the entire state of California.” [Wall Street Journal, 4/9/14];

(2) Raising the minimum wage helps working parents. The average age of minimum wage workers is 35. Most of them – 54% – work full time and 32% work 20-34 hours per week. More than a quarter of all minimum wage earners are parents. [NY Times, 6/10/14] In addition, the entire local economy benefits from increased consumer spending. Every \$1 increase in the minimum wage results in an additional \$2800 in consumer spending per year per affected household. [Chicago Federal Reserve, Feb. 2011]

I look forward to Palo Alto City Council once again showing leadership for the Silicon Valley on this minimum wage issue.

Nancy Krop
Barron Park resident

Carnahan, David

From: Clerk, City
Sent: Monday, August 24, 2015 3:01 PM
To: Carnahan, David
Subject: FW: 8/24 Council Special Meeting - Action Item #7
Attachments: PaloAlto_MinWage_8.24.15.pdf

From: Jessica LaMaack [mailto:jlamaack@calrest.org]
Sent: Monday, August 24, 2015 11:17 AM
To: Holman, Karen; Clerk, City
Cc: Schmid, Greg; Berman, Marc; Burt, Patrick; DuBois, Tom; tomforcouncil@gmail.com; Filseth, Eric (Internal); Kniss, Liz (internal); Scharff, Gregory (internal); Scharff, Greg; Wolbach, Cory; Keene, James; Fehrenbach, Thomas
Subject: 8/24 Council Special Meeting - Action Item #7

Dear Mayor Holman,

On behalf of the Palo Alto Members of the California Restaurant Association, I submit the attached letter regarding tonight's Council Special Meeting - Action Item 7.

Please do not hesitate to contact me should you wish to discuss this issue further.

Warmest Regards,

Jessica LaMaack

Jessica LaMaack
Director, Local Government Affairs
Government Affairs + Public Policy
California Restaurant Association
P.O. Box 794
Santa Clara, CA 95052
C: 408.823.9329
E: jlamaack@calrest.org
www.calrest.org



August 24, 2015

Mayor Holman
City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301

RE: August 24, 2015 City Council Special Meeting Action Item # 7 – Local Minimum Wage Requirement

Dear Mayor Holman:

The California Restaurant Association (CRA) is the definitive voice of the food service industry in California and is the oldest restaurant trade association in the nation. On behalf of the Palo Alto members of the CRA, I respectfully submitting this letter to express our concerns with the proposed ordinance that seeks to increase the minimum wage by 22% to \$11 per hour by January 2016.

The restaurant community is characterized as having one of the most competitive business models with razor-thin profit margins. According to a recent report by the National Restaurant Association and Deloitte & Touche LLP, every dollar a restaurant makes in sales they keep less than six cents. Research has shown that 25 percent of restaurants close or change ownership in their first year. Furthermore, over a three-year period, the number of restaurants increases to three in five. With a tight profit margin such as this, any additional increase to the minimum wage will add to the already challenging set of cost increases operators are trying to grapple with.

Minimum wage increases often have a perverse effect on the restaurant industry, as the wage increase typically benefits tipped employees who earn the most per hour. A minimum wage increase will ultimately hurt those it intends to help: hardworking non-tipped team members in the heart of the house who are paid an hourly wage greater than the minimum wage, but still at the lower end of the pay scale. The added cost pressure from the mandatory annual wage increase for the employees already earning the most (tipped employees) takes the finite labor dollars an operator may have and reduces, if not eliminates, their ability to provide non-tipped employees with a wage increase.

An additional increase to the minimum wage forces restaurants and other small businesses to make unfortunate operational decisions to meet the increased labor costs. Restaurants have no choice but to adjust their business plans and budgets, which may mean forgoing expansion and/or reducing operational hours and opportunities for all team members. Furthermore, this increased cost of doing business could discourage new businesses from locating within Palo Alto.

The minimum wage will not only increase the wages of the most highly compensated team members in the house (tipped employees), but will also increase employer costs as well. The

annual wage increase will also result in corresponding annual increases associated with payroll taxes and temporary/permanent disability benefits paid out to employees through workers' compensation. The cumulative impact of these individual costs leaves an operator with few choices reducing staff levels or cutting staff hours is an unfortunate reality.

We strongly encourage the City Council to consider the minimum wage issue in a more targeted approach to avoid unintended consequences and ensure wage increases are going to those most in need (Attachment A). Below are some points that we respectfully request that you consider incorporating:

- A gradual increase that is phased in over a reasonable period of time with built-in triggers to review any possible negative impact on local business. This process would allow the Council to adjust to any needed changes and avoids tying the wage to inflation which seeks to tie the wage to a single economic factor (inflation), while ignoring other measurements of the local economy.
- Create a Total Compensation model where employees whose total taxable and verifiable compensation is greater than the proposed local minimum wage would not receive the city minimum wage increase. This proposal would use the state minimum wage as the earnings floor, plus other taxable and employer-verified income as defined by the State of California. Incorporating this solution would allow the restaurant industry to use their finite labor dollars to benefit those employees who are bringing home a salary based on wages alone and may be more in need of additional compensation (Attachment A).
- Include a training or teen wage aspect into the ordinance that will preserve entry level first-time jobs for the youth who are unexperienced and looking for a part-time opportunity while they are still in school. As minimum wages are increased above the statewide minimum wage, operators become less likely to hire teens and youth due to the risk of hiring relatively untrained individuals at a high cost (Attachment B).

Thank you for your attention and consideration. We remain committed to working cooperatively with the Council on this issue as it moves through the process. Should you have any questions, please contact me at jlamaack@calrest.org

Sincerely,



Jessica M. LaMaack
Director, Government Affairs + Public Policy

CC: Palo Alto City Council Members
James Keene, Palo Alto City Manager
Thomas Fehrenbach, Economic Development Manager

ECONOMIC STUDIES AFFIRM

The Need for Targeted Minimum Wage Increases



Blanket Minimum Wage Increases Don't Help the Intended Workers:

Less than one in four dollars will actually benefit low income households.¹ A recent economic study found that blanket minimum wage increases "have little impact, if any, on poverty."²



4.3% of the workforce earns minimum wage



More than 50% are between the ages of 16-24.³

Minimum wage increases create unintended consequences for the very workers they seek to help:

<p>Increased Prices</p> <p>Raises the wages at the bottom of the wage ladder and increases costs along the ladder, doubling the labor cost impact for employers.¹</p>	<p>Cut Hours</p>	<p>Job Loss</p> <p>30% of job losses are to workers without a high school diploma⁴—disproportionally displacing young and unskilled workers that most need access to entry-level jobs.</p>	<p>Automation</p>	<p>Reduced Opportunities</p>	<p>Slowed Employment Growth</p>
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Targeted mitigations are a strategic policy solution that benefit all:

Total compensation creates income equality between highly compensated front-of-house and heart-of-house workers.⁴

70% of heart-of-house workers are Latinos¹

CA's tipped workers average \$12.57/hr in tips, making their hourly wage well above heart-of-house staff such as dishwashers and cooks.⁴

A teen wage helps protect job access for young, unskilled workers that teach the skills needed to succeed.⁵

- Leadership
- Responsibility
- Teamwork

Protect the Wage Ladder that Rewards

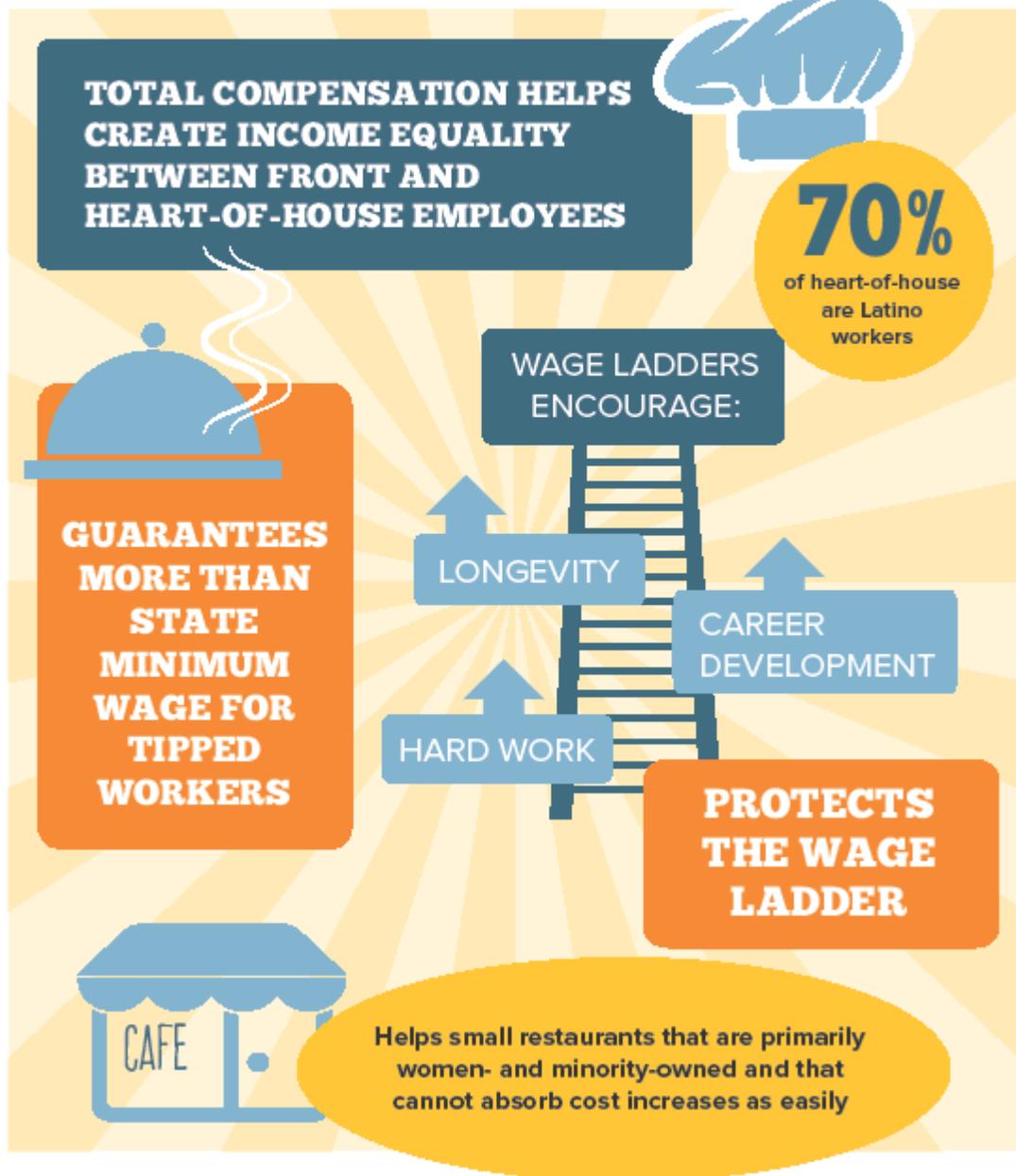


SOURCE CITED

- 1) Beacon Economics, "A Cost-Benefit Analysis of the Los Angeles City Minimum Wage Proposal" March 2015.
- 2) Los Angeles Economic Development Corporation, "Considering Minimum Wage Policy in Los Angeles County: Reviewing Recent Research and Assessing Potential Implications" June 2015.
- 3) FEW Research Center "Who Makes Minimum Wage" September 2014.
- 4) Capital Matrix Consulting, "Estimating Hourly Tip Income for Waiters and Waitresses in Full-Service Restaurants in California" March 2015.
- 5) Brookings Institute, "The Plummeting Labor Market Fortunes of Teens and Young Adults," March 2014



Total Compensation Benefits All Workers



Myth: Raising the minimum wage hurts jobs

- Study: *The Wage and Employment impact of Minimum-Wage Laws in Three Cities* | Center for Economic and Policy Research (2011)
 - Studies San Francisco, Santa Fe & Washington DC.
 - “The results for fast food, food services, retail and low-wage establishments ... support the view that citywide minimum wages can raise the earning of low-wage workers, without a discernible impact on their employment ...”
- Study: *When Mandates Work: Raising Labor Standards at the Local Level* | University of California-Berkeley (2014)
 - Studies San Francisco
 - Found that San Francisco employers absorbed the increased costs of labor through a combination of reduced employee turnover and improved customer service and worker productivity.
- Study: *Measuring the Employment Impacts of the Living Wage Ordinance in Santa Fe, New Mexico* | University of New Mexico, Bureau of Business and Economic Research (2006)
 - Studies Santa Fe
 - “Overall, this analysis found that the living wage had no discernible impact on employment per firm, and that Santa Fe actually did better than Albuquerque in terms of employment changes.”

Myth: Raising the minimum wage will close businesses

- Study: *The Economic Effects of a Citywide Minimum Wage* | University of California-Berkeley (2007)
 - “We find that the San Francisco wage floor policy increased pay significantly at affected restaurants... We do not detect any increased rate of business closure or employment loss among treated restaurants; this finding is robust across a variety of alternative specifications and control subsamples.”

Myth: Raising the minimum wage will cause businesses to flee

- Study: *Minimum Wage Effects Across State Borders: Estimates Using Contiguous Counties* | University of California-Berkeley, University of Massachusetts-Amherst, University of North Carolina-Chapel Hill (2010)
 - Using the data from similar counties across borders where minimum wage rates differed, this comprehensive study found that higher minimum wages did not reduce employment.
 - “This is a particularly important finding regarding the impact of higher minimum wages at the local level, as the county-level analysis **found no evidence of businesses crossing borders** or reducing employment in response to higher minimum wages.”

Myth: Raising the minimum wage hurts small businesses the most

- Study: *Big Business, Corporate Profits, and the Minimum Wage* | National Employment Law Project (2012)
 - “Contrary to what critics sometimes suggest, the majority of the impact of any increase

in the minimum wage will ... be felt by large companies and corporations rather than small mom-and-pop establishments.”

- 34% are firms with less than 100 employees
- 66% are firms with more than 100 employees

Myth: Low Wage Work is just for teenagers and first-time workers

- Study: *The Low-Wage Recovery and Growing Inequality* | National Employment Law Project (2012)
 - During the recession, employment losses occurred throughout the economy, but concentrated in min-wage occupations. During the recovery, employment gains have been concentrated in lower-wage occupations

Low Wage	21% of recession job losses	58% of recovery growth
Mid Wage	60% of recession job losses	22% of recovery growth
Higher Wage	19% of recession job losses	20% of recovery growth

- Low-wage work grew 2.7 times as fast as mid-wage and higher-wage occupations.
- Study: *Who Benefits from a higher minimum wage* | Economic Policy Institute (2014)
 - Raising the minimum wage would primarily benefit older workers. 89% of workers who would be affected by raising the minimum wage are at least 20 years old, and 37% are at least 40 years old.
 - On average, they earn more than half of their family’s total income

Carnahan, David

From: herb <herb_borock@hotmail.com>
Sent: Monday, August 24, 2015 4:56 PM
To: Council, City; Clerk, City
Subject: August 24, 2015, Council Meeting, Item #10: PC Zoning Regulations

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

August 24, 2015

**AUGUST 24, 2015, CITY COUNCIL MEETING, AGENDA ITEM #10
ORDINANCE TO AMEND PC ZONING REGULATIONS AND PRELIMINARY REVIEW PROCEDURES**

Dear City Council:

I urge you to remove this item from your agenda and reschedule it for a future agenda at least two weeks from tonight to provide everyone adequate time to review the proposed ordinance that is the subject of this agenda item.

You have previously received a commitment from staff to provide you with agenda item materials eleven days prior to the date of a meeting.

However, often staff omits controversial and complex items from the agenda packet you receive eleven days before a meeting and instead provides them at a later date.

Tonight's proposed ordinance was the only attachment omitted from a 292-page staff report for this agenda item.

The proposed ordinance was omitted without explanation.

The identifying BlobID number contained in the URL address for the late arriving draft ordinance (Attachment B to Staff report ID #5664) provides unobtrusive evidence that the draft ordinance was created after the reports for next week's agenda were created.

There is no excuse for staff expecting the Council, the public, and the press to consider items that arrive after they were supposed to be sent to the Council.

Staff will continue this behavior as long as a majority of the Council tolerates this behavior.

Please remove this item from tonight's agenda and direct staff to place the

City of Palo Alto | City Clerk's Office | 8/24/2015 5:04 PM

item on an agenda at least two weeks from tonight.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

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- Study: *The Wage and Employment impact of Minimum-Wage Laws in Three Cities* | Center for Economic and Policy Research (2011)
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 - On average, they earn more than half of their family’s total income



CITY OF
**PALO
ALTO**

CITY OF PALO ALTO
MEMORANDUM

10

TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER

**DEPARTMENT: PLANNING AND
COMMUNITY ENVIRONMENT**

AGENDA DATE: August 24, 2015

ID#: 5664

**SUBJECT: PUBLIC HEARING: ORDINANCE TO AMEND CHAPTERS 18.38, PC PLANNED
COMMUNITY DISTRICT REGULATIONS, AND 18.79, DEVELOPMENT PROJECT
PRELIMINARY REVIEW PROCEDURES; EXEMPT FROM CEQA UNDER CEQA
GUIDELINES 15061.**

Attachment B was not in your August 13, 2015 packet. Please find the Ordinance amending 18.38, PC Planned Community District Regulations, and 18.79, Development Project Preliminary Review Procedures to this memo for your review.



HILLARY E GITELMAN
Director
Planning and Community Environment



JAMES KEENE
City Manager

NOT YET APPROVED

Ordinance No. _____

Ordinance of the Council of the City of Palo Alto Amending Chapter 18.38 and Chapter 18.79 of Title 18 (Zoning) of the Palo Alto Municipal Code Regarding Planned Community ("PC") District Regulations and Development Project Preliminary Review Procedures

The Council of the City of Palo Alto does ORDAIN as follows:

SECTION 1. Chapter 18.38 (PC Planned Community District Regulations) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows:

Chapter 18.38
PLANNED COMMUNITY (PC) DISTRICT REGULATIONS

Sections:

18.38.010 ~~Specific purposes~~Intent and Purpose.

18.38.015 Definitions.

18.38.020 Applicability of regulations.

18.38.030 Permitted uses.

18.38.040 Conditional uses.

18.38.050 Establishment of districts.

18.38.060 Required ~~findings~~determinations.

18.38.065 Application process.

18.38.070 Application requirements.

~~18.38.080 Development program statement.~~

~~18.38.090 Development plan.~~

~~18.38.100 Development schedule.~~

18.38.110 Action by ~~P&T~~commission.

18.38.120 Action by council.

18.38.130 ~~Change in development schedule~~Expiration of approvals.

~~18.38.140 Failure to meet development schedule.~~

18.38.150 Special requirements.

18.38.160 ~~Inspections~~Enforcement and Monitoring.

~~18.38.170 Recycling storage.~~

18.38.010 Intent and Purpose~~Specific purposes.~~

The planned community ("PC") district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which will result in substantial public benefits not otherwise attainable by application of the regulations of general districts or

~~combining districts are of substantial public benefit~~, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan.

18.38.015 Definitions

Whenever the following terms are used in this Chapter, they shall have the meaning established by this section:

- (a) “Development Agreement” means a contract between Palo Alto and a property owner/developer regarding development of real property as provided for in California Government Code Section 65864 et seq.

- (b) “Public Benefit” means specific improvements or amenities for Palo Alto ~~the local community or neighborhood~~ provided by the developer in exchange for uses, densities, and/or a development configuration specific to the PC district that would be unattainable in general zoning districts or combining districts. Examples of Public Benefits ~~shall include~~ but are not limited to affordable housing, reasonable ~~significant~~ monetary or “in kind” contributions towards ~~meeting~~ goals of the City’s Comprehensive Plan ~~adopted infrastructure plan~~ or human services needs assessment ~~with a nexus to the proposed project~~, and other similar amenities or improvements identified by the City Council. ~~From time to time, the City Council may adopt by resolution a menu of public benefits that represent current priorities.~~

- (c) “Public Benefits Agreement” means a project-specific agreement between a property owner/developer and the City of Palo Alto that details the project’s contribution to the community and outlines a monitoring and enforcement schedule and/or program.

18.38.020 Applicability of regulations.

(a) Overlay District. The Planned Community (“PC”) ~~Zoned~~ district is an overlay zoning district that supersedes any conflicting regulations required by the underlying base zone or combining district applicable to the property. To the extent the underlying base or combining ~~zoned~~ district regulations are consistent with this Chapter and the specific PC district, those regulations shall also apply to such property. ~~The specific regulations of this chapter, and the additional regulations and procedures established by Chapters 18.54 to 18.99, inclusive, shall apply to all planned community districts. Notwithstanding the regulations of Chapters 18.54 to~~

~~18.99, inclusive, where specific regulations are adopted pursuant to Sections 18.38.110 and 16.68.120, the specific regulations so adopted shall apply to that planned community district.~~

(b) Special Requirements Applicable to all PC districts. Notwithstanding Section 18.38.020(a), all PC districts shall conform to the Special Requirements set forth in Section 18.38.150.

(c) Development Agreement. A Development Agreement may be used in lieu of or in addition to a PC district when the applicant anticipates phased development over multiple lots or when the applicant or City anticipates extended negotiations regarding public benefits beyond those contemplated by this Chapter.

(d) Density Bonus. A project seeking a residential density bonus or zoning concession or incentive under Section 18.15 shall not be eligible for a Planned Community ZonePC district.

(e) Consistency with Comprehensive Plan. A use proposed for a PC district must be consistent with the Comprehensive Plan Land Use designation in effect at the time of application.

18.38.030 Permitted uses.

Any use may be permitted in any specific PC district provided such use shall be specifically listed as a permitted use and shall be located and conducted in accord with the approved development plan and other applicable regulations adopted pursuant to this chapter to govern each specific PC district.

18.38.040 Conditional uses.

Any use may be established as a conditional use in any specific PC district provided such use shall be specifically listed as a conditional use subject to the provisions of Chapter 18.76 (Permits and Approvals), and shall be located and conducted in accord with the approved development plan and other applicable regulations adopted pursuant to this chapter to govern each specific PC district.

18.38.050 Establishment of districts.

~~Planned communityPC~~ districts may be established, modified, or removed from the zoning map, and the regulations applicable to any specific PC district may be established, modified, or deleted in accord with Chapter 18.80.

All PC districts shall be identified on the zoning map with the letter coding "PC" followed by a specific reference number identifying each separate district. All use regulations, development plans, development schedules, and other regulatory provisions adopted pursuant to this chapter, or pursuant to Chapter 18.80, which apply to any specific PC district, shall be considered to be a part of this title as if fully set forth in this title, and shall be identified by reference to the corresponding designation of each specific PC district on the zoning map.

18.38.060 Required ~~finding~~ determinations.

The ~~P~~lanning ~~and T~~ransportation ~~C~~ommission ("~~P&TC~~"), prior to recommending approval of any PC district application, and the ~~city~~ City ~~council~~ Council, prior to approving an ordinance designating and regulating any PC district, shall make all of the following required findings with respect to the application, in addition to findings required by Chapter 18.80:

(a) The site is so situated, and the use or uses proposed for the site are of such characteristics that the application of general districts or combining districts will not provide sufficient flexibility to allow the proposed development.

(b) Development of the site under the provisions of the PC ~~planned-community~~ district will result in public benefits not otherwise attainable by application of the regulations of general districts or combining districts. In making the findings required by this section, the ~~planning commission and city~~ City ~~council~~ Council, ~~as appropriate~~, shall specifically cite the public benefits expected to result from use of the ~~planned-community~~ PC district.

(c) The use or uses permitted, and the site development regulations applicable within the district shall be consistent with the Palo Alto Comprehensive Plan as it existed at the time of application, and ~~is shall be~~ compatible with existing and potential uses on adjoining sites or within the general vicinity.

18.38.065 Application process.

(a) ~~The applicant for a PC district shall initially submit to the planning commission City Council a development program statement, development plan, and a development schedule which are described in Sections 18.38.080, 18.38.090, and 18.38.100. request for preliminary screening as set forth in Chapter 18.79. Once the City Council has conducted a preliminary screening, the applicant may submit an application for a PC district which shall be calendared for a public hearing by the P&TC. The plot plans, landscape development plan, and design plan in the development plan should only be preliminary during this phase of review by the planning commission.~~

(b) Following preliminary screening review by the City Council, an application for a PC district may be submitted. The P&TC shall conduct an initial public hearing(s) subject to the

~~requirements of this Chapter and Chapter 18.80. The P&TC shall conduct a separate public hearing(s) and final review of the proposed project after the Architectural Review Board (“ARB”) has conducted a noticed public hearing(s) on the findings for architectural review in Section 18.76.020 (d) and forwarded a recommendation to the City Council. If the planning commission acts favorably in its initial review of the PC application, the development plan shall be submitted to the architectural review board for review, except in the case of single family and accessory uses. In this phase, a detailed plot plan, landscape development plan, and design plan of the development plan are required. The architectural review board shall make a recommendation on the development plan based on the findings for architectural review in Section 18.76.020 (d).~~

~~Notwithstanding the above, projects consisting of a single family home or accessory structure that would otherwise be exempt from ARB review shall not go to the ARB for recommendation and shall only require one public hearing by the P&TC.~~

~~(c) The City Council shall conduct a noticed public hearing pursuant to this Chapter and Chapter 18.80 after the ARB and P&TC have completed their review and forwarded recommendations to the City Council. development plan as approved by the architectural review board is then returned to the planning commission for final planning commission review and recommendation before being submitted to the city council for final action.~~

18.38.070 Application requirements.

~~The City may from time to time establish application forms, submittal requirements, fees, and such other requirements, guidelines and informal regulations as will aid in the efficient implementation of this Chapter. These submittals shall include an independent economic analysis quantifying the amount of proposed public benefit and a financial comparison between the likely projects under base zoning and the proposed PC district and any other economic analysis as prescribed by the Director.~~

~~In addition to the provisions of Chapter 18.80, each application for a PC district shall be accompanied by a development program statement, a development plan, and a development schedule.~~

~~The development plan shall, as approved by the city council, become a part of the zoning regulations applicable within the respective PC district. Subsequent changes in the development plan shall be made in accord with Chapter 18.80, or, for minor changes, through the architectural review process, as set forth in Section 18.76.020 (b)(3)(D).~~

~~The development schedule shall, as approved by the city council, become a part of the zoning regulations applicable within the respective PC district. Subsequent changes in the development schedule, if included as part of the regulations, shall be made in accord with Chapter 18.80 or, for minor changes, through the architectural review process, as set forth in Section 18.76.020 (b)(3)(D); provided, that specifically authorized changes may be made by the director pursuant to Section 18.38.130.~~

~~18.38.080 — Development program statement.~~

~~———— The purpose of the development program statement shall be to describe the proposed use or uses to be conducted in the district in a manner sufficient to enable preparation and consideration of regulations governing permitted uses, conditional uses, site use and development regulations, off-street parking and loading requirements, and other special regulations which may be appropriate to govern development, use, and maintenance of the site or sites included within the PC district.~~

~~———— The development program statement shall include the following:~~

~~———— (a) — A statement by the applicant demonstrating the necessity of the application for the PC district, including information demonstrating the compliance of the proposed development with the required determinations set forth in Section 18.38.060;~~

~~———— (b) — A complete listing of all uses proposed, or potentially to be included, within the PC district, incorporating insofar as possible the terminology used in other parts of this title to define, describe, and regulate permitted uses and conditional uses, and the definitions pertinent thereto;~~

~~———— (c) — A complete description of the nature of uses proposed, and the conditions or characteristics of occupancy, use, or operation, with particular reference to those conditions or characteristics which may warrant regulation differing from those regulations which might apply to such uses if located in one or more general districts within the city;~~

~~———— (d) — A schedule or statement indicating number, type, floor area, number of bedrooms, and projected sale or rental price of all housing units proposed in the district;~~

~~———— (e) — Such additional information as the director may prescribe as necessary, in his judgment, to facilitate review and action on the application by the planning commission, the architectural review board, and the city council.~~

~~18.38.090 — Development plan.~~

~~———— The development plan submitted with the application for a PC district shall include the following, unless waived by the director for cause:~~

~~———— (a) — An aerial photograph of the site and adjacent land within two hundred fifty feet of the site, at a scale to be prescribed by the director. The director may specify that information required by subsections (b) through (i) be superimposed on the aerial photograph, or a duplicate copy thereof;~~

~~———— (b) — A map showing any public or private streets, proposed building sites, and any areas proposed to be dedicated or reserved for parks, parkways, paths, playgrounds, school sites, public buildings and other such uses. Compliance with this requirement shall not be construed to relieve the applicant from compliance with the subdivision code in Title 21, or any other applicable ordinances of the city;~~

~~———— (c) — A map showing the existing and proposed topography of the proposed district at contour intervals as determined appropriate by director;~~

~~———— (d) — A land use plan for the proposed district indicating the areas proposed for each use or combination of uses identified by the development program statement;~~

~~_____ (e) _____ A plot plan or plans for each building site in the proposed district, or any portion thereof, in such form as required by the director. The required plans shall show the location of all proposed buildings and principal site improvements, shall indicate dimensions of buildings, site lines, and improvements, and shall indicate the location of physical or natural site features, including trees, and any changes proposed thereto.~~

~~_____ (f) _____ A landscape development plan, showing the boundaries and location of proposed landscaped areas and exterior site improvements, including but not limited to lights, swimming pools, and service and refuse areas.~~

~~_____ (g) _____ A circulation plan, indicating the proposed movement of vehicles, goods, and pedestrians within the district, and to and from adjacent public thoroughfares. Any special engineering features and traffic regulation devices needed to insure safety or to facilitate ease of access and circulation, whether on or off the site, shall be shown.~~

~~_____ (h) _____ A parking and loading plan, showing the number of spaces and the location, internal circulation and dimensions of all parking and loading areas. The parking and loading plan shall be based upon the requirements of Chapter 18.54, unless requested modifications to meet the needs of the individual project are supported by traffic engineering studies or relevant data, as may be required by the director, demonstrating the feasibility and adequacy of the plan.~~

~~_____ (i) _____ Preliminary design plans, including such schematic floor plans, schematic exterior elevations and sections, and/or perspective drawings, as may be necessary to indicate the height of proposed buildings and the general appearance of the proposed structures to the end that the entire development will have architectural unity and will be compatible with existing and proposed neighborhood development. Such drawings need not show final architectural detail. Construction drawings and contract plans, subsequently submitted with applications for required permits or other construction approvals pursuant to approved PC district regulations, shall conform substantially to the preliminary design plans, and shall be subject to all applicable review and permit requirements in effect at the time of approval and permit issuance.~~

18.38.100 _____ Development schedule.

~~_____ The development schedule submitted with the application for a PC district shall include the following:~~

~~_____ (a) _____ A schedule, indicating to the best of the applicant's knowledge, the approximate date on which construction or development is expected to begin, the duration of time required for completion of the development, and the approximate date or dates of occupancy;~~

~~_____ (b) _____ A phasing program, indicating, in the event the proposed development within the district is expected to require more than two years for completion and occupancy, a logical or programmed sequence of phases and incorporating a schedule as described in subsection (a) for each phase of development.~~

18.38.110 _____ Action by P&TCcommission.

In addition to the requirements of Chapter 18.80, the ~~planning commission~~P&TC shall review and consider all materials submitted by the applicant pursuant to this chapter, and shall prepare and recommend to the ~~city~~City councilCouncil, as appropriate, the specific regulations to be applied within the proposed ~~planned community~~PC district. The specific regulations may modify those regulations contained in ~~Chapters 18.54 to 18.99, inclusive~~ the underlying base zoning, as is appropriate ~~to meet the individual district~~ and shall include the following:

(a) Permitted Uses. A listing of all uses to be permitted generally within the PC district, or the uses to be permitted in specific locations within the PC district as shown on the development plan;

(b) Conditional Uses. A listing of all uses to be conditionally allowed within the PC district, or the uses to be permitted in specific locations within the PC district as shown on the development plan;

(c) Site Development Regulations. Maximum or minimum regulations, as appropriate, governing site dimensions, required yards and distances between buildings, site coverage, building height, residential density, and floor area ratio, open space requirements, accessory facilities and uses, and other aspects of the proposed development within the PC district. The regulations may be in text, or by reference to the development plan, or both. In no event shall the maximum height exceed fifty feet except as provided in Chapter 18.76 (Permits and Approvals);

(d) Parking and Loading Requirements. Regulations establishing off-street parking and loading requirements for the PC district, and governing design, location, screening, landscaping and operation of parking and loading activities. The regulations may be by reference to Chapters 18.52 and 18.54, or in text if the regulations of Chapters 18.52 and 18.54 are modified for the individual PC district, or both;

(e) Special Requirements. Additional regulations, as may be appropriate to assure a harmonious relationship between uses within the PC district, and a compatible relationship with existing or potential uses within adjoining PC districts, may be recommended by the commission. Such regulations may include additional height limitations, yard requirements, landscaping and screening, provisions governing outdoor activities, and other requirements;

~~(f) ——— (f) ——— Development Plan and Development Phasing Schedule. The development plan submitted pursuant to Section 18.38.090 and the development schedule if the PC district contains a phasing schedule, such schedule shall require the public benefit to be constructed or provided before the development of the other components of the project where feasible. If not feasible the schedule shall contain a date for delivery of the public benefit submitted pursuant to Section 18.38.100, as amended or approved by the planning commission, shall be recommended for inclusion in the regulations applicable to the PC planned community district;~~

(g) Definitions. Definitions applicable specifically to the regulations recommended for the PC district may be included.

18.38.120 Action by council.

In the event the ~~city~~ City council ~~Council~~ adopts an ordinance pursuant to Chapter 18.80 establishing a specific PC ~~planned community~~ district, the ~~council~~ Council shall include the regulations described in Section 18.38.110, either as recommended by the ~~planning commission~~ P&TC or as modified by the ~~council~~ Council.

18.38.130 Expiration of approvals. Change in development schedule.

The approval granted under this Chapter shall be governed by the time limits and extension procedures set forth in Section 18.77.090. If the applicant fails to exercise its permit in accordance with the time periods set forth in Section 18.77.090, the PC district shall expire and the base zoning regulations shall control.

If an extension granted under this section shall affect the delivery date of the public benefit, the extension shall provide a new public benefit delivery date.
~~For good cause shown by the property owner in writing and unless otherwise specified by the specific applicable regulations for the district, prior to the expiration of the original time schedule for the development, the director may, without a public hearing, modify the time limits imposed by any adopted development schedule; provided, that such modification shall not extend the schedule by more than one year; and provided, that only one such modification may be made.~~

~~18.38.140 Failure to meet development schedule.~~

~~Sixty days prior to the expiration of the development schedule, the director shall notify the property owner in writing of the date of expiration and advise the property owner of Section 18.38.130. Failure to meet the approved development schedule, including an extension, if granted, shall result in:~~

~~(a) The expiration of the property owner's right to develop under the PC district. The director shall notify the property owner, the city council, the planning commission and the building official of such expiration; and~~

~~(b) The director's initiating a zone change for the property subject to the PC district in accordance with Chapter 18.80. The property owner may submit a new application for a PC district concurrently with the director's recommendation for a zone change.~~

18.38.150 Special requirements.

Sites abutting or having any portion located within one hundred fifty feet of any RE, R-1, R-2, RM, or any PC district permitting single-family development or multiple-family development shall be subject to the following additional height and yard requirements:

(a) Parking Facilities. The maximum height shall be equal to the height established in the most restrictive adjacent zone district.

(b) All Other Uses. The maximum height within one hundred fifty feet of any RE, R-1, R-2, RM, or applicable residential PC district shall be thirty-five feet; ~~provided, however, that for a use where the gross floor area excluding any area used exclusively for parking purposes, is at least sixty percent residential, the maximum height within one hundred fifty feet of an RM-4 or RM-5 district shall be fifty feet.~~

(c) Sites sharing any lot line with one or more sites in any RE, R-1, R-2, RM or applicable residential PC district, a minimum interior yard of 10 feet shall be required, and a solid wall or fence between 5 and 8 feet in height shall be constructed and maintained along the common site line. Where a use in a PC district where the gross floor area, excluding any area used exclusively for parking purposes, is at least sixty percent residential, the interior yard shall be at least as restrictive as the interior yard requirements of the most restrictive residential district abutting each such side or rear site line. The minimum interior yard shall be planted and maintained as a landscaped screen.

(d) On any portion of a site in the PC district which is opposite from a site in any RE, R-1, R-2, RM or ~~applicable residential~~ PC district, and separated therefrom by a street, alley, creek, drainage facility or other open area, a minimum yard of 10 feet shall be required. Where a use in a PC district where the gross floor area, excluding any area used exclusively for parking purposes, is at least sixty percent residential, the minimum yard requirement shall be at least as restrictive as the yard requirements of the most restrictive residential district opposite such site line. The minimum yard shall be planted and maintained as a landscaped screen, excluding areas required for access to the site.

(e) Sites sharing any lot line with one or more sites in any RE, R-1, R-2, RM or any residential PC district shall be subject to a maximum height established by a daylight plane beginning at a height of ten feet at the applicable side or rear site lines and increasing at a slope of three feet for each six feet of distance from the side or rear site lines until intersecting the height limit otherwise established for the PC district; provided, however, that for a use where the gross floor area excluding any area used exclusively for parking purposes, is at least sixty percent residential, the daylight planes may be identical to the daylight plane requirements of the most restrictive residential district abutting each such side or rear site line until intersecting the height limit otherwise established for the PC district. If the residential daylight plane, as allowed in this section, is selected, the setback regulations of the same adjoining residential district shall be imposed.

(f) Recycling Storage. All new development, including approved modifications that add thirty percent or more floor area to existing uses, shall provide adequate and accessible interior areas or exterior enclosures for the storage of recyclable materials in appropriate containers. The design, construction and accessibility of recycling areas and enclosures shall be subject to ARB approval pursuant to Chapter 18.76 (Permits and Approvals).

18.38.160 Enforcement and Monitoring Inspections.

Each PC district shall ~~be inspected by the building division at least once every three years for remain in~~ compliance with the PC district regulations and the conditions of the ordinance under which the PC district was created for the life of the project or until modified by ordinance.

(a) A Public Benefits Agreement is required as part of the PC Overlay District approval.

(b) A Public Benefits Agreement containing all requirements of the ordinance shall be executed between the City and the applicant following approval of a new PC district and shall be recorded as a covenant on the affected property.

(c) The Public Benefits Agreement shall contain a monitoring and enforcement plan, appropriate to the development project that may include the following components: frequency of inspections, establishment of a funding mechanism for inspections; penalties for violations, procedures for replacement of lost or diminished community benefits and other similar provisions. Council may elect to waive enforcement costs for non-profit developers.

~~18.38.170 Recycling storage.~~

~~All new development, including approved modifications that add thirty percent or more floor area to existing uses, shall provide adequate and accessible interior areas or exterior enclosures for the storage of recyclable materials in appropriate containers. The design, construction and accessibility of recycling areas and enclosures shall be subject to architectural review approval pursuant to Chapter 18.76 (Permits and Approvals).~~

SECTION 2. Chapter 18.79 (Development Project Preliminary Review Procedures) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows:

Chapter 18.79
DEVELOPMENT PROJECT PRELIMINARY REVIEW PROCEDURES

Sections:

18.79.010 Purposes.

- 18.79.020 Supplemental procedures.
- 18.79.030 Applicability and initiation.
- 18.79.040 ~~Reserved~~Preliminary review.
- 18.79.050 Preliminary review public study session procedure.
- 18.79.060 Voluntary compliance.
- 18.79.010 Purposes.

This chapter establishes procedures for preliminary screening of development projects ("prescreening"). This chapter is intended to achieve, and shall be implemented to accomplish, the following purposes:

- (a) To maximize opportunities for meaningful public discussion of development projects, at the earliest feasible time, for the guidance of the public, project proponents and city decision makers.
- (b) To focus public and environmental review of development projects on the issues of greatest significance to the community, including, but not limited to, planning concerns, neighborhood compatibility, Comprehensive Plan consistency, economics, social costs and benefits, fiscal costs and benefits, technological factors, and legal issues. These procedures are not intended to permit or foreclose debate on the merits of approval or disapproval of any given development project.
- (c) To provide members of the public with the opportunity to obtain early information about development projects in which they may have an interest.
- (d) To provide project proponents with the opportunity to obtain early, non-binding preliminary comments on development projects to encourage sound and efficient private decisions about how to proceed.
- (e) To encourage early communication between elected and appointed public officials and staff with respect to the implementation of city policies, standards, and regulations on particular development projects.
- (f) To facilitate orderly and consistent implementation of the ~~city's~~City's Comprehensive Plan and development regulations.

18.79.020 Supplemental procedures.

These procedures are supplemental to any other authority under state or local law which permits preliminary screening of development projects, including, but not limited to, the California Environmental Quality Act, Public Resources Code Section 21000, et seq., and the State Planning and Zoning Law, Government Code Section 65000, et seq.

18.79.030 Applicability and initiation.

~~(a) These procedures may be applied to the following types of development projects: Preliminary screening is required for development projects that include any of the following applications:~~

~~(1) Planned Community (PC);~~

~~(2) Development Agreement~~

~~(3) General Plan Amendment and Specific Plans, including Specific Plan Amendments~~

~~(4) District Map Amendment~~

~~(5) Zoning Text Amendment, except as provided for in section (c) below.~~

~~(1) Substantial zoning regulation or district map change proposals;~~

~~—(2) Comprehensive plan amendments, including specific plans;~~

~~—(3) Any other development project, or permit or entitlement application, including a major alteration or expansion of existing use, which implicates major land use or other policy or planning concerns.~~

~~(b) Development project preliminary review may be initiated by motion of the city council, with the concurrence of the project proponent, or upon request of the city manager and project proponent with the concurrence of the city council, at any time after the city has received a development project application and before the development project is noticed for public hearing on the merits of the application, if any is required. Preliminary screening is initiated by filing an application and payment of applicable fees. Preliminary screening applications shall be scheduled for a study session before the City Council. Notice of the study session and the opportunity for public participation shall be provided in the same manner as may be required by law for action on the underlying development project application. The City Council may include in the study session, or refer a preliminary screening application to, any board, commission or committee.~~

~~(c) Development project preliminary review may also be initiated prior to the filing of an application, upon the request of the project proponent with the concurrence of the city council. The project proponent shall pay a preliminary review fee as set forth in the municipal fee schedule. If the project proponent wishes to proceed with the project after preliminary review, he or she must then file an application and pay a regular application fee. Preliminary screening is not required for zoning text amendments under the following circumstances:~~

~~(1) The project does not include a request for an application in section (a) (1) through (a)(4) above, and~~

~~(2) The Director of Planning and Community Environment determines the requested amendment would not have significant policy implications. Such zoning amendments include, but are not limited to, projects requiring a hotel or automobile combining district.~~

~~(d) Preliminary screening may be initiated for any application not included in section (a) (1) through (a)(4) above that results in The city may from time to time establish application forms, submittal requirements, fees, and such other requirements, guidelines and informal regulations as will aid in the efficient implementation of these procedures. Any other development project, or permit or entitlement application, including a major alteration or expansion of an existing use, which implicates major land use or other policy or planning concerns, subject to the following requirements:~~

~~(1) Development project preliminary review may be initiated by motion of the City Council, with the concurrence of the project proponent, or upon request of the city manager and project proponent with the concurrence of the City Council, at any time after the City has received a development project application and before the development project is noticed for public hearing on the merits of the application, if any is required.~~

~~(2) Development project preliminary review may also be initiated prior to the filing of an application, upon the request of the project proponent with the concurrence of the City Council. The project proponent shall pay a preliminary review fee as set forth in the municipal fee schedule. If the project proponent wishes to proceed with the project after preliminary review, he or she must then file an application and pay a regular application fee.~~

~~(3) The noticed public study session will be conducted solely by the planning and transportation commission ("P&TC"); or by the P&TC initially and then by the City Council; or solely by the City Council; or as a joint meeting of the City Council and P&TC, or as a joint meeting of the City Council and any other city boards, commissions or committees whose participation is deemed desirable by the City Council. Unless directed otherwise by the City Council, the P&TC shall conduct a study session on all preliminary review matters and forward its comments to the City Council. Minutes of P&TC study sessions conducted pursuant to this section shall be produced in the same manner as minutes of regular meetings.~~

~~(4) Notice of the study session and the opportunity for public participation shall be provided in the same manner as may be required by law for action on the underlying development project application.~~

~~(d) (e) The City may from time to time establish application forms, submittal requirements, fees, and such other requirements, guidelines and informal regulations as will aid in the efficient implementation of this section these procedures.~~

~~(f) No formal action may be taken during preliminary review.~~

18.79.040 ReservedPreliminary review.

~~Upon initiation as provided in Section 18.79.030, one or more noticed public study sessions will~~

~~be held to solicit comments which will aid in accomplishing the purposes of these procedures.~~

~~The noticed public study session will be conducted solely by the planning commission; or by the planning commission initially and then by the city council; or solely by the city council; or as a joint meeting of the city council and planning commission, or as a joint meeting of the city council and any other city boards, commissions or committees whose participation is deemed desirable by the city council. Unless directed otherwise by the city council, the planning commission shall conduct a study session on all preliminary review matters and forward its comments to the city council. Minutes of planning commission study sessions conducted pursuant to this section shall be produced in the same manner as minutes of regular meetings.~~

~~Notice of the study session and the opportunity for public participation shall be provided in the same manner as may be required by law for action on the underlying development project application.~~

~~No formal action may be taken during preliminary review.~~

18.79.050 Preliminary review public study session procedure.

- (a) Preliminary review study sessions may be conducted in any manner deemed appropriate by the Ccity Council.
- (b) City staff will prepare a summary outline of the proposed project which highlights any information relevant to the purposes identified in Section 18.79.010, including but not limited to any initial study prepared for the project. In addition, the project proponent or any interested person may provide oral or written comments consistent with the purposes of these procedures during a preliminary review study session. Subsequent city staff reports on development projects which have been subject to preliminary review should summarize any comments made during the process.
- (c) Preliminary review study sessions shall not be for the purpose of taking evidence with respect to a development project. Neither the ~~city~~City councilCouncil, nor any Ccity board, commission, committee, or staff person may rely upon information obtained or comments made during the preliminary review process for any final decision, unless such information or comments are reintroduced during a subsequent noticed public hearing on the merits of the development project.

18.79.060 Voluntary compliance.

- (a) Compliance with any development project revisions, alterations, or conditions suggested during the preliminary review process shall be voluntary. Failure to comply with any such revisions, alterations, or conditions shall not affect consideration of the project by the cityCity.
- (b) Nothing in these procedures is intended, nor shall any provision be construed, to constitute, permit or result in any binding determination of the rights, interests, or entitlements of the cityCity, project proponent, or any interested person with respect to a development project upon which preliminary review is conducted.

- (c) Development project preliminary review shall be without prejudice to the ability of the ~~city~~City, project proponent, or any interested person to proceed with a development project in any manner, notwithstanding any suggested revisions, alterations, or conditions.
- (d) When preliminary review has been initiated, a project proponent shall have the right to withdraw a development project application at any time before commencement of a public hearing on the first discretionary permit, license, or entitlement for the project. Such withdrawal shall be without prejudice to the project proponents ability to reapply for the same or a substantially similar development project at a future date, subject to the regulations, standards, and policies in effect upon reapplication. Upon such withdrawal, the ~~city~~City shall refund any application processing deposits to the project proponent which have not yet been expended.

SECTION 3. Any provision of the Palo Alto Municipal Code inconsistent with the provisions of this chapter, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this chapter.

SECTION 4. If any section, subsection, sentence, clause, or phrase of this chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter. The City Council hereby declares that it would have adopted this chapter and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the chapter would be subsequently declared invalid or unconstitutional.

SECTION 5. The Council finds that the adoption of this chapter is exempt from the provisions of the California Environmental Quality Act pursuant to CEQA Guideline section 15061 because it can be seen with certainty that there is no possibility that the project will have a significant effect on the environment in that the proposals make procedural modifications to an already existing zoning district.

SECTION 6. This ordinance shall be effective on the thirty-first day after the date of its adoption.

INTRODUCED:

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

NOT YET APPROVED

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Senior Assistant City Attorney

City Manager

Carnahan, David

From: Paul Machado <plmachado@gmail.com>
Sent: Friday, August 21, 2015 1:07 PM
To: Council, City
Subject: PC reform

The citizens of Palo Alto were enraged over the regular abuse of PC projects by developers. As a result the council put a hold on PC projects before the last election with one council member asking that the the process be eliminated entirely..

Now staff and the PTC are proposing changes to the PC process that make it FAR worse. One suggests paying a fee, or perhaps a better term is a bribe, to secure PC status.

Please reject the staff/PTC recommendations for PC developments. They clearly have NO clue why there was a moratorium on PCs in the first place.

Paul Machado
Evergreen Park

Carnahan, David

From: zbrcp1@comcast.net
Sent: Friday, August 21, 2015 12:35 PM
To: Council, City
Cc: Neilson Buchanan; Jocelyn Dong; Dave Price
Subject: PC Recommendation

Council Members,
Respectfully urge you reject staff recommendation re PC zoning.
Over 10-15 years staff and council abetted developers as they
created horrendous traffic and parking problems which beset our city.
Voting citizens expressed their outrage.
Please remember them and do not adopt thinly disguised
measures which only restore the status quo ante.
Joseph Baldwin
850 Webster Street Apt 524
Palo Alto CA 94301

Carnahan, David

From: Sheri Furman <sheri11@earthlink.net>
Sent: Friday, August 21, 2015 9:15 PM
To: Council, City
Subject: Aug 24 Agenda item 10: PAN letter re PC Ordinance
Attachments: PAN PC Reform Letter.docx

Please see the attached letter to Council.

Sheri Furman

Dear City Council Members:

Planned Community zoning (PCs) have a terrible reputation in Palo Alto. The public benefits they are supposed to deliver often prove to be ephemeral, such as two public plazas that are instead overwhelmingly used by private restaurants and a community room unaffordable by most community groups and rarely ever used by them.

Public distrust of PCs in Palo Alto became even more apparent with the 2013 rejection of the Maybell project by voters, despite that PC having support of the entire Council, a respected non-profit developer whose campaign vastly outspent its opposition, and a laudable benefit of affordable housing for seniors.

PCs can create another toxic impact on our community by encouraging developers to exacerbate problems that lead to calls for upzoning. Edgewood Plaza fell into disrepair because the owner sought a buyer who would convert it to higher-density residential use. Had the city not allowed PCs for such a purpose, the center would likely have been maintained and served the public continuously. In other words, having PC zoning as an option actually delayed the restoration of shopping at Edgewood – the exact opposite of what PCs are supposed to accomplish.

Many PCs seem to be mainly a way to allow certain developers to earn millions of dollars in extra profit while afflicting nearby residents with extra traffic, density, and other burdens.

If we are to resume having PCs at all, it's vital that we fix the many problems of the past. While the proposed ordinance for discussion on August 24 has some positive changes, it also has many shortcomings and loopholes and will likely increase abuse.

Public Benefits

- There are still no clear definitions of what constitute Public Benefits.
- 18.38.010: The proposed wording change eliminates the existing requirement that a PC must itself be of “substantial public benefit.” The replacement text allows instead that benefits need have nothing to do with the site. Such a change is manifestly unfair to neighboring residents, who inevitably suffer the consequence of increased development of a PC, but under the proposal would not necessarily even be near the presumed public benefit. The current wording should be retained.
- 18.38.015 (b): Again, the vital notion that the site itself be the location of the public benefit is being removed. The proposed new language also introduces the possibility that the public benefit be “monetary or ‘in kind’ contributions.” This is the much-maligned “zoning for sale” cloaked as a “public benefit” and must be rejected. It also reflects a lack of understanding that PCs negatively impact neighborhoods and the public benefits must therefore target the neighborhood accordingly.

We urge you to require that public benefits be on-site, tangible, unencumbered, substantial, and last for the life of the project.

Residential PC District

- 18.38.050 (b): The term “residential PC district” used here and elsewhere should be defined.
- No R1 or R2 property should be eligible for conversion to a PC district.

Comp Plan Consistency

- Section 18.38.060 (c) indicates the use shall be consistent with the Comp Plan “as it existed at the time of application.” Given that the Land use portion of the Comp Plan will be undergoing significant revision, we suggest that the moratorium continue until completion of the Comp Plan update.

Economic Analysis

- 18.38.070: This section says the city may establish forms, requirements, and such. Should it fail to do so, the section then leaves open whether economic information would be required. It seems better to replace the “may” with “shall.” Furthermore, the economic analysis should detail both the cost and market valuation of the projects under both base zoning and proposed PC. By doing so, the Council and public can then determine if the extra profit earned by the developer is appropriate.
- On this point, it is unfair to the community and morally inappropriate for a developer to earn say \$10 million extra by providing a public benefit that cost only \$1 million. Any profit earned through the extra allowances should equal approximately the cost of providing the public benefit. The PC ordinance will be far stronger and abused less once this principle is explicitly included.
- We also suggest that the ordinance require the City Auditor's office to review and comment on each economic analysis in advance to raise confidence in the accuracy of the analysis.

Additional Issues

The ordinance additionally needs to specify and guarantee:

1. A way for residents to report non-compliance and trigger a city inspection
2. A requirement that penalties will not be deferred but instead assessed and collected quickly, such as through embargo of rental income and sales proceeds
3. A requirement that penalties substantially exceed the loss of the public benefit so as to encourage compliance

In Summary

Including all the above changes in the PC ordinance will go some distance towards restoring public in what is currently a very flawed practice.

Ultimately, however, we believe this revision leaves vital issues unaddressed, and in fact exacerbates the problems that led to the moratorium on PCs. Please maintain the moratorium until the Comp Plan update is completed and in the meantime continue to revise these changes to reflect the community's concerns about the misuse of PC zoning.

Thank you,

The PAN Executive Committee

Sheri Furman, PAN Chair
Peter Taskovich, PAN Vice-Chair
Norm Beamer
Neilson Buchanan
Annette Glanckopf
Jeff Levinsky
Elaine Meyer

Carnahan, David

From: Malcolm Roy Beasley <beasley@stanford.edu>
Sent: Friday, August 21, 2015 4:33 PM
To: Council, City
Cc: Malcolm Roy Beasley
Subject: New PC policy

Council Members:

You may recall that I addressed you at last Monday's Council meeting and made the case that the Council step up to its fiduciary responsibilities in balancing development vs negative impact on our neighborhoods in the RPP program. Now it is the PC process. I confess that I am not nearly as knowledgeable about this issue as I am about RPP. Still, the recent editorial in the PA Weekly sounds depressingly similar to me in its description of the City's inability to institute policies and process that balance developers and residents interests in a explicit and transparent way. Unless you can argue that I am wrong, I urge you to send these PC policies back to staff with explicit instructions to create policies and procedures that are manifestly fair and balanced.

Mac Beasley
125 Bryant Street

M.R. Beasley
Geballe Laboratory for Advanced Materials Stanford University Stanford CA 94305
650-723-1196
beasley@stanford.edu

Carnahan, David

From: Ted Davids <tdavids@sonic.net>
Sent: Friday, August 21, 2015 4:11 PM
To: Council, City
Subject: Ordinance Amendment to PC

To the City Council,

At this time I completely concur with the report posted in the Palo Alto Weekly today.

In stating:

I hope the council rejects the "new" PC policy and directs the staff to take a fresh approach which addresses the need of the citizens who live here. We'd like to see, for example, consideration of a process that invites property owners interested in redeveloping property to approach the city without a plan and, through a public process, explore what development the community wants in exchange for granting exceptions to the zoning. But the days of developers guessing what "benefits" might get them extra square footage should be permanently put behind us. Indeed!

Sincerely,

W Ted Davids

475 Everett Avenue

Palo Alto, Ca

Carnahan, David

From: MEGAN BARTON <megbarton@me.com>
Sent: Friday, August 21, 2015 4:56 PM
To: Council, City; Harris Barton
Subject: Planning Commission Policy- needs to change Aug 24t, 2015

I fully support a fully public PC process limited to very rare and very exceptional developments. Please take the citizens views and needs into account and listen to the people who actually vote, live and pay taxes in Palo Alto.

Sincerely,
Megan and Harris Barton
334 Lincoln Ave
Palo Alto, CA 94301
650-743-1203

Carnahan, David

From: Irv <irvb@pacbell.net>
Sent: Friday, August 21, 2015 7:28 PM
To: Council, City
Subject: New PC Policy

Dear Council Members:

I urge you to reject any changes to the PC zoning put in place after the last election cycle. I think the electorate made it clear how fed up they were with the prior abuses and giveaways that have so diminished our city, and I sincerely hope you remain responsive to that message. Enough is enough.

Respectively,

Irv Brenner
250 Byron Street
Palo Alto, 94301

(327-3981)

Carnahan, David

From: Jim Colton <james.colton10@gmail.com>
Sent: Saturday, August 22, 2015 5:42 PM
To: Council, City
Subject: PC Zoning

PC zoning has clearly been abused in the past. Developers have paid for zoning exceptions, none of which I can think of are in the residents' interests. The benefits have also not generally provided real benefits to the residents. Why would we want to bring PC zoning back especially with the provision that the benefit not be geographically near the zoning exception. It could easily allow a zoning exception in the South with the benefit in the North. Let's close the books on PC for good.

Jim Colton
Green Acres II

Carnahan, David

From: Sally Supplee <sallysupplee@comcast.net>
Sent: Saturday, August 22, 2015 6:57 PM
To: Council, City
Subject: PC Zoning

Dear Palo Alto City Council,

PC zoning in Palo Alto has very much been abused and has lead to se very many overly dense developments in Palo Alto in the past 15 years that it has really been a struggle to understand why it continues.

I so urge you to consider keeping it in abeyance. It has created an immense parking and traffic problem in Palo Alto, which has dramatically decreased the quality of living here.

Regards, Sally Supplee

--S

Carnahan, David

From: steven rosenberg <canuck94306@gmail.com>
Sent: Saturday, August 22, 2015 7:19 PM
To: Council, City
Subject: new PC ordinance

Dear City Council Members

I am writing to you to express my disgust at the "new" ordinance the city staff has put together to regulate PC zoning. Frankly its hard to keep a reasonable tone I am so upset by an ordinance that does not address any of the concerns of most of the people of Palo Alto. Staff has done a terrible, self-serving job and certainly appears to be working for developers rather than the city. Please throw it in the trash and send them back to the drawing board to do what was requested. And when its time for annual raises please don't give Kean and the planning staff any bonuses and say what a great job they are doing. In the real world they would be lucky to keep their jobs. The people of Palo Alto thought we had send in a clear message to stop the over development, stop using PCs to go around zoning, etc. etc. This will not die down and we expect the council to follow your election campaign promises rather than weasel out by "compromising" or accepting a watered down but still inadequate version.

Below is a memo that i expect many people hae mailed to you as it captures what is wrong with the new proposed ordinance.

Steven Rosenberg

Planned Community zoning (PCs) have a terrible reputation in Palo Alto. The public benefits they are supposed to deliver often prove to be ephemeral, such as two public plazas that are instead overwhelmingly used by private restaurants and a community room unaffordable by most community groups and rarely ever used by them.

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We urge you to require that public benefits be on-site, tangible, unencumbered, substantial, and last for the life of the project.

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- On this point, it is unfair to the community and morally inappropriate for a developer to earn say \$10 million extra by providing a public benefit that cost only \$1 million. Any profit earned through the extra allowances should equal approximately the cost of providing the public benefit. The PC ordinance will be far stronger and abused less once this principle is explicitly included.
- We also suggest that the ordinance require the City Auditor's office to review and comment on each economic analysis in advance to raise confidence in the accuracy of the analysis.

Additional Issues

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In Summary

Including all the above changes in the PC ordinance will go some distance towards restoring public in what is currently a very flawed practice.

Ultimately, however, we believe this revision leaves vital issues unaddressed, and in fact exacerbates the problems that led to the moratorium on PCs. Please maintain the moratorium until the Comp Plan update is completed and in the meantime continue to revise these changes to reflect the community's concerns about the misuse of PC zoning.

Thank you,

The PAN Executive Committee

Sheri Furman, PAN Chair

Peter Taskovich, PAN Vice-Chair

Norm Beamer

Neilson Buchanan

Annette Glanckopf

Jeff Levinsky

Elaine Meyer

Carnahan, David

From: Lorene Salcido <lorenesalcido@icloud.com>
Sent: Saturday, August 22, 2015 10:46 PM
To: Council, City
Cc: Lorene Salcido
Subject: AGAINST Planned Community Zoning Changed

Palo Alto City Council,

Having lived in and supported the Palo Alto community for over 20 years, I can no longer keep silent regarding the proposed changes to the Planned Community Zoning ordinance.

The local neighborhood should have a direct say in changes that impact their community. I am tired of the south side of Palo Alto being the dumping ground so that others can make deals that benefit them and that negatively impact us.

All changes should not only have neighborhood input but also our VOTES! If you want to make a change put on a ballot no more "deals", all in the open for all to see and vote.

LMS

Carnahan, David

From: Jared Jacobs <jaredjacobs@gmail.com>
Sent: Sunday, August 23, 2015 3:52 AM
To: Council, City
Subject: Please reject the new PC Zoning ordinance

Dear Honorable Mayor Holman and City Council,

Please reject the new PC Zoning ordinance on Monday. It amounts to “Zoning for Sale,” a slap in the face to Palo Alto residents.

We agree with the [Palo Alto Online editorial](#) and with this statement from PASZ:

We stand for eliminating “Planned Community” Zoning (PC Zoning) or, if PC Zoning changes are being requested in exchange for “Public Benefits”, requiring a public referendum in order to establish whether a majority of voters finds the “public benefit” sufficiently valuable, clearly defined, and durable.

Sincerely,
Jared & Alice Jacobs

Carnahan, David

From: Ron Albrecht <rdalbrecht@gmail.com>
Sent: Sunday, August 23, 2015 8:42 AM
To: Council, City
Subject: Please: No PC Zoning ordinance

Simply enforce Palo Alto's specific ordinances regarding structure limitations and do not allow PC zoning negotiations. It's been a problem in the past and will continue to be in the future. Enforce standing ordinances or change them. Developers can plan and submit proposals accordingly.

Ron Albrecht,
Past President and Board member
Loma Verde Village HOA
Midtown Palo Alto

Carnahan, David

From: Robert Moss <bmos33@att.net>
Sent: Sunday, August 23, 2015 1:07 PM
To: Council, City
Subject: PC Zoning Proposals

August 23, 2015C Zoning

PC Zoning Proposals

August 23, 2015

Mayor Holman and Councilmembers;

I urge you to reject the staff report and proposal regarding PC zoning. It fails to address the serious faults in the PC zoning process, and would only make the problems much worse. The suggestion that a developer can pay a fee for an amorphous "public benefit" unrelated to the project, and buy a PC zone confirms what many of us have said for years – in Palo Alto zoning is for sale.

Palo Alto has allowed Planned Community (PC) zoning for decades. It allows increased development in exchange for supposed "public benefits." These public benefits were never near the value gained by developers from the PC zoning development increases, and in most cases those benefits never were actually provided. Classic examples are the "public plaza" and "public art" supposedly provided at 200 Sheridan and 800 High in exchange for significant increases in allowed development. Shortly after those sites were occupied, private restaurants took over those "public plazas" for outdoor dining areas. Edgewood Plaza is another example of a failed PC. The public benefit is a grocery store, but zoning can't require a business to stay and operate, as I warned and as Fresh Market verified by vanishing. Goodbye "public benefits". Staff admits that there has never been any penalty or fine assessed for failure to really provide those promised "public benefits". Since PCs are so lucrative, in recent years many PC projects have been submitted for approval. Examples are Alma Plaza with the sidewalk hugging grocery store (formerly Mikki's), the tall office building that abuts the sidewalks at 101 Lytton, and the high density housing at 800 High along with the massive office buildings at 395 Page Mill. The City Council recognized that the PC process isn't working well, but it still is on the books. It must be repaired and shown to function before ANY new PC zoning is allowed. I suggest the PC zones be addressed as follows:

- 1) Tabulate all "public benefits" that were agreed to by all existing PC zones.
- 2) Determine if the "public benefit" for each of these PC actually is being provided.
- 3) If the "public benefit" is not currently provided, notify the property owner that the terms and conditions of the PC zone are not in compliance, and the identified public benefit must be provided within 90 days.
- 4) If the public benefit has not been provided within 90 days the property is assessed a fine of \$500/day until the identified public benefit is provided.
- 5) After 60 more days, if the public benefit is not provided, the fine doubles to \$1000/day.
- 6) If after 120 more days the public benefit is not provided, the fine doubles to \$2000/day.
- 7) If after 180 more days the public benefit is not provided, the fine doubles to \$4000/day.
- 8) If after 240 more days the public benefit is not provided, the fine doubles to \$8000/day.
- 9) No new PC shall be approved unless and until at least 12 existing PC projects fully provide the agreed public benefits.
- 10) Public benefits must be related to the PC zoned area, be quantifiable, and comparable in value to the PC benefits granted to the developer.

Yours very sincerely, Bob Moss

Carnahan, David

From: Anne Gregory <xagregoryx@yahoo.com>
Sent: Sunday, August 23, 2015 1:34 PM
To: Council, City
Subject: Please stop PC Zoning

Dear Palo Alto City Council Members:

I write to state my determined opposition to the resurrection of PC zoning. It's hard to believe that there is an attempt to bring PC Zoning back after Palo Altans stated their stand against it via Measure D. The Planning and Transportation Commission seems to be completely out of touch with the public they serve, and I wish that the Council would repopulate that Commission with resident friendly members. If City Manager Keene is part of the pro developer cabal at City Hall I wish him to be replaced as well. It appears that he is, because he stacked the Citizens Advisory Committee with Palo Alto Forward members. Thank you for addressing that error at a recent City Council meeting.

Also, I was very disappointed to see that the City Council couldn't agree on a strict office space cap this summer. Those of us who voted against Measure D can surely put forward another referendum to stop PC Zoning and enact a meaningful office space cap if the City Council won't.

Thank you for listening,

Anne Gregory

Carnahan, David

From: Steve Rothenberg <steverothenberg@yahoo.com>
Sent: Sunday, August 23, 2015 2:58 PM
To: Council, City
Subject: Stop changing the character of Palo Alto!!!

What's the rush!

Open up the system.

I stand for eliminating "Planned Community" Zoning (PC Zoning) or, if PC Zoning changes are being requested in exchange for "Public Benefits", requiring a public referendum in order to establish whether a majority of voters finds the "public benefit" sufficiently valuable, clearly defined, and durable.

Do it right!

You only get one chance.

Restore confidence in representative government

Sincerely,
Steve Rothenberg

Carnahan, David

From: Cheryl Lilienstein <clilienstein@me.com>
Sent: Sunday, August 23, 2015 6:27 PM
To: Council, City; Gitelman, Hillary; Hernandez, Consuelo; Keene, James
Subject: Comments on PC Zoning amended ordinance

Dear City Council,

re PC Zoning ordinance amendments:

The good: Developers must to speak to elected officials (City Council) and discuss plans in public prior to using staff and committee time. This gives council the responsibility to ensure that a public benefit is a valuable (not a pretend) public benefit. But note that there is still no definition of benefit nor measure of HOW valuable.

The bad: Without a list of what a public benefit IS, council will be on a slippery slope, open to accusations of corruption. This could be mitigated with a popular vote as to whether or not the public thinks the tradeoff is a benefit to us all.

The crazy: Defining a menu of benefit options — like those used in Santa Monica— was rejected by the PTC in favor of having NO DEFINITION of public benefit, and ALSO allowing the benefit to be cash, placing the council in precarious status.

Thus, as PASZ president I reiterate:

PASZ is against PC zoning because it's been abused and used to circumvent the zoning regulations that protect us all.

We stand for eliminating “Planned Community” Zoning (PC Zoning) or, if PC Zoning changes are being requested in exchange for “Public Benefits”, requiring a public referendum in order to establish whether a majority of voters finds the “public benefit” sufficiently valuable, clearly defined, and durable.

Regarding the ordinance itself:

Here is a list of objectionable or questionable items in the proposed ordinance:

18.38.015 Definitions

There is still no definition of public benefit.

18.38.020 (c) Development Agreement. A Development Agreement may be used in lieu of or in addition to a PC district when the applicant anticipates phased development over multiple lots or when the applicant or **City anticipates extended negotiations regarding public benefits beyond those contemplated by this Chapter**

this seems to entitle both the city and developer to continue with negotiations regarding the public benefits AFTER the beginning of the development project. This loophole encourages sequenced developments that put the public at a disadvantage in negotiations: nobody wants a big hole forever, now do we?

Section 18.38.065 (b) Notwithstanding the above, projects consisting of a **single family home or accessory structure** that would otherwise be exempt from ARB review shall not go to the Architectural Review Board for recommendation and shall only require one public hearing by the Planning and Transportation Commission.

What is this clause even doing here? Why is "single family home" mentioned, or is it about "accessory structures" being freely added to PC zoning districts without having to be in the original plan?

Section 18.38.070. Application requirements. The City may **from time to time establish application forms, submittal requirements, fees, and other requirements**, guidelines and informal regulations as will aid in the efficient implementation of this Chapter. These submittals shall include an independent economic analysis quantifying the amount of the proposed community benefit and a financial comparison between the likely projects under base zoning and the planned community proposal and **any other economic analysis as prescribed by the Director**.

"From time to time" is pretty loose. How about SHALL ESTABLISH ?

This clause gives too much discretion to the Director to choose how much and when information will be "requested".... another corruption opportunity. You'd think staff would run from this.

Section 18.38.160. Enforcement and Monitoring

(b) A Public Benefits Agreement containing all requirements of the ordinance shall be executed between the City and the applicant **following approval of a new PC District** and shall be recorded as a covenant on the affected property.

NO. Executing a covenant AFTER the approval is wrong.

The Public Benefits Agreement should be PART OF THE ORDINANCE, so it doesn't get buried somewhere and negotiated away "following approval."

Changes to Preliminary Screening:

There are some exemptions to this requirement (18.79.030(c)). For instance, projects requiring a **hotel** or automobile combining district that would not have significant policy implications would not be subject to preliminary screening.

Why do hotels get a pass? Hotels have substantial impacts on neighborhoods.

The PTC identified three issues with the PC regulations and proposed revisions that staff could not support (1) elimination of the 50 foot maximum building height limit contained in sections 18.38.110(c) and 18.38.150(b); (2) specific language about “furthering objectives” of the Comprehensive Plan in lieu of stronger language about Comprehensive Plan conformance; and (3) elimination of the provision that prevents residential density bonus projects from being eligible for rezoning to a PC.

This shows the true colors of our PTC: loosen all restraints on building: defy elected officials and the public, continuously propose busting through the height limit, build more higher faster denser, ignore the Comp Plan, produce high density under the guise of “creativity” or “outside the boxness.” Perhaps the PTC needs to explain whether they serve the council and the public, or developers and their own financial interests.

18.38.150 Special requirements.

Sites abutting or having any portion located within one hundred fifty feet of any RE, R-1, R-2, RM, or any PC district permitting single-family development or multiple-family development shall be subject to the following additional height and yard requirements: **(a) Parking Facilities. The maximum height shall be equal to the height established in the most restrictive adjacent zone district.**

*Whoops: I don't know if there are prohibitions regarding multilevel parking structures next to residential areas, but if PCs are exempt from other zoning constraints believe this would allow a parking garage to be placed next to R-1, R2, RM, or any PC district, ... and while the height is limited to the most restrictive adjacent height, and the daylight plane must be observed, it could result in 27 foot to 50 foot parking garages (with open platform tops to maximize parking spaces) next to R1 neighborhoods, increasing the noise, light, pollution and intrusion of cars. **A 10 foot setback and a solid 5-8 foot walls would not mitigate this horror. And neither would a full wall. Multilevel parking structures next to residences should be prohibited period.***

(b) All Other Uses. The maximum height within one hundred fifty feet of any RE, R-1, R-2, RM, or applicable residential PC district shall be thirty-five feet; provided, however, that for a use where the gross floor area excluding any area used exclusively for parking purposes, is at least sixty percent residential, the maximum height within one hundred fifty feet of an RM-4 or RM-5 district shall be fifty feet. (c) Sites sharing any lot line with one or more sites in any RE, R-1, R-2, RM or applicable residential PC district, a minimum interior yard of 10 feet shall be required, and a solid wall or fence between 5 and 8 feet in height shall be constructed and maintained along the common site line. Where a use in a PC district where the gross floor area, excluding any area used exclusively for parking purposes, is at least sixty percent residential, the **interior yard shall be at least as restrictive as the interior yard requirements of the most restrictive residential district abutting each such side or rear site line.** The minimum interior yard shall be planted and maintained as a landscaped screen. (d) O

If a PC abuts Village Residential (being proposed presently to increase density on the Maybell site), this would mean the required setback is only 3 feet. So we could get a gigantic block with a three foot setback. Not appropriate ANYWHERE.

18.79.030 Applicability and initiation.

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(2) The Director of Planning and Community Environment determines the requested amendment would not have significant policy implications. Such zoning amendments include, but are not limited to, projects requiring a hotel or automobile combining district.

This is confusing. Again, does this allow the Director to waive an amendment to the zoning code if it's for a hotel or an automobile combining district? How does the Director determine that a PC district does not have "significant" impacts ? (who inserted this clause?)

Cheryl Lilienstein

Carnahan, David

From: Shannon Rose McEntee <shannonrmcentee@gmail.com>
Sent: Sunday, August 23, 2015 7:17 PM
To: Council, City
Subject: PC Zoning Ordinance Should be Rejected!

Dear Palo Alto City Council Members,

The new "improved" PC Zoning ordinance that the Council is to consider flies in the face of public opinion and should be rejected: it allows staff to negotiate sums of money in exchange for zone changes (**zoning for sale**) AND **eliminates the requirement that the "public benefit" be intrinsic to the development itself**. For example, a high density building could be allowed on San Antonio, and the "benefit" could be placed elsewhere. This is neither fair, nor is it aligned with the original intent that PC Zoning should be used to produce developments that are themselves a benefit (like the Opportunity Center).

What an extravagant opportunity for developers, and what a slap in the face to residents who don't like what's been done already and who elected city council members expecting they would stop these trades with developers. Please maintain the moratorium on PC zoning and reject this ordinance.

Sincerely,

Shannon Rose McEntee
410 Sheridan Ave. #216

Carnahan, David

From: Fred Balin <fbalin@gmail.com>
Sent: Sunday, August 23, 2015 9:15 PM
To: Council, City
Subject: #10: PCs, Comp Plan Consistency, and Beyond

Council Members,

Executive Summary

- Appropriate decisions by staff have excluded two PTC recommendations from the draft ordinance that would have made current PC development requirements even looser.
- Another set of decisions by staff to include a section requiring PC consistency with the Palo Alto Comprehensive Plan in effect at the time of application submission is a major and long-overdue step for our city.

Details and Discussion

I have read the staff report, including the main body, the proposed redline revision of the PC District regulations, the P&TC Executive Summary and transcripts of two of its meetings earlier this year as well as other materials included that I had not read or reviewed before.

I am in support of staff decisions to not include within the proposed ordinance two P&TC recommendations that would have made the current, bad situation worse:

- (1) elimination of the 50-foot height limit with regard to PCs, and
- (2) removal of the restriction on a PC to also be eligible for a density bonus or other concessions as specified under the Density Bonus Ordinance (Chapter 18.15), the city's implementation of Government Code 65915.

A third staff decision (actually a pair of decisions) that I am very heartened to see and strongly support, relate to a matter of great significance and that is long overdue. They involve staff's inclusion of a requirement that PCs be consistent with the Comprehensive Plan at the time an application is submitted.

The proposed wording in the draft ordinance is as follows:

18.38.020 (e)

Consistency with Comprehensive Plan. A use proposed for a PC district must be consistent with the Comprehensive Plan Land Use designation in effect at the time of application.

Staff to its credit, via its report to the 2/21/15 P&TC meeting introduced the consistency requirement for PCs, and then, properly, did not delete it, or water it down, as was recommended by the commission.

Logically all zoning and land use decisions should be consistent with the general plan (the comprehensive plan in Palo Alto) and that is law in the 80% of California municipalities which are general law cities. This consistency, however, is a not requirement for charter cities, such as Palo Alto.

(See last row at http://www.cacities.org/Resources-Documents/Resources-Section/Charter-Cities/Chart_General_Law_v-Charter_Cities-07-26-11)

Some California charter cities such as Irvine and San Marcos have amended their charter or enacted an ordinance to require consistency with the general plan throughout its zoning code. I hope Palo Alto will join that group in the future,

but the proposed PC ordinance is what is before you now, and you have the staff recommendation and the power to make a major improvement to the PC process in a single, simple, eminently reasonable, and greatly needed stroke.

Palo Alto's charter city loophole has allowed many of the worst PC abuses. For example,

- Alma Plaza was one of four neighborhood centers specified in the current Comprehensive Plan. 100% commercial, 90% retail; then changed to 75% housing as Alma Village.
- 2180 El Camino Real, (the former "JJ&F block") was part of an uninterrupted stretch of neighborhood commercial land use adjacent to College Terrace; then changed to a regional office complex as College Terrace Centre.

And the list goes on.

In each case, as is the norm for PCs, the land-use designation was changed at the same time as project approval; a contemporaneous, PC-approval and land-use consistency.

This is not how comprehensive plan changes are supposed to be handled under the law.

You have a comprehensive plan that provides a level of certainty as to what can be built. Consistency with zoning ensures that will occur.

Amendments to the comprehensive plan are to be fully completed prior to the submittal of a project application. An applicant or even the council can request a comprehensive plan change. Then you study the entire surrounding area or neighborhood, not just a particular site, and you follow other elements of a process mandated by state law, such as environmental review, public notice of hearings, and ultimately council review. Only then, after approval of the land use change, do you file a project application.

For any who may be concerned that comprehensive plan change may too be onerous for some very worthy and needed projects such as very low, lower, or moderate income housing; senior citizen housing; or child care facilities take note that the state's and therefore Palo Alto's density bonus ordinance allows an applicant to go "off-menu," craft concessions that are not bound by a General Plan, and places the burden on the municipality to make findings — such as that the concessions are not required to provide for the affordable housing — in order to reject the request.

--

The proposed wording in 18.38.020 (e) looks good to this layman, but the city needs to confirm that the language is completely clear in its ability to provide the desired remedy if the proposed section of this PC ordinance is violated, i.e., that in the event, at any time in the future, a PC that is not consistent with the comprehensive plan is approved, citizens can take the matter to court, and if they are correct, the court will invalidate it.

In addition, council should empower staff, via the most appropriate vehicle(s), that they may refuse to process an application, if it is clear to them that it is not consistent with the comprehensive plan.

—

The consistency doctrine will not resolve all the issues you have to grapple with in regard to the future of PCs in Palo Alto, but it will greatly limit their scope, while finally closing a door on what should have been Palo Alto law a long time ago.

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Thank you,

Fred Balin

2385 Columbia Street

Carnahan, David

From: Diane Finkelstein <dianeef@comcast.net>
Sent: Monday, August 24, 2015 6:05 AM
To: Council, City
Subject: PC developments

The proposal before you to modify the PC process is so flawed it should be rejected.

Diane and Solon Finkelstein

Sent from my iPad

Carnahan, David

From: Mary Holzer <mbholzer@gmail.com>
Sent: Monday, August 24, 2015 8:25 AM
To: Council, City
Subject: Message from the City Council Home Page

Dear Members of the Palo Alto City Council,

i just saw the article about the PC discussion, and if it is accurate, I find it very upsetting. I am sorry that I cannot be at the meeting tonight to present my views in person.

Palo Alto is a residential city. There is not one street that does not have somewhere along it houses or apartments - residences. These are the people who find Palo Alto an increasingly difficult place to live. These are the people you should be considering when you make decisions that allow developers to exceed or evade zoning regulations by providing "amenities" of their own choosing to the city. Yes the city does need some things - bathrooms in the parks would be a good start. But developers should not be the ones to make that choice. You, as the leaders of the city, should tell them what Palo Alto needs.

However, as far as I am concerned, the PC practice should stop. I cannot see that it has done much other than exacerbate the parking problems and add some extremely ugly buildings to the city stock. Developers should not be allowed to evade the zoning regulations by bribery.

And I am also concerned that unbridled development continues while the Comprehensive Plan is under evaluation by the select committee. The plan that emerges from that activity should provide a wholistic solution or way forward for the city, including city-wide as well as regional traffic/transportation plans, and a realistic assessment of what the city can actually support and sustain in the way of development down the road. Including environment sustainability, especially water usage. All development should stop or at least be capped while that process is going on.

Finally, I do not understand why Palo Alto, a small, residential city, needs to compete with San Jose or San Francisco to provide huge amounts of office space for large companies. Why cannot we as a city focus on buildings that meet the needs of small to medium sized companies or startups? Businesses of that size are much more in keeping with the character of the city.

Sincerely,

Mary Holzer

Carnahan, David

From: Charlotte Reissmann <charlottereissmann@hotmail.com>
Sent: Monday, August 24, 2015 9:28 AM
To: Council, City
Subject: Zombie PC Zoning

My neighborhood has been affected by overbuilding based on some elusive "public benefits." Please do not play around with the established building rules for Palo Alto, just to put money in the developers' pockets. It is hard to believe it is Palo Altans who sit on the city council when looking at the ugly oversized, overpopulated buildings all along Alma Street.

I hope the council will head the feedback from residents who have no financial gain to skewer their view of proposed developments.

Sincerely,
Charlotte Reissmann
3394 South Court

Sent from my iPad

Carnahan, David

From: John Guislin <jguislin@gmail.com>
Sent: Monday, August 24, 2015 10:45 AM
To: Council, City
Subject: VOTE NO on PC zoning ordinance

Council Members:

I support the views expressed in the PA Weekly Editorial, PASZ email and PAN statement, that the proposed PC Zoning Ordinance is utterly inadequate to restore resident confidence that zoning exceptions will be made in the best interest of residents.

I believe this vote will be a litmus test anyone running for council next year.

I urge you to vote no on the proposed ordinance.

Sincerely,

John Guislin

Carnahan, David

From: Kathy Riley <ksr94306@hotmail.com>
Sent: Monday, August 24, 2015 11:02 AM
To: Council, City
Subject: PC Zoning

Dear Council Members,

The new Planned Community ordinance **should be rejected outright**. It completely flies in the face of any benefit to residents who might be impacted by zone changes and is counter to the message sent by voters about zoning changes.

Sincerely,

Kathryn Riley
4122 Thain Way
Palo Alto

Carnahan, David

From: Kass <vz22@yahoo.com>
Sent: Monday, August 24, 2015 11:18 AM
To: Council, City
Subject: PC Zoning

Please repeal PC zoning. The suggested changes from the Planning Commission make the zoning even worse. It is outrageous that they suggest zoning should be for sale.

If repealing PC zoning is not an option, please appoint a citizen committee including a broad representation of the cities residents to review and recommend changes. The Planning commission has become a spokesman for developers whose only goal is to maximize their own profits and care nothing for the quality of life of those who live and work in Palo Alto.

For more specific suggestions, please reread the letter from PAN, which includes concrete changes to the ordinance, and the PA Weekly editorial of Aug. 21.

Kathleen Goldfein
PA Resident, homeowner and landlord

Carnahan, David

From: Carol Gilbert <carol.gilbert@comcast.net>
Sent: Monday, August 24, 2015 11:25 AM
To: Council, City
Subject: Public Benefits?

The public benefits accorded developers to exceed space/height limits should be scrapped, not “amended” or “revised”. They have been of very little use to the community.

Carol Gilbert
555 Byron St. E 209
Palo Alto, CA 94301
carol.gilbert@comcast.net

Carnahan, David

From: Art Liberman <art_liberman@yahoo.com>
Sent: Monday, August 24, 2015 1:30 PM
To: Council, City
Subject: Reject proposed PC guidelines

I urge you to reject the Staff's proposal to update the PC regulations. The Staff's proposals, with support of pro-development Planning and Transportation Commission members, are essentially a warmed-over version of those that developers have used and abused many times in the past. We need a fundamental change in the regulations, not just a little tweak here or there.

The new PC guidelines must reflect the views of residents. You must demand that the Staff bring forth proposals that respond to the demands of the people as voiced in the Measure D election. It is understandable that the Planning Department, whose staff meets regularly with developers and has a natural pro-development bias (they are professional planners), has presented proposals with a pro-development bias.

While you have set up a robust procedure to insure that the Planning Department listens to residents' opinions and incorporates them in the update to the Comprehensive Plan, this has not happened with the revised PC regulations. The way to counter this and provide balance to the Staff is to insure that Staff members creating these proposals meet with leaders of residential groups.

The new guidelines must satisfy a very simple requirement: Palo Alto Housing Corporation's senior affordable housing Maybell project proposal would not satisfy the guidelines. Instead, the new guidelines, if in place at that time, would have required PAHC to modify their proposal by reducing the density of the housing units (proposals, by the way, that were put forth by opponents of the PAHC proposal at Mayor Scharff's weekend meeting before the Council's final vote on the PAHC proposal, but rejected outright by PAHC).

Arthur Liberman
751 Chimalus Drive

Carnahan, David

From: Penny Proctor <pennyproctor@comcast.net>
Sent: Monday, August 24, 2015 1:12 PM
To: Council, City
Subject: PC Problems

Dear Mayor Holman and City Council,

I hope there is a way to limit or maybe do away with "Planned Community."

Most of them are overdeveloped, often ugly, with the "public benefit" usually not beneficial to the public.

Thanks,

Penny Proctor

758 Greer Road

Sent from my iPad

Carnahan, David

From: Lois Lin <mloislin@yahoo.com>
Sent: Monday, August 24, 2015 1:03 PM
To: Council, City
Subject: PC zoning

Repeal the PC zoning law. "Public benefit" does not work. Enough said.

Thank you,

Lois Lin, Orme Street

Carnahan, David

From: Wayne Martin <wmartin46@yahoo.com>
Sent: Monday, August 24, 2015 12:28 PM
To: Council, City
Cc: Keene, James
Subject: Why Must Palo Alto Continue PC (Planned Community) Zoning Exemptions

Palo Alto City Council
City of Palo Alto
Palo Alto, CA 94301
Cc: City Manager

Subject: PC Zoning Exemptions

Elected Council Members:

Given the difficulty that the City of Palo Alto has had in the past defining and administering the so-called PC zoning exemptions--why must Palo Alto continue these exemptions? Why can't Palo Alto just remove them from the zoning code?

What would it take for this Council to do the right thing and end this particular zoning exemption?

Wayne Martin
Palo Alto, CA

Carnahan, David

From: Glenn Fisher <gfisher@mac.com>
Sent: Monday, August 24, 2015 12:12 PM
To: Council, City
Subject: New PC Zoning

I strongly object to the proposed new zoning change. It has two fatal flaws - it enables the Planning staff to trade zoning changes for money (this used to be called bribery). But perhaps most importantly it eliminates the requirement that the "public benefit" be intrinsic to the development itself. Please maintain the current moratorium on PC Zoning until you and the planning staff come up with something that is more respectful of the community and provides a clear set of guidelines and process that anyone and everyone can follow.

Glenn Fisher
3854 Corina Way
Palo Alto CA 94303

Carnahan, David

From: Winter Dellenbach <wintergery@earthlink.net>
Sent: Monday, August 24, 2015 3:55 PM
Subject: PC reform - from winter dellenbach

Please continue the Moratorium on PC's until there is enough clarity by you and the public to decide if meaningful reform is possible or if PC zoning should be eliminated.

I read staff's recommendations to amend the ordinance and saw some I liked, but overall was disappointed both in tone and specifics. I think the Weekly's editorial pretty much spoke for me generally. But here I will concentrate on the very first section of the PC regulations - section 18.38.010.

PC zoning's "Specific purposes" must be stated clearly. The current ordinance states (#1 below) that PC zoning is particularly reserved for developments "which are of substantial public benefit" (meaning intrinsic benefit). This intrinsic benefit should remain the purpose of the PC ordinance, and this last sentence of the section moved to become the first sentence since all else flows from it (see #2 below).

An updated list of development types should be substituted for the current one in this section, better reflecting the principal of zoning for what is wanted, now and in the foreseeable future (see #2 below for examples).

Please reject staff's re-purposing of PC zoning which disadvantages residents and the City by lowering the bar on substantial public benefits. Staff codifies benefits, making them extrinsic to a development for the first time, thus creating a sort of trickle-down theory of benefit bestowal.

Also reject staffs use of the same tired list of qualifying development-types which are relevant or responsive in a town with 3 jobs for every 1 dwelling.

Keep the Moratorium in place for now, take more time to consider PC reform or demise, and if the time comes, adopt my recommendations.

Winter Dellenbach
La Para, Palo Alto

1. Current PC Regulation 18.38.010

Specific purposes.

The PC planned community district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan.

=====

2. My Amendment to 18.38.010

Specific purposes.

The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan. The PC planned community district is intended to accommodate developments for affordable housing, retail, social, cultural, artistic, historical preservation, recreational, and educational, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts.

=====

3. Staff's recommended amendment to 18.38.010

Intent and Purpose

The PC planned community [PC] district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which will result in substantial public benefits not otherwise attainable by application of the regulations of general districts or combining districts, and which conform with and enhance the policies and programs of the Palo Alto comprehensive Plan.

Carnahan, David

From: Arlene Goetze <photowrite67@yahoo.com>
Sent: Tuesday, August 25, 2015 11:42 AM
To: Barbara Boxer; senator@feinstein.senate.gov; Congressman Mike Honda
Subject: Alumnum in vaccines: 4,925 mcg by 18 mo, 200 x safetyride

Vaccines deliver 4,925 mcg of aluminum by 18 months, safe limit is 25 mcg

This info comes from FDA and NCBI

[Toxic vaccines deliver 4,925 mcg of aluminum by 18 months, 200 times the safe level](#)

(NaturalHealth365) While parents across the country are led to believe they are doing the best thing for their children by vaccinating them according to a [childhood vaccination schedule](#), **the little known fact is that those vaccines can introduce toxic aluminum into the body at nearly 200 times the safe level.** Keep reading – to see for yourself the undeniable truth.



Toxic vaccines deliver 4,925 mcg of aluminum by 18 month...

United States government agencies admit that vaccines carry dangerous levels of aluminum. Find out how modern healthcare policy threatens human hea...

View on [www.naturalhealth36...](#) Preview by Yahoo

Scientists at the University of British Columbia point out that [aluminum clearly causes a negative impact on the nervous system of all ages](#). Yet, immunizations continue to administer this toxic substance directly into the systems of some of the most vulnerable to its effects. After watching this video (below) – you will certainly **think twice about the ‘benefits’ of vaccines for our children.**

Aluminum toxicity linked to autism epidemic

Researchers at the University of British Columbia published findings in 2013 following a study of how aluminum toxicity affects humans of various ages.

They discovered that in young children, there is a highly significant correlation between the number of pediatric aluminum-adjuvanted vaccines given and the rate of [autism spectrum disorders](#) diagnosed in the child. In fact, many of the signs of aluminum-induced neurotoxicity come about due to autoimmune reactions, as part of the autoimmune/inflammatory syndrome induced by adjuvants (ASIA) Syndrome.

The U.S. government knows that aluminum threatens human health

In reality, there is strong evidence the U.S. government has documented aluminum toxicity, while at the same time it continues to push for childhood vaccination programs. According to a document generated by Department of Health and Human Services on behalf of the [Food and Drug Administration](#) (FDA), **instances of aluminum toxicity is not considered rare in newborn babies, as well as other patients who receive certain injectable medications and IV solutions containing aluminum.**

They also warn that symptoms of toxicity can be difficult to detect simply by observing symptoms. However, the document does not go so far as to include the term “vaccination” when describing the dangers of aluminum toxicity in IV solutions and injectable medications.

Look at what happens within the first 2 years of human life

Despite not mentioning vaccinations specifically, the FDA remains clear on what it considers a ‘safe level’ of aluminum in the human system: 25 micrograms of injectable aluminum at any one time. That number falls to 10 micrograms for premature infants and patients with kidney conditions.

Meanwhile, **a newborn infant is routinely given a Hepatitis B injection on the first day of life, exposing his or her vulnerable system to about 250 micrograms of aluminum.** This immunization is repeated when the baby reaches one month of age and receives the next Hep B shot.

At two months of age, infants typically receive a “big” round of shots. The total expected dose of aluminum associated with this round of vaccinations can range from 295 micrograms to a staggering 1,225 micrograms, depending on the aluminum content of the vaccination products used.

At four and six months, the cycle is repeated. In fact, the child would be subjected to aluminum in injections throughout the first two years of life with most immunization programs.

Just to remind you, **the FDA feels that premature babies and any patient with impaired kidney function shouldn't get more than 10 to 25 micrograms of injected aluminum at any one time.** This is way less aluminum than kids receive – if they follow the suggested vaccine schedule.

What else needs to be said? The deliberate act of injecting highly toxic fluids into our children exposes the brutality of our ‘modern’ sick care system.

References:

<http://www.fda.gov/ohrms/dockets/98fr/oc0367.pdf>

<http://www.ncbi.nlm.nih.gov/pubmed/23609067>

<http://www.askdrsears.com/topics/health-concerns/vaccines/vaccine-faqs>

[Vaccines & Autism](#) is one of our major post categories on www.naturalhealth365.com and contains over 50 articles that cover a wide range of subjects; including but not limited to...

Vaccines & Autism

- [Vaccines](#)
- [Vaccinations](#)
- [Vaccines and Autism](#)
- [MMR vaccine](#)
- [Flu Shot](#)
- [Immunization](#)
- [Thimerosal](#)
- [Vaccination Dangers](#)

from Arlene Goetze, NO Toxins for Children, health writer, photowirte67@yahoo.com

N.b. When Japan stopped giving vaccines to babies under age 2 from 1975-95, SIDS disappeared, and Japan rose to #1 in health in the world. It now gives 12 vaccine to children under 2 compared to 29 in the U.S.

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who is usually at the bottom of all industrialized countries in health (46 out of 48 in one survey).

Carnahan, David

From: Viviana <vivianatul722@gmail.com>
Sent: Wednesday, August 19, 2015 3:04 PM
To: Council, City
Subject: Buena Vista Mobile Park

Dear Council.

I have been closely following the news about the Buena Vista Mobile Park and have from the onset been very conflicted about what should be done. Its residents are a vital resource in our community. But I also want to remind the council that there are hundreds if not several thousands of people on waiting lists for affordable housing in Palo Alto and the surrounding communities. The Palo Alto Housing Corporation waiting list to buy a below market rate alone has over 500 people on it and it can take up to 10 years to get an opportunity to buy one of those affordable units. I myself owned one of those BMR units for 10 years after being on the waiting list for over 10 years and could not have been able to live in Palo Alto otherwise. To spend so much public money to assist 400 people does not seem to be the best use of valuable and scarce affordable housing funds. And so much more money will have to be spent to fix up the homes, as I'm sure all of you had an opportunity to see when you visited the park.

It's sad to realize that all those many other people in need of affordable housing will have to keep waiting that much longer for it.

Viviana Tul

Carnahan, David

From: Lindsey North <lindsey_north@sbcglobal.net>
Sent: Thursday, August 20, 2015 10:39 AM
To: Council, City
Subject: Message from the City Council Home Page

Good morning,

I wanted to let you know that I am very concerned about how long it is taking to get another market at Edgewood Plaza. Please put pressure on the developer to make this happen so there really is a benefit to the community.

It is very frustrating to see zoning changes allowed for big developments but no real benefit to the community.

Thank you

Lindsey North

Carnahan, David

From: David Markowitz <davidm@usa.net>
Sent: Wednesday, August 19, 2015 2:48 PM
To: Council, City
Subject: Edgewood Center Grocer

City Council,

I am writing to support the growing movement by local residents to impose severe fines on the developer of the Edgewood Center until a suitable grocery is identified to fill the vacancy left by Fresh Market's departure.

I am sympathetic to the developers plight but cannot see past the fact that he was granted enormous concessions by the city in exchange for the promise of maintaining a grocery store at the site. He has also since yielded enormous profits resulting from the project but has failed to comply with his side of the agreement to maintain the stipulated public benefit of a local grocer.

Regards,
David Markowitz
164 Heather Lane
Palo Alto CA

Carnahan, David

From: Rob Moore <katespops@aol.com>
Sent: Wednesday, August 19, 2015 12:28 PM
To: Council, City
Subject: Edgewood Grocery Store

Why haven't penalties been applied to the developer? They are in violation of a LEGAL REQUIREMENT!
The city certainly would not allow me to not obey the law! Smells like corruption! Who's getting paid?

Sent from my iPhone

Carnahan, David

From: Sue Purdy Pelosi <suepr@gmail.com>
Sent: Wednesday, August 19, 2015 12:16 PM
To: Council, City
Subject: Please honor the agreement and make sure a grocery store is located at Edgewood Plaza!!

Sue Purdy ☯ Pelosi

[Be kind whenever possible. It is always possible.](#)

[Dalai Lama](#)

Mark your calendar for Sept 13 to attend the Midpen Media Center Mosaic Celebration of 25 years of community Storytelling

Carnahan, David

From: Patricia Jones <pkjones1000@icloud.com>
Sent: Thursday, August 20, 2015 1:30 PM
To: Council, City
Subject: Edgewood Plaza

I am writing to join in with my neighbors and ask that you impose all appropriate penalties on Edgewood Plaza for violating its legal requirement to provide a grocery store.

Thank you very much.

Patricia Jones
1407 Hamilton Avenue
Palo Alto, CA 94301

Patricia Jones
www.pkjones.com
pkjones1000@icloud.com

Carnahan, David

From: Chetan Patwardhan <chetan@stratogent.com>
Sent: Wednesday, August 19, 2015 6:01 PM
To: Council, City
Subject: Ref: Edgewood Plaza Grocery Store
Attachments: pastedGraphic.tiff

Dear Council members:

I can't begin to tell you how much of an inconvenience it's been for us living in the Duveneck neighborhood since the Fresh Market at the Edgewood Plaza closed its doors. Now I hear a rumor that a drugstore will come in a spot reserved for the grocery store. This is unacceptable!! We absolutely need a quality grocery store there and I demand along with my neighbors that we get one there ASAP.

Best,

Chetan Patwardhan
CEO



Carnahan, David

From: R & K Schauer <rkscomm@yahoo.com>
Sent: Friday, August 21, 2015 7:58 AM
To: Council, City
Cc: lenravel1@gmail.com
Subject: EDGEWOOD GROCERY STORE

CITY COUNCIL MEMBERS

PLEASE GIVE US OUR GROCERY STORE AS DEFINED BY A REAL GROCERY STORE

MAKE THE FINE EQUAL TO THAT SET FOR J J & F

THANK YOU, KAY SCHAUER, JACKSON DRIVE

Carnahan, David

From: Uma & Sri <umasrikumar@yahoo.com>
Sent: Friday, August 21, 2015 3:13 AM
To: Council, City
Subject: Grocery store at Edgewood Plaza

Respected City Council members,

You might have already heard that the lack of grocery store at Edgewood Plaza is affecting our life in the neighborhood. Please take appropriate action so that an appropriate store for fresh produce can open there at the earliest.

Kindly make the penalty for the builders on par as what is done in other part of city (like College Terrace) for not opening and maintaining the allotted space for grocery store.

Thank you,
Uma Nair
1972 Ivy Ln

Carnahan, David

From: Jay Chen <jaylchen@hotmail.com>
Sent: Thursday, August 20, 2015 11:32 PM
To: Council, City
Subject: Palo Alto Community Concern

Dear City Councils,

My name is Jay Chen and I live at 2073 Sandalwood court, Palo Alto.

I am concerning the grocery store has been closed in Edgewood plaza over the 6 months and do not have the replacement yet.

We need a REAL community grocery store but not just partial groceries along with dry good or pharmacy... Please take actions immediately and I am support you doing what needs to be done so that Sandhill replaces The Fresh Market within the shortest amount of time... Can not believe people just let the place vacant for over the 6 months...

Sincerely yours,
Jay

Carnahan, David

From: Diane Mertens <dianemertens1@gmail.com>
Sent: Thursday, August 20, 2015 9:45 PM
To: Council, City
Subject: Grocery store at Edgewood Plaza

Dear Madam, Dear Sir,

We live on Ivy Lane, close to Edgewood Plaza and are very concerned by the prolonged absence of a grocery store there.

I understand that there is an obligation to replace the Fresh Market by another grocery store.

I just want to underline how crucial it is for us that this happens asap.

We are quite far away from any grocery store and currently, we need to bike all the way to Town and Country or downtown (Wholefoods) even for a missing pack of cheese or a piece of bread..

I believe a sizable penalty (5000 \$ per day seems to be comparable to other places of similar sizes ?) should be applied asap towards the owner of Edgewood Plaza to incentivise a quick replacement.

We thank you in advance for your consideration and support.

Best regards
Diane Mertens

Carnahan, David

From: Carla Carvalho <ccarvalho98@hotmail.com>
Sent: Thursday, August 20, 2015 9:39 PM
To: Council, City
Subject: Edgewood Plaza

Dear Sir Or Madam Council Person,

Please consider carefully your decision regarding Edgewood Plaza:

I believe that a grocery store must fill the now vacant Fresh Market space. Please consider fines consistent with those those that will be imposed to other market spaces in the city. I believe that a fine of **\$5000 per day**, NOT \$500 per day should be imposed.

I believe that a Grocery Store, and only a Grocery Store belongs in the now-vacant Fresh Market Space. I believe that the Developer was meant to fill the tenancy with a dedicated grocery store, which I believe to be a store that sells groceries as its primary business. Not a store that sells some groceries alongside electronics, dry goods, etc.

Sincerely,

Carla M. Carvalho
1924 Edgewood Drive

Carnahan, David

From: Jennifer Wehrend <jennifer@wehrend.com>
Sent: Thursday, August 20, 2015 9:06 PM
To: Council, City
Subject: Edgewood grocery store

To our city council members,

We live in the Duveneck/St. Francis neighborhood and were very disappointed to see our neighborhood Fresh Market close. We ask that you please put pressure on the Sand Hill property management to get another grocery store in this vacant space soon. If this is not done in a timely manner, they need to be fined substantially. We have waited for months and would like to see this resolved quickly.

Thank you very much for your time and service to our community.

Jennifer & Steve Wehrend

Sent from my iPhone

Carnahan, David

From: Amy Kacher <amyewardwell@yahoo.com>
Sent: Thursday, August 20, 2015 9:02 PM
To: Council, City
Subject: Edgewood Plaza

Council members,

I am writing to express my concern about the vacant Fresh Market grocery store space. I ask that you please do whatever you can to make sure that the developer finds a replacement for this grocery store with another Store or concept who's primary business is selling food. We do not need a convenience store in that place that sells some food items. We need a full range of high quality/organic produce and meats plus take away food options to draw in the lunchtime crowd from nearby office parks as well as neighbors.

The appropriate food store in this location is absolutely critical to the success and vibe of this plaza. I have written to the developer suggesting a Ferry Building type shopping and food experience in that location. Based on the success of the food trucks and the farmers markets in our town...this would be a huge success. It would be so "Palo Alto" to find a unique solution for our needs at this plaza and to support local growers, retailers and chefs.

I sincerely hope we do not wimp out and accept a Target Express.

Thanks for your time.

Amy Kacher

Sent from my iPhone

Carnahan, David

From: Levin, Michael <MLevin@wsgr.com>
Sent: Thursday, August 20, 2015 8:54 PM
To: Council, City
Subject: Fresh Market replacement

Dear Palo Alto City Council:

As a resident of area surrounding the Edgewood Shopping Center, I am concerned that the City of Palo Alto is not doing everything it can to encourage the developer to get a new grocery store to occupy the former Fresh Market space. My family and I frequented the Fresh Market, and would prefer not to have to drive to do our grocery shopping. I do not believe the developer should have been permitted to sell the houses when it had no operating grocery store in Edgewood Plaza. I suggest that the city impose fines and take any and all steps to get Sand Hill Properties to find a new grocery store, even if it must provide subsidies.

Regards,
Michael Levin

Homeowner on Wildwood Lane

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Carnahan, David

From: John A <johna@meer.net>
Sent: Thursday, August 20, 2015 8:52 PM
To: Council, City
Subject: Edgewood Plaza Grocery Store space

Dear City Council,

Please ensure there is a grocery store at the Edgewood Plaza Grocery Store space, since it is zoned for one. That space is considered a planned community space which requires there be a grocery store there.

Also, please impose at least a \$500/day fine to the owner of the property for every day that it remains empty so that it might help find a new tenant sooner. This fine will begin in September.

Thank you,
John and Polly Armstrong
1450 Edgewood Dr.
Palo Alto

Carnahan, David

From: Haluk Konuk <haluk_konuk@yahoo.com>
Sent: Thursday, August 20, 2015 8:41 PM
To: Council, City
Subject: Grocery Store for Edgewood Plaza

Dear City Council Member,

I live very close to Edgewood Plaza, and I would like the City to enforce the agreement made with the developer so that a grocery store is always operational at Edgewood Plaza. As part of this enforcement, the developer needs to be fined \$5000 (Five Thousand Dollars) a day for each day the Edgewood Plaza does not have a grocery store. This fine is consistent with the College Terrace case, since the Edgewood Plaza store is much bigger. Any smaller amount of fine will not carry any incentive for the developer to find a grocery store tenant.

I will be attending the Aug 24th Open Mike meeting to raise my concerns, as well.

Sincerely,
-Haluk Konuk
2280 Saint Francis Drive
Palo Alto, CA 94303

Carnahan, David

From: Walter & Lenore Loewenstein <wblo3891@sbcglobal.net>
Sent: Thursday, August 20, 2015 8:12 PM
To: Council, City

We need a grocery store at Edgewood Plaza. We must impose a penalty on developers in order to achieve what they promised. Lenore Loewenstein

Carnahan, David

From: V.K. Rajaram <vkrajaram@gmail.com>
Sent: Thursday, August 20, 2015 8:11 PM
To: Council, City
Subject: Grocery Store For Edgewood Shopping Center

Hello,

This is to request that only a grocery store replace the recently vacated Fresh Market in the Edgewood Shopping Center. It is my understanding that should the store front previously occupied by Fresh Market be vacant beyond 6 months, then, the city needs to charge a daily fine commensurate with the size of the store space.

VK

Carnahan, David

From: Renee Goumas <neegoumas@yahoo.com>
Sent: Thursday, August 20, 2015 7:54 PM
To: Council, City
Subject: Edgewood Plaza GROCERY STORE

Please consider the needs and wants of the surrounding neighborhoods when deciding which grocery store will be put in place at the Fresh Market site at Edgewood Plaza. It seems that the majority of the neighborhood would like to see a regular, standard, grocery store put in place asap. We have waited for many years for what was promised to us. It is zoned for a grocery store so let's get on with the placement.

I personally wish to see a regular grocery store with a bakery and possibly a pharmacy inside. Many of my neighbors, and I didn't frequent the Fresh Market because it didn't have our regular, recognizable brands. The flower stand, however, was a nice option. We don't need another boutique store. We aren't interested in over paying for every day necessities. It won't do well with neighbors who need a regular store. We are astonished that Albertson's didn't come back. It would do huge business. Trader Joe's would be welcomed, but again, it wouldn't provide the every day groceries most of the families need. Not sure it would make it. Many of the other stores in the area are overrun with business and I would like to see the pressure off of them a little.

I also wish to emphasize that when the period for fees imposed on the vacant store begin next month, that you **put in place and collect** at least \$500 and up to \$5000 per day for non-use. We desperately need our grocery store. We don't want to wait any longer.

Thank you for your consideration. Please help us get the grocery store in place.

Renee Goumas

Edgewood Dr.

Carnahan, David

From: Doug Stotland <stotland@gmail.com>
Sent: Thursday, August 20, 2015 7:20 PM
To: Council, City
Subject: Grocery Store at Edgewood Plaza

Hi City of Palo Alto. We're residents of the Duvenek neighborhood at 1796 Hamilton Ave and are expressing our support for more aggressive measures to pay the developers of Edgewood Plaza to follow through on their commitment to open a grocery store.

Regards,

Douglas Stotland
650.714.4210

--

Doug

Carnahan, David

From: Jonathan Thaw <jonnyt@gmail.com>
Sent: Thursday, August 20, 2015 10:45 PM
To: Council, City
Subject: Letter about Edgewood Plaza shopping center

My previous letter was sent from the wrong email address - this version is from the correct email address. Thanks.

Saint Francis Drive
Palo Alto

To the City of Palo Alto Council,

We live close to the historic Edgewood Plaza shopping center and were very happy with the arrival of the Fresh Market, providing us and the rest of the community a place to do our grocery shopping. Now that the Fresh Market has closed, we would like to ask the Council to do everything possible to ensure that it is replaced with another grocery store as soon as possible, as part of the original agreement with the developer. This will provide all residents a place to shop and help maintain a sense of community, which is vital to our city's future.

Sincerely,

Jonathan Thaw

Carnahan, David

From: Sue Dinwiddie <sued@daise.com>
Sent: Friday, August 21, 2015 9:52 AM
To: Council, City
Subject: Grocery at Edgewood Plaza

Honorable Council Members:

We urge you to take appropriate action toward Sandhill Properties in regard to their original guarantee to our neighborhood to provide a Grocery Stores as the anchor store at Edgewood Plaza. We want the food market we were promised, not a store which just carries some food.

Thank you for your consideration,

Ken and Sue Dinwiddie

Sent from my iPhone

Carnahan, David

From: Peter Phillips <pkphillips@gmail.com>
Sent: Friday, August 21, 2015 9:35 AM
To: Council, City
Subject: Grocery Store at Edgewood Plaza

Dear Esteemed Council Members,

This is likely below your level of involvement but suspect you might know the correct folks to pass this along to for follow-up.

There is a small, family owned, grocery store that has 3 locations in the Marin area - Woodlands Market (<http://www.woodlandsmarket.com/>). I have visited the one in Tiburon many times and it occupies a similar space as the recently departed Fresh Market. They are attuned to their local community, carry quality products and offer nice add-ons (sushi bar, coffee, etc.) and are a full service grocery store. Do you know if anyone has contacted them to see if there might be interest in opening up in Palo Alto?

Thanks,
- *Peter*

Carnahan, David

From: Becky Brewer <bbrewer@pausd.org>
Sent: Friday, August 21, 2015 9:19 AM
To: Council, City
Cc: Tony Brewer; Becky Brewer
Subject: Edgewood Plaza - grocery store

We want to express our support for a grocery store immediately at Edgewood Plaza. If no grocery store is in place within the required time period, we request that Sand Hill Properties be charged a substantial penalty for not finding the appropriate replacement grocer. \$500 is not in line with the penalty for the JJ&F property and for the size of this grocery store.

Thank you,
Becky Brewer
659 Wildwood Lane
Palo Alto

Carnahan, David

From: Sam <Speck123@comcast.net>
Sent: Friday, August 21, 2015 9:09 AM
To: Council, City
Subject: Grocery Store at Edgewood Plaza Shopping Center

I am writing to express my concern over the absence of a grocery store in the Edgewood Plaza Shopping Center. This neighborhood needs a grocery store — a REAL grocery store, and it is my understanding that there is an agreement that the developer must provide a grocery store. We have been without one for almost 6 months months since The Fresh Market left, and it is time for the City Council to start fining the developer for the violation of this agreement. Many of our neighbors think the fine should be substantial, for example: \$5000 per day.

Please take this matter seriously at the Council Meeting on Monday night. I plan to be at the meeting along with many of my neighbors.

Thank you for your time,
Sam Peck

Carnahan, David

From: Jessica Hughes <tenshib@comcast.net>
Sent: Friday, August 21, 2015 9:06 AM
To: 'Luke Hughes'; Council, City
Subject: RE: Please fine appropriately to get us a Grocery Store Back

You da good bad man. Did it.

Tata,

Lug, Me

From: Luke Hughes [mailto:lhughes42@gmail.com]
Sent: Friday, August 21, 2015 8:28 AM
To: city.council@cityofpaloalto.org
Cc: Jessica Hughes <tenshib@comcast.net>
Subject: Please fine appropriately to get us a Grocery Store Back

Subject line says it all. Referring to Edgewood Plaza. The \$5000 a day fee based on prior cases seems like a good idea. They are making plenty of profit they can spare some public good.

Thank you for your efforts,

Luke Hughes
1930 Ivy Lane
Palo Alto, Ca

Carnahan, David

From: Tenshi Services <jess@tenshiservices.com>
Sent: Friday, August 21, 2015 9:05 AM
To: Council, City
Subject: Please fine appropriately to get us a Grocery Store Back

Subject line says it all. Referring to Edgewood Plaza. The \$5000 a day fee based on prior cases seems like a good idea. They are making plenty of profit they can spare some public good.

Thank you for your efforts,

Jessica Hughes
1930 Ivy Lane
Palo Alto, Ca

Carnahan, David

From: Tony Brewer <t.brewha@gmail.com>
Sent: Friday, August 21, 2015 9:02 AM
To: Council, City
Subject: Grocery store@Edgewood Plaza

659 Wildwood Ln. resident voicing my support to get a true grocery store in the plaza as quickly as possible. I also believe the fine for not doing so should be more in line with the size of the development. 500.00 is laughable and not serious enough to create the urgency the developer needs.

Tony Brewer

Carnahan, David

From: Kenwyn Saccone <kenwyn08@gmail.com>
Sent: Friday, August 21, 2015 9:02 AM
To: Council, City
Subject: Grocery Store at Edgewood Plaza

Hi City of Palo Alto

We're residents of the Duvenek neighborhood at 1796 Hamilton Ave and are expressing our support for more aggressive measures to pay the developers of Edgewood Plaza to follow through on their commitment to open a grocery store.

Best regards,

Nancy Kenwyn Saccone
650-666-5941

Carnahan, David

From: Nancy Yamada <elementy1@yahoo.com>
Sent: Friday, August 21, 2015 8:57 AM
To: Council, City
Subject: Edgewood Plaza Grocery Store

Dear Palo Alto City Council Members and Mayor

I am writing to express my concern regarding the grocery store situation at Edgewood Plaza. I am a lifelong Palo Alto resident and moved to the Edgewood neighborhood in 2010. The opening of Fresh Market greatly enhanced the Edgewood neighborhood for myself, my family, and neighbors. I am deeply concerned about the grocery situation since the sudden closure of Fresh Market.

I request that the Palo Alto City Council investigate the situation and pressure Sand Hill to resolve the situation as quickly as possible. The replacement business should be a full service grocery store that offers food. A drug store, convenience store or any other type of business would not be an acceptable alternative to me.

I would also request that significant monetary penalties and sanctions are imposed on Sand Hill to the greatest extent possible to ensure compliance to the original development as approved by the City. The penalties should be comparable to those for the JJ&F market site scaled based on the size of the market.

I would like to be kept apprised of the situation and what actions the City is taking to ensure a grocer is brought into Edgewood Plaza.

Thank you for your support and understanding of how important this issue is to the community near Edgewood Plaza.

Sincerely,

Nancy Yamada

Carnahan, David

From: Hamilton Hitchings <hitchingsh@yahoo.com>
Sent: Friday, August 21, 2015 8:57 AM
To: Council, City
Subject: Edgewood Plaza Grocery Store Needed

Please do what needs to be done to get John Tze of Sand Hill Properties to find a new grocery store for Edgewood Plaza. He just made a lot of money selling the condos on that property for \$3 million each. He has been somewhat responsive to community requests but it's important he follow through on his obligations and not leave the grocery vacant. Also, a Target Express does not fulfill his obligation for a grocer. Thank you.

Hamilton Hitchings

Carnahan, David

From: Inge Crozier <inge.k.crozier@gmail.com>
Sent: Friday, August 21, 2015 8:54 AM
To: Council, City
Subject: Grocery store

The store (Fresh Market) was doing well at the Edgewood location. The location is great for people coming off the freeway, seen or not seen. The neighborhood NEEDS a grocery store. It does not have to be fancy, just decent quality and being in a rather large neighborhood.

We need a REAL grocery store, not some prepackaged stuff besides other items. Please, realize the need and a promise not kept.

Inge Crozier
Edgewood Drive

Carnahan, David

From: Shawna Doughman <sdoughman@yahoo.com>
Sent: Friday, August 21, 2015 8:49 AM
To: Council, City
Subject: Grocery Store

I am writing to voice our support for the city council to take measures to ensure that Sandhill Properties works to rapidly replace Fresh Market at the Plaza on Embarcadero. This side of town absolutely needs a grocery store and does not need another drug store. Thank you.

Shawna and Scott Doughman
1449 University Avenue

Carnahan, David

From: florence su <florence.su@gmail.com>
Sent: Friday, August 21, 2015 8:41 AM
To: Council, City
Subject: Voice my support

Hi city council,

I would like to send a quick email and let you know how much our family support having a "real" grocery store in the Edgewood shopping plaza. I know many neighbors share the same feedback.

I would also like to urge you to investigate why Sandhill can move on when they are violating the agreement (selling apartments...etc). We as a resident follow City's regulation regardless on everything we do, it's especially upsetting on why they're not be caught and now try to get away with it again.

Thank you - if you need clarification or further details, I can be reached at 650-321-8023.

Florence Su
554 Jefferson Drive

Carnahan, David

From: Lauren Barley <barleyschlemmer@comcast.net>
Sent: Friday, August 21, 2015 8:37 AM
To: Council, City
Cc: Keene, James; Holman, Karen
Subject: A Market at Edgewood Plaza

Dear all,

I'm adding my voice to the neighbors who would appreciate the developer and city abiding by the agreement that specifies a market needs to be at Edgewood Plaza. This of course assumes that the deal specifies this. I have not read the agreement but have been told it does. The developer and city will have to make the economics work to attract one. I'm sure the developer did best and worse case rent scenarios as it prepared a bid for the property. This might be a worse case, but a deal is a deal. A Target Express or something like a CVS will not be acceptable, assuming that format is not within the deal parameters.

Warm regards,

Lauren Barley
572 Greer Road

Carnahan, David

From: Andrea Werboff <awerboff@gmail.com>
Sent: Friday, August 21, 2015 8:11 AM
To: Council, City
Subject: Grocery Store needed in Edgewood

I am writing to express my desire to hold Sandhill accountable for finding a grocery store tenant to fill the void of Fresh Market. This is critical for our neighborhood.

Thank you

Andrea Werboff
1210 Pitman Avenue
Palo Alto, CA

Andrea Werboff
650.325.9050 office
650 888 6187 cell

Carnahan, David

From: Peter Rosenthal <peterrosenthal@gmail.com> on behalf of Peter Rosenthal <pnr21@comcast.net>
Sent: Friday, August 21, 2015 10:06 AM
To: Council, City
Subject: Edgewood Plaza Needs a Grocery Store

I support the efforts of the neighbors working to make sure that A grocery store replaces the Fresh Market space. I don't believe any other use would be reasonable or fair. If the Landlord has to subsidize or lower the rent to make it suitable for a grocery store, I support that.

Peter N. Rosenthal
585 East Crescent Drive
Palo Alto, CA 904301
Sent from my iMac

Carnahan, David

From: Jeremy Robinson <jeremy.robinson67@gmail.com>
Sent: Friday, August 21, 2015 11:55 AM
To: Council, City
Cc: Geoffrey Robinson
Subject: Edgewood Plaza

I request you take action to encourage the owner of Edgewood Plaza to install, as soon as possible, an acceptable grocery store in the location previously occupied by The Fresh Market.

And I request you increase the fine for failure to do so to \$5000 per day to reflect the amount presently in place in the College Ave planned community.

Thank you.

Jeremy Robinson
115 Primrose Way
Palo Alto.

Sent from my iPad

Carnahan, David

From: Yafei Bi <yafei.bi@gmail.com>
Sent: Friday, August 21, 2015 11:44 AM
To: Council, City
Subject: Concerns for Edgewood Plaza Grocery store situation

Dear City Council,

This is Yafei Bi, and our family lives in 1912 Edgewood Dr. for many years, we are really concerned about the grocery store situations in Edgewood plaza near 101 and Embarcadero, especially:

1. How could the owner keep it vacant without fulfilling its promising to have a grocery store in the plaza?
2. Why there isn't any financial penalty imposed to the owner by the City as agreed?

We would really like to see a new grocery store to be re-opened, and I feel like City should be helping the resident to achieve that goal.

Thanks
Yafei Bi
1912 Edgewood Dr.
Palo Alto, CA 94303

Carnahan, David

From: werner wadensweiler <wernermarti@yahoo.com>
Sent: Friday, August 21, 2015 11:42 AM
To: Council, City
Subject: Edgewood Plaza Grocery Store

Anxiously awaiting a Grocery Store that we can walk or bike to, to keep another car off the street.
Please do everything possible!

Marti and Werner Wadensweiler

Carnahan, David

From: Rachel Owen <rachel.e.owen@gmail.com>
Sent: Friday, August 21, 2015 11:28 AM
To: Council, City
Subject: Letter about Edgewood Plaza shopping center

To Palo Alto City Council,

We are a young family with a toddler and 6 week old baby living close to the historic Edgewood Plaza shopping center. We were very happy with the presence of the Fresh Market, providing us and the rest of the community a place to do our grocery shopping, with access to high quality fresh food.

We would like to request that the city ensures that a similar grocery store be opened on the site, as part of the agreement for its development. This is essential to bringing our community closer together and will be a major help to families living in the area.

Sincerely,
Rachel Owen
Saint Francis Drive.

Carnahan, David

From: Walter & Lenore Loewenstein <wblo3891@sbcglobal.net>
Sent: Friday, August 21, 2015 11:17 AM
To: Council, City
Subject: Grocery at Edgewood Plaza

We feel that a useful grocery store at Edgewood Plaza enhances our quality of life. Its presence makes much sense as we are being encouraged to walk and bike by our city leaders! The developer has done financially well on plaza development and he should be accountable for what the city of Palo Alto has given. It is possible that the developer received some benefit for promised Public Benefits to the city. If so, the developer's obligation to the city and its citizens needs more substance.

Sincerely,

Lenore and Walter Loewenstein
Long Term Residents of the City

Carnahan, David

From: pabobm@aol.com
Sent: Friday, August 21, 2015 11:09 AM
To: Council, City
Subject: Edgewood

The "deal" was for a grocery! If the rental rate needs to be adjusted (downward) for it to be attractive to potential tenants, so be it. That is Sand Hills economic problem with their investment. To appear a tad cynical, I can't believe that they didn't consider this outcome, probably hoping we (the city) would budge. No!!!!

Carnahan, David

From: Tia <tia4john@aol.com>
Sent: Friday, August 21, 2015 11:08 AM
To: Council, City
Subject: Redwood Grocery

It has been long enough without a grocery store.
This was a promise when the project was okay end.

Please fulfill that promise soon.
We teaLy need one.

Thank you
Tia Millman
552 Jackson dr.

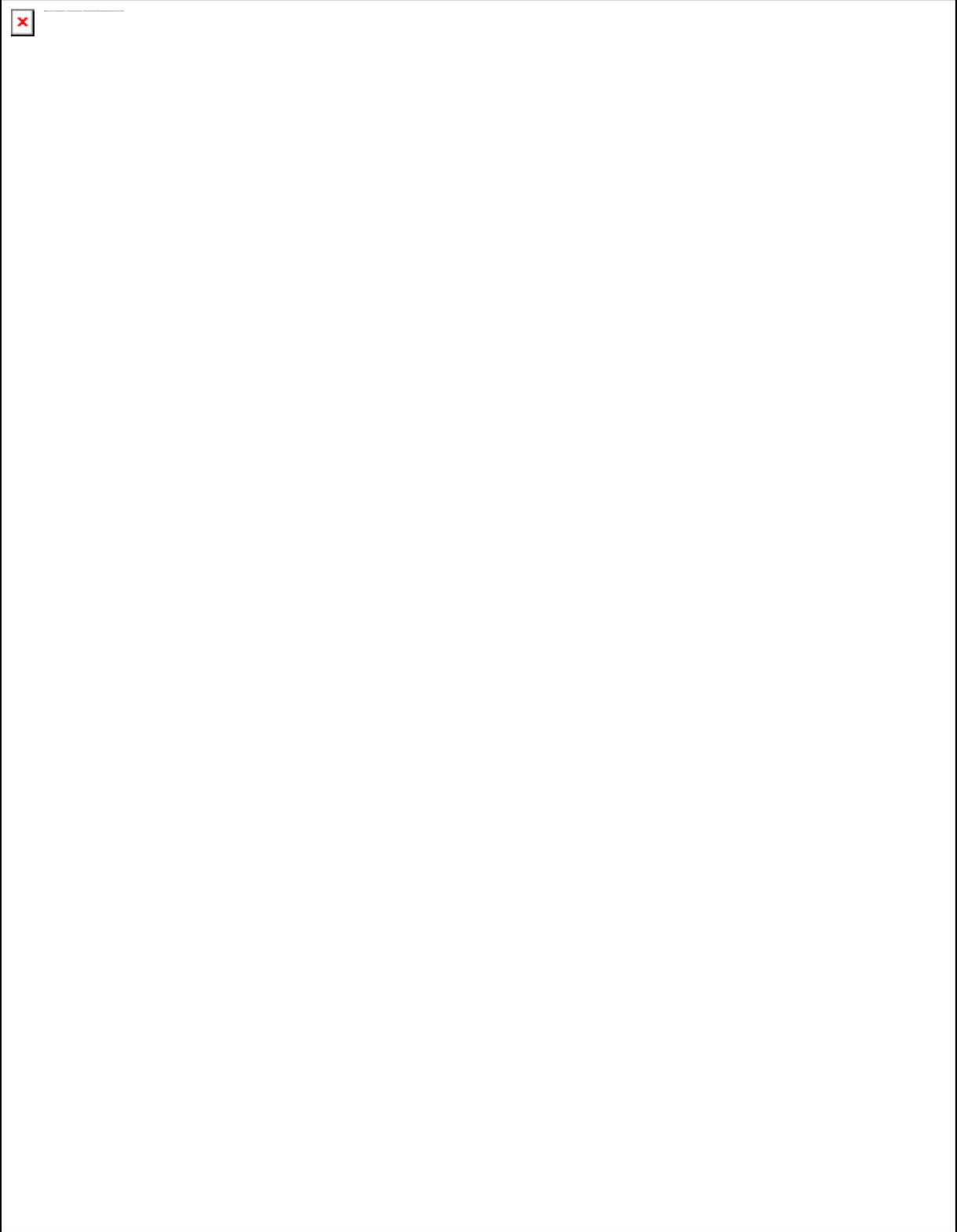
Sent from my iPad

Carnahan, David

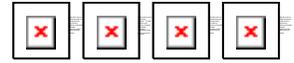
From: California High-Speed Rail Authority <northern.california@hsr.ca.gov>
Sent: Friday, August 21, 2015 10:47 AM
To: Council, City
Subject: Northern California Community Open House Meetings September – October 2015

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California High-Speed Rail Authority
Northern California Regional Office
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
northern.california@hsr.ca.gov



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Carnahan, David

From: Colleen Crangle <crangle@alumni.stanford.edu>
Sent: Friday, August 21, 2015 10:37 AM
To: Council, City
Subject: Edgewood Plaza grocery store

Dear Council members,

I am writing to urge you to do what is in your power to get a grocery store back into Edgewood Plaza. The conditions for development have to be respected and the developer has to make the site attractive enough to bring in a grocery store. The site is ideal right at a freeway exit and the previous occupant was successful, showing the site to have great potential - if the rent is right. We will be following this matter to make sure it has a speedy resolution.

Sincerely,

Colleen Crangle
60 Kirby Place
Palo Alto, CA 94301

Carnahan, David

From: Jeannie Duisenberg <jeanneduis@gmail.com>
Sent: Friday, August 21, 2015 10:18 AM
To: Council, City
Subject: Grocery store at Edgewood Plaza

Dear City Council,

We are currently out of town and won't be in PA for the Monday night Council meeting. But we do want to communicate our petition to you to support a true grocery store at Edgewood Plaza. We don't want to see some hybrid that carries food, essentially another name for a 7-Eleven. That is not what the area needs and it would not attract the right people to the Plaza to support the other businesses. Please insist that the developers live up to their terms and find a grocer for that spot.

Thank you
Jeannie Duisenberg
Rich Hlava
Channing Ave

Carnahan, David

From: Jerry Smallwood <jerrys34@pacbell.net>
Sent: Friday, August 21, 2015 3:37 PM
To: Council, City
Subject: Edgewood Plaza Grocery Store

City Council Members:

A grocery store was promised for Edgewood Plaza. A meaningful fine of \$5000 a day should be placed on the developer if this promise is not honored.

Respectfully,

Jerry Smallwood
1795 Hamilton Ave.
Palo Alto A 94303

Carnahan, David

From: Cindy Watten <cwatten@gmail.com>
Sent: Friday, August 21, 2015 3:06 PM
To: Council, City
Subject: Edgewood Plaza Grocery Store

City Council of Palo Alto.

Please do what needs to be done to make sure a GROCERY STORE replaces the Fresh Market that was at Edgewood Plaza. Also, increase the daily fine to Sandhill Hill property for not complying to the six month vacancy policy . It is my understanding the other vacant grocery stores in Palo Alto (JJ and F) the fines are \$2000.00 a day for a much smaller space.

Our neighborhood has waited long enough for a grocery store, it is time to play hard ball with the developer.

Cynthia Vyn Watten
(63 year resident to this neighborhood)

Cindy.

Carnahan, David

From: Richard Smallwood <rsmallwd@pacbell.net>
Sent: Friday, August 21, 2015 2:59 PM
To: Council, City
Subject: Wanted: A grocery store at Edgewood Plaza

Dear City Council,

Please become more pro-active in forcing Edgewood Plaza to open a grocery store there. In particular, the City should level a reasonable and effective daily fine six months after the the owners of the plaza are in violation of their agreement. Considering other situations a reasonable fine for Edgewood Plaza is \$5000/day.

Richard Smallwood
1795 Hamilton Avenue
Palo Alto, CA 94303

Carnahan, David

From: Bonnie Street <bonniestreet@sbcglobal.net>
Sent: Friday, August 21, 2015 2:28 PM
To: Council, City
Subject: Market at Edgewood Plaza

I want to see the fine increased from \$500 a month to \$5000 a month to be paid by Sand Hill properties. A new grocery store is necessary at this site.

Sincerely,
Bonnie Street
1146 Hamilton Ave.

Sent from my iPad

Carnahan, David

From: LIZBETH CARSON <lizzecarson@sbcglobal.net>
Sent: Friday, August 21, 2015 2:23 PM
To: Council, City
Subject: Edgewood Plaza

We live at 1545 Edgewood Dr. We do not want a Target type store at Edgewood Plaza. We would like a grocery store.

Thank you.

Lizbeth Carson
(650) 387-2085

Carnahan, David

From: Gary Goodenough <garygoodenough@earthlink.net>
Sent: Friday, August 21, 2015 1:54 PM
To: Council, City
Subject: Edgewood Drive Plaza Grocery Store

Regarding the empty Edgewood Plaza Grocery store:

A grocery store is essential for our neighborhood, not only convenience, but to save time and gasoline. It is vital that another grocery store occupy that building. We need a place within bicycling and/or walking distance to buy essentials such as groceries. Please insure that the site is not used or rezoned for another purpose.

Sincerely,
Gary Goodenough
1558 Edgewood Drive
Palo Alto

Carnahan, David

From: Larry Weber <lbweber@gmail.com>
Sent: Friday, August 21, 2015 1:52 PM
To: Council, City
Cc: Terri Weber
Subject: Endgewood Plaza Grocery

My wife and I strongly support replacing the former Fresh Market grocery ASAP. We are concerned that the developer might not be motivated because the Fresh Market lease is still in effect and they will be not be aggressive if their financial needs are being met.

Please take action to provide overwhelming motivation to the developer to meet the community needs.

Thank you

Larry and Terri Weber

150 Southewood Dr
Palo Alto, CA 94301

lbweber@gmail.com
(650) 323-3106 home
(650) 269 8301 mobile

Carnahan, David

From: ibusy2@comcast.net
Sent: Monday, August 24, 2015 3:09 AM
To: Council, City
Subject: Edgewood Plaza Grocery Store: home owners request for help from the City Council of the City of Palo Alto

Date: August 23, 2015

Dear City Council of the City of Palo Alto, CA:

We live very near Edgewood Plaza I would like to ask you to please consider helping our neighborhood to obtain a open and operating grocery store in Edgewood Plaza, as promised by its landlord.

I would also like to ask you to please consider imposing on *and collecting* from the landlord of Edgewood Plaza fines of \$5000/day while there is no open and operating grocery store in Edgewood Plaza.

Thank you for your time and consideration.

Sincerely,
Peter Ching and Cynthia Chin-Lee

Carnahan, David

From: Melissa Kirven-Brooks <mkirvenbrooks@gmail.com>
Sent: Sunday, August 23, 2015 11:34 PM
To: Council, City
Subject: Edgewood Shopping Center grocer

Dear City Council:

I am writing as a neighbor of the Edgewood Shopping Center to urge you to consider incentives to encourage the developer to identify a grocer to replace the Fresh Market. We are now at the 5 month mark and have heard no progress. In addition to providing a service to residents to purchase groceries, the Fresh Market became a place for neighbors to meet and drew speed for the other stores in this new shopping center.

We need a full service market, not a retail store with a few generic foods, as some have suggested (Target express or a pharmacy). I would also suggest increasing the penalty to the developer from \$500/day to \$5000/day scaled up, to match the size of the market, and to mirror that of the JJ&F site.

We have been patient, however perhaps it is time to become squeaky wheels.

Thank you for your assistance,

Melissa Kirven
690 Wildwood Lane

Carnahan, David

From: Todd Kaye <toddbkaye@gmail.com>
Sent: Sunday, August 23, 2015 8:57 PM
To: Council, City
Subject: Grocery store at Edgewood plaza

I strongly encourage you to make sure the developers put in a Grocery Store in Edgewood Plaza, as they were told they needed to do, and not let them get out of their promise. There is a great need for a grocery store in this location.

Thanks,
Todd Kaye
570 Jackson Dr

Carnahan, David

From: Julie Kaye <juliehkaye@gmail.com>
Sent: Sunday, August 23, 2015 11:24 AM
To: Council, City
Subject: grocery store at Edgewood

Dear Palo Alto City Council,

Please, Please insist that the developer put in a grocery store at the Edgewood Plaza. We shopped at Fresh Market regularly and miss it dearly.

Think about the reduced traffic both downtown and in Midtown if we have a grocery store in our area.

Thank you,
Julie Kaye
570 Jackson Dr

Carnahan, David

From: Steve Beitler <noelandsteve@gmail.com>
Sent: Sunday, August 23, 2015 10:51 AM
To: Council, City
Subject: Edgewood Plaza Grocery Store?

Dear officials elected on our behalf,

WE ARE SO SICK OF THE MISMANAGEMENT OF THE EDGEWOOD PLAZA GROCERY STORE SITUATION:

When we moved here in 1987, there was a Lucky's on site that should, by county health officials, have been shut down. There were flies everywhere, rancid meat, milk that smelled sour as soon as I opened it.

Then the site sat empty for years, and it was a true eyesore. A place where deals went down. A sad place. An ugly place.

Finally, briefly, we enjoyed a lovey new neighbor--a small, clean, well-lit grocery store--Fresh Market. Our community was at ease, finally. I say ;\ 'ease', because the Edgewood Plaza grocery store problem has been a keen agitation for us for a very long time. But that didn't last.

NO MORE "PLANNED COMMUNITIES" deals with developers. THIS IS WHAT WILL HAPPEN, AGAIN AND AGAIN. THIS SUCKS. WE'RE FURIOUS.

SINCERELY,
NOEL AND STEVE BEITLER
1829 CHANNING AVENUE

Carnahan, David

From: anne stewart <stewnet1@pacbell.net>
Sent: Sunday, August 23, 2015 10:41 AM
To: Council, City
Subject: grocery store at edgewood plaza

Please help our neighborhood find a replacement for the Fresh Market store we lost in March. The grocery store enhanced the lives of many in the neighborhood. It would be in your best interest to help facilitate this process.
Thank you,
Anne Stewart

Carnahan, David

From: Carla Carvalho <ccarvalho98@hotmail.com>
Sent: Saturday, August 22, 2015 2:51 PM
To: Council, City
Subject: FW: Edgewood Plaza

Apparently you did not receive my first message, please see below....

Dear Sir Or Madam Council Person,

Please consider carefully your decision regarding Edgewood Plaza:

I believe that a grocery store must fill the now vacant Fresh Market space. Please consider fines consistent with those those that will be imposed to other market spaces in the city. I believe that a fine of **\$5000 per day**, NOT \$500 per day should be imposed.

I believe that a Grocery Store, and only a Grocery Store belongs in the now-vacant Fresh Market Space. I believe that the Developer was meant to fill the tenancy with a dedicated grocery store, which I believe to be a store that sells groceries as its primary business. Not a store that sells some groceries alongside electronics, dry goods, etc.

Sincerely,

Carla M. Carvalho
1924 Edgewood Drive

Carnahan, David

From: pmarks@ix.netcom.com
Sent: Saturday, August 22, 2015 2:05 PM
To: Council, City
Subject: Grocery Store at Edgewood Plaza

The community needs a grocery store at Edgewood Plaza.
Please do what you can to encourage the developer to find a grocer to occupy the vacant store.
I urge you to assess a penalty of \$5,000.00 per day that the shopping center has no grocery store.

James P. Marks
689 Wildwood Lane, Palo Alto

Carnahan, David

From: marciacraft <marciacraft@aol.com>
Sent: Saturday, August 22, 2015 10:03 AM
To: Council, City
Subject: Edgewood plaza

Please have Sandhills properties get a grocer in the Edgewood shopping center immediately and raise the fines if they do not.
Thank you.

Sent from my iPad

Carnahan, David

From: John Ratliff <jratliff@stanford.edu>
Sent: Friday, August 21, 2015 5:24 PM
To: Council, City
Subject: Edgewood Plaza

I would like to call the City Council's attention to the failure of the developer of Edgewood Plaza to maintain a grocery store in the center. Fresh Market closed a number of months ago.

It is my opinion that a grocery store should go into this space. Not a 7-11, not a Target, only a grocery store. Not a store that sells some groceries. A grocery store.

The present fine of \$500/day is miniscule and does not match comparable fines at other facilities.

The fine for the developer should be increased to \$5000/day to provide impetus to get a grocery store into the space.

Thank you for your attention to this matter.

John Ratliff
1924 Edgewood Drive

John Ratliff, MD, FACS
Vice Chair, Operations and Development
Co-Director, Division of Spine and Peripheral Nerve Surgery
Department of Neurosurgery
Stanford University Medical Center

Carnahan, David

From: faelivyn@yahoo.com
Sent: Friday, August 21, 2015 5:06 PM
To: Council, City
Subject: Edgewood Plaza Grocery Store Replacement

I wanted you to know how important it is to our local area of Palo Alto to replace the absence of Fresh Market (which I loved and spent \$150 a week at) with a new Grocery Store!!! It is sorely needed!

Thank you,

Faeli Vyn
719 Garland Drive
Palo Alto, CA 94303

Faeli 707-363-8938

Carnahan, David

From: Matt Barthelemy <matt.barthelemy@gmail.com>
Sent: Monday, August 24, 2015 11:46 AM
To: Council, City
Subject: Edgewood Plaza neighborhood market

Hello

I'm writing to add my voice to those of my neighbors, in requesting the council's help with getting a neighborhood market at Edgewood Plaza.

Our understanding is that Sandhill Partners was allowed to build their development based on the premise that the plaza would include a grocery store to serve the neighborhood. I feel sure that most neighborhood homeowners with CC&R veto power would not have allowed the project to proceed without a market.

While Albertson's was in poor shape, it at least allowed for walking or biking to get groceries. Fresh Market was a big upgrade in presentation, and was a real benefit to our family and our neighbors. We were able to cut back on our driving trips to other markets by walking or biking to the market multiple times a week. We always saw our neighbors in the store, or on their way there. That's what this neighborhood needs, and what Sandhill agreed to provide--a walkable, locally focused grocery store.

What we don't need is a big box store, or other tenant that will attract more cars to the neighborhood, by serving the needs of drivers from outside the neighborhood, passing by on 101.

Please use your position to encourage or press Sandhill to secure a tenant to give us the local grocery store that was a key part of the plan we all approved.

Respectfully,

Matt Barthelemy

Green Gables neighbor, homeowner and tax payer

Carnahan, David

From: Gail <montigrp@sbcglobal.net>
Sent: Monday, August 24, 2015 10:28 AM
To: Council, City
Cc: montigrp@sbcglobal.net
Subject: Edgewood Plaza Grocery Store

We would like to see a grocery store soon in Edgewood Plaza - not a high tech startup, not a store that offers many different items plus some grocery items. Hopefully this can be achieved in a timely manner and maybe with the help of a committee selected by the neighborhood to work with the developer to achieve this goal. We really enjoyed having a store so close by after so many years without one.

Sincerely,
Phil and Gail Monti
montigrp@sbcglobal.net

Sent from my iPad

Carnahan, David

From: Penny Proctor <pennyproctor@comcast.net>
Sent: Monday, August 24, 2015 1:06 PM
To: Council, City
Subject: Penalize for no Grocery Store at Edgewood

Dear Mayor Holman and City Council,

Please penalize the developer enough to get them to get us a grocery store again at Edgewood Plaza. I live on Greer, and it was nice to have Fresh Market. We have lost two grocery stores in Midtown, and JJ&F, and I can't go to Country Sun most of the time because of parking.

Thank you for your help!

Penny Proctor
758 Greer Road

Sent from my iPad

Carnahan, David

From: Jane Volk-Brew <volkbrew@gmail.com>
Sent: Monday, August 24, 2015 12:27 PM
To: Council, City
Subject: Edgewood Shopping Center

Dear Members of the Palo Alto City Council,

I am a resident of the Duveneck / St Francis neighborhood and live within a few blocks of Edgewood Shopping Center. Although I cannot vote to enforce the Eichler CC&Rs that govern use of the shopping center, I encourage the City Council to ensure that the remaining property continue to be retail as the CC&Rs require (their having been amended to allow Sandhill Properties to build the 10 town homes on part of the land).

Furthermore, since the City of Palo Alto has made Edgewood Shopping Center a planned community, and this zoning requires that there be a grocery store on the property for "public benefit" (see http://www.cityofpaloalto.org/gov/topics/edgewood_plaza.asp), that this purpose be encouraged and enforced. The fine should be consistent with that which would be assessed against the developer of College Terrace Centre, not less and not more, should the future grocery store at that property -- also a planned community -- be vacant for more than six months.

Jane Volk-Brew
587 Greer Road, Palo Alto, CA

Carnahan, David

From: Steven Aronson <sjaronson2000@msn.com>
Sent: Monday, August 24, 2015 12:20 PM
To: Council, City
Subject: Edgewood Plaza Grocery Store

Having lived at 1914 Channing Ave. since before Edgewood Plaza was originally built I have a very strong feeling about having a GROCERY store in the Plaza. There is no family grocery store in our area and since the approval to remodel was approved by the City, including a grocery store, I think Edgewood Plaza should be penalized until they fulfill their agreement to do so. They should NOT be permitted to change the type of occupancy for the building.

Steven Aronson

STEVEN ARONSON 1914 Channing Ave. Palo Alto, CA 94303 (650) 856-9625

Carnahan, David

From: Shirley McKelvey <mckelveysj@earthlink.net>
Sent: Monday, August 24, 2015 3:43 PM
To: Council, City
Subject: Edgewood Plaza grocery

Please exert pressure on the developer of Edgewood Plaza to secure a grocery as promised.

Shirley McKwlcwy
2004 Edgewood Drive

Carnahan, David

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
Sent: Wednesday, August 19, 2015 12:00 PM
To: Council, City
Cc: Dave Price; Breena Kerr; Gennady Sheyner; Kleinberg, Judy; Russ Cohen
Subject: Functioning database or not?

Today there was good PA Online followup to the Aug 17 Council meeting.

[Survey sheds light on downtown Palo Alto drivers](#)

Survey sheds light on downtown Palo Alto drivers

They drive alone and show up in droves -- that much is clear. But who are downtown's non-carpooling commuters and where do they come from? Palo Alto finally has some answers.

[View on www.paloaltoonline.com](http://www.paloaltoonline.com)

Preview by Yahoo

Here is my challenge for more robust stewardship from the Council.

"The employee universe of data is still obscure. When will the Council demand bi-monthly staff reports from the business registry database? The slow startup and constant stream of rumors about active boycotting does not inspire confidence in city staff or Council.

Residents should not be expected to dig into the database and report to Council. Furthermore, public access to the database is limited so real conclusions cannot be reached by inquisitive neighborhoodists.

Thank Goodness! We Palo Altans have newspapers who have journalists to shed light on fundamental planning data that should flow crisply from the Planning and Development Department. I expect more from our Council stewardship."

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

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

Carnahan, David

From: Brenda Lowen <Blowen113@aol.com>
Sent: Saturday, August 22, 2015 3:17 PM
To: Council, City
Subject: Gas leaf blowers

Almost daily on my neighborhood walks I see gardeners using Gas powered blowers. They are noisy and blow up dust and dirt. Sometimes They stop so I can pass by on the sidewalk...sometimes they don't.

Please enforce this. Is there a fine? Perhaps the local papers can remind People it is against the law.

Thank you,

B. Lowen

Sent from my iPad

Carnahan, David

From: Whitley, Katie
Sent: Friday, August 21, 2015 1:45 PM
To: Executive Leadership Team; Council, City
Subject: July 2015 Development Services Department Update



DEVELOPMENT SERVICES DEPARTMENT UPDATES

The purpose of this update is to give the reader a progress report of the efforts being pursued at the newly formed Development Services Department. We seek continuous improvement, innovation and accountability. The following newsletter is an account of our efforts over the last month. These accomplishments are a progress report of our Quarterly Goals that relate to our Annual Work Plan.

July 2015

Director's Note

Welcome back to school for those that have kids or are attending school. This newsletter is intended to give you a progress report on how we, the Development Services Department of the City of Palo Alto, are doing in the continuous improvement and innovation of our service delivery.

As you are acutely aware we continue to experience reinvestment in our built environment. Although construction revitalizes our urban fabric, improves property values and makes safer more energy efficient buildings, we must face the short term construction and traffic impacts that go along with it. The role of Development Services is to ensure that once the discretionary review is complete construction projects can be built, safely, quickly, while minimizing short term impacts to the people that come in contact with the site as well as the people that will be gaining access to the building once it is built.

We do this a variety of ways. With the help of our Public Work Department we issue public works and encroachment permits that ensure that all work that occurs on the public right of way is planned, tracked and complies with adopted standards. We make it a point to ensure that impacts to commuters and neighboring residents/business owners is minimized through public notification, traffic and parking diversion, as well as pedestrian notification and re-circulation.

As projects come on line we track them during the plan check and construction phase and notify people through our monthly [Newsletter \(subscribe today\)](#). We also have an active site that maps all construction permits called [Buildingeye](#) so you can search by key word or address. Finally we offer building permit applicants and interested parties the ability to track a permit through a service we offer called [CivicInsight](#). Interested to research building permits? Accela offers an [online research tool](#) to find building permit and inspection records. If you prefer to come to the Development Services Department (285 Hamilton Avenue) you can use our microfiche machine or digital plan viewer to search for older permit records. In the event you want our permit data in it's raw "machine readable" format you can get that from our [Open Data Page](#).

Accountability and metrics is a big part of how we ensure we are on a continuous improvement cycle. At the beginning of the year we developed a report called Grades, Gaps and Goals. For a copy of that complete document click [here](#). Since we released that plan we have been tracking the goals we set out for ourselves and have a record of our latest progress in achieving those goals. For a copy of that Goals Checklist click [here](#). Recent turn over in staff resulting in staff shortages has kept us from meeting all of our goals but we are still hopeful that we can get through our list by the end of the year.

Ensuring that our Green Building program is both effective and predictable has been a focus of our green building division. We have recently made some significant changes to our [Green Building page](#) that will make it easier to navigate our process. We also offer trainings, one-on-one consulting, and soon to come, instructional video that will walk you through the entire process. [Greenhalo](#) is a relatively new technology that we have deployed that has made it even easier for customers to comply with our construction and demolition process. We recently have integrated this web-based solution to our existing permit software (Accela) that has afforded us great savings in processing time. Finally, don't forget that our new Energy Reach Code comes into effect in September (see our [press release](#) for the latest information). This new code will require new and existing construction to comply with stricter then base code energy requirements in an effort to target Zero Net Energy (ZNE) construction. Want to get more involved in our Green Building Leadership team contact Melanie Jacobson, our Green Building Coordinator at Melanie.Jacobson@CityofPaloAlto.org. This is all in an effort to make the customer's experience seamless, predictable and consistent.

Over two years ago we streamlined our Photovoltaic Permit Process (Rooftop solar permits). What used to take 120-days now is done over the counter for most residential and commercial applications. We pride ourselves in the speed and agility we are able to issue these permits but there is more to come. This year, in compliance with AB 2188, we hope to launch an even easier way to get a permit for your rooftop solar project. Stay connected and be sure to sign up for our [Press Release Notification](#) for more information as to when that becomes available.

Finally, if you are looking for the Fire Prevention Division and our Development Services administration office we have moved. We are relocated from suite 280 to suite 200 on the second floor of the Development Center. The Development Center has not moved.

Best of luck to you on your existing or upcoming construction project. We welcome your feedback and look forward to helping you achieve success. Cheers.

A handwritten signature in black ink, appearing to read "Peter Pirnejad", is centered on a white rectangular background.

Peter Pirnejad

Project Coordination

Staffing update: One of our Project Coordinators, Michelle Gotera has accepted a position with the City of San Mateo's Building Department. Michelle has been with the City of Palo Alto since December, 2012 and brought valuable skills and experience which made her a key part of our team. We are sorry to see her go and will be recruiting for her replacement in the coming months.

We are continuing to focus on the new Business Registry Certificate program and Businesses are encouraged to sign-up using the online tool [here](#)

The Project Coordinators designed and implemented a new automated routing sheet to help expedite the permit submittal process at the front counter.

We also implemented a process to query permits and email applicants before their building permit applications expire.

Did you know? You can schedule inspections, research permit records, and track the status of your project online with no special login required. Check it at: <https://aca.accela.com/paloalto/>

Planning Department

Staff is actively developing an on-line process to streamline the Planning application submittal process. We are looking to establish an easy to use interface that allows applicants to begin the Planning application submittal process with the intent to support minor applications being submitted online. This will provide more options for customers and improve service.

To help streamline building permit issuance, we started the Development Impact Fee streamlining process and integration with Accela, our permit database system. This enhancement is anticipated to go live in the Fall.

The integration of GreenHalo, an online construction debris tracker, and the City's building permit database, Accela, is nearing completion and will improve the tracking of construction debris and improve the building permit process. It is in the testing phase now and anticipated to go live this Fall.

A big congratulation to Victoria Hernandez who was promoted from Planning Technician to Associate Planner. Recruitment for a replacement Planning Technician will begin in September.

For the current Planning and Transportation Issues of Interest and information on development projects, please refer to our department web pages at:

Issues of Interest: <http://www.cityofpaloalto.org/civicax/filebank/documents/47225>

Development Projects: <http://www.cityofpaloalto.org/planningprojects>

Projects near you, see map: <https://paloalto.buildingeye.com/>

Green Building

The new [Green Building Ordinance](#) has been effective on new permit applications since 6/22/15. The language has been filed with the Buildings Standards Commission.

The [Energy Reach Code Ordinance](#) effective date has been [postponed until Fall of 2015](#). The ordinance is currently undergoing [a 60-day public comment period](#) through the California Energy Commission.

Updates to the new [Green Building website](#). On-Demand Green Building Trainings will be launched soon that review the green building ordinance and compliance procedures.

The Residential Green Building Special Inspector retreat will be held on August 6th at Mitchell Park Library.

Green Building Boot Camp - Trainings for plan checkers/inspectors on new Green Building regulations is nearing completion.

Enforcement of emergency drought regulations for landscaping began June 1, 2015. Additional landscape restrictions for building permit applicants will become effective on 12/1/2015.

Building Plan Check

The plan review team reported 100% success for on-time plan review services last month. Nice job, Team!

Seismic Risk Management Program RFP Status Update. The department has selected a potential vendor for this project and the proposal contract of services is scheduled for review and acceptance at the August 17th city council meeting.

Staff has shared the drafted ordinance and standardized checklists and applications in response to SB 2188 (State Legislation to Expedite PV and Solar Water Heating Permit Applications and Inspections) with local solar installer comment and input.

Selected staff members for the plan review team, project coordination team and Utilities department have been meeting with our Accela support consultant to start the development of an electronic submittal process for PV and EVSE applications.

Green Building training has concluded with the plan review staff and the newly adopted ordinance measures are being enforced.

Staff as drafted a master plan review checklist for residential plan review.

Over the next couple of months we will be recruiting for an Assistant Building Official. This position will assist in management responsibilities at the Development Center in the Chief Building Official's absence, quality control of plan review operations, conduct code research as needed, just to name a few of the role's responsibilities.

Building Inspection

The inspection team has continued to provide next day inspections. What an amazing accomplishment!

A new Guideline Book has been created. This document contains the current CPA adopted ordinances that apply to Building Plan Review and Inspection activities. Take an opportunity to familiarize yourself with applicable requirements. The Guideline Book can be viewed on our website or at the Development Center.

Disaster Preparedness training events and updating of equipment continues to be a priority. Staff will be attending an internal ATC-20 training with our OES staff in August. We have also acquired 2-way radios from police surplus and obtain associated training.

Green Building training has concluded with the inspection staff and the newly adopted ordinance measures are being enforced.

We continue to focus on added value inspection services and operational efficiency.

Inspection bundling is catching on as more builders become aware of the efficiency that it provides.

The TIPOFF pilot program has had good reviews and we are working to formalize the process.

The "Expired Permit Notification Project" team members have been meeting with our Accela support consultant. We are making good progress towards implementation this measure before the end of the year.

Commercial Accessibility pre-walk inspection activities continue with positive success. Make sure to take advantage of this great opportunity to coordinate directly with staff to accomplish a common goal.

Contract Building Inspector Todd Sylla was hired to replace Contract Building Inspector, Jeff Schultz, who moved on to other endeavors with a neighboring jurisdiction.

Over the next couple of months we will be recruiting for a Mechanical/Plumbing Specialized Inspector position. This position will take the lead and be a valuable resource for internal staff and the contractors for Mechanical and Plumbing code and ordinance requirements. This position will also perform daily assigned multiple trade inspections.

Inspection staff member John Carr and Matt Doughty have received new certifications in plumbing and Accessibility inspection/plans examining, respectively.

Public Works

The City's New Aquifer Water Filling Station program has 8 sites currently in operation. These sites are located at 2230 Louis Road, 713 Southampton Drive, 3832 Grove Avenue, 1405 Harker Avenue, 1820 Bret Harte Street, 804 Fielding Drive, and 1210 Newell Road. Developers and Contractors are encouraged to obtain dewatering groundwater at these sites for non-potable uses such as dust control and irrigation.

The Alma Street and Middlefield Road Paving Project that includes street resurfacing, reconstruction of sidewalks, curbs, gutters, ramps and driveways was awarded to O'Grady Paving Inc. The project began on July 27, 2015 and extends through November.

The 2015 Sidewalk, Curb and Gutter Repair Project was awarded to Spenco Construction and has been underway since March. This project is expected to continue through November.

In June the City was audited by a FEMA representative, who visited and inspected recently constructed projects located within the Special Flood Hazard Areas. The intent was to verify that the City is complying with federal requirements and City of Palo Alto Municipal Code Chapter 16.52, Flood Hazard Regulations. In addition, the Public Works Department recently received a copy of FEMA's new Preliminary Flood Insurance Rate Maps for the City, which include revised boundaries for the tidal floodplain, Zone AE. These maps are currently under review by Engineering Services Division staff.

Fire Prevention Bureau

Fire Prevention Bureau Promotional Process Complete:

Steve Lindsey & Shane Lopes have been promoted to rank of Fire Inspector, and Thom Cook has been assigned as Inspector for the next 3+ years.

Scott Woodfin has been promoted to Hazmat Inspector.

Steve Lindsey- Welcomed a new addition to his family: Sofia Grace Lindsey (6/10/15)

Scott Woodfin- Completed Environmental Crimes Training

Inspectors Woodfin & Aguilar- Completed UST (Underground Storage Tank) Training

Utilities Department - CPAU

Reviewed Utilities webpage and working on correcting errors and development of a more customer friendly interface that will help educate applicants on what needs to be submitted at the Development Center for Utilities to complete their review.

Ongoing discussions with the Development Center to ensure that the Utilities Representative is consulted on any project involving utilities facilities and how to educate customers on what is required in project submittals to Utilities.

Developing plan to provide additional training to the Utilities Representative at the Development Center to aid with over the counter review.

Developing plan to provide additional training to Engineering staff who provide backup to the Utilities Representative at the Development Center.

Developing procedures for how and when to use the Utilities Deferral Form.

WGW Engineering performed a cost-of-service study of connection and service-related costs. The Utility rate schedules for water, gas, and wastewater service connection fees were amended to recover the Utilities Department's direct and indirect costs for development services projects. The new fee schedules became effective on 5/1/2015. However, Utilities honored the old fees on outstanding invoices through 7/29/15.

Refining the WGW 'SOGen' application to create a better coordination tool between WGW Engineering and Operations with customer-paid installations for utility services/laterals.

(Contractor) GreenTraks is working with 12 businesses and 3 city facilities in Palo Alto (of 22 total) collecting utility usage information and benchmarking each site.

Building Carbon Zero Palo Alto – Passive House California's 2015 Conference will be held at Lucie Stern on Friday, November 13, 2015 from 8:00 AM to 5:30 PM. Click [here](#) for details.

For details on our Commercial New Construction rebate program, click [here](#).



The City has a variety of e-news topics that may be of interest to you. Join other e-news topics, update your subscriptions, modify your password or e-mail address, or stop subscriptions at any time on your [Subscriber Preferences Page](#). You will need to use your e-mail address to log in. If you have questions or problems with the subscription service, please contact subscriberhelp.govdelivery.com.

This service is provided to you at no charge by the [City of Palo Alto](#).

Carnahan, David

From: Jennifer Landesmann <jlandesmann@gmail.com>
Sent: Sunday, August 23, 2015 12:29 PM
To: Council, City
Cc: Karen.Chapman@mail.house.gov; scott.ammon@mail.house.gov; Kristine.Zanardi@bos.sccgov.org; Alaaee, Khashayar; joshua_quigley@boxer.senate.gov; Lee Christel; TC Rindfleisch; Juan Jose Alonso; Jim Herriot; Alison Raleigh; Jon Zweig; Amy Christel; Stewart Carl; Mark Landesmann; rkellerman@mac.com; Kerry Yarkin
Subject: Letter for City Council
Attachments: Letter to Palo Alto City Council, August 22, 2015.pdf; 150819 Preliminary Flight Data Analysis (1).pdf; August 23 comments_1440314353.pdf; Copy of December 10th letter to PACC.pdf

Attachments:

- Letter to Palo Alto City Council, August 23, 2015
- Flight Track Analysis with FOIA data 2006 - 2014
- Citizen Comments - Petition to our Elected Representatives: Reduce Aircraft Noise over Palo Alto and Neighboring Communities
- Copy of December 10th letter to Council

August 23, 2015

Attachments:

[Flight track Analysis with FOIA data 2006 - 2014](#)

[Citizen comments - Petition to Reduce Aircraft Noise over Palo Alto and neighboring communities](#)

[Copy of December 10th letter to PACC](#)

Dear Council member,

Thank you for taking important steps this week towards addressing aircraft noise over Palo Alto.

The immediate work ahead is to complete a technical study to assess aviation noise historically over Palo Alto, to create a clear understanding of our situation. This includes review of significant route and procedures changes which have resulted in the current traffic patterns. Once a baseline is established, to pursue the development of new flight route alternatives, to restore quiet skies over our community.

Equally important is the need to establish an effective and credible regional aviation noise abatement organization. This group should offer membership to all the communities within the NorCal Metroplex. Communities affected by airport noise, present or future, need an effective mechanism by which we can influence aviation noise abatement planning.

Your leadership is essential to this goal.

Please find attached three reports which offer a (partial) picture of the aviation noise problem over Palo Alto. One is a preliminary report on how traffic has evolved over Palo Alto and nearby communities in recent years; analyzing FAA flight track data which we obtained with a Freedom of Information Act request. The next is an updated list of comments from Palo Alto residents who have signed the petition to reduce aircraft noise, launched in December. Finally, we have included a copy of our letter to you last December, about the problem. We noted then, that residents' comments fit into the following categories:

- NIGHT – Sleep disruption: Low flying jets waking people up multiple times throughout the night (most common 11pm-12:30am, 4-4:30am, 5:30-6am).
- DAY – Work disruption and significant impact on quality of life.
- SAFETY – Low flying planes on narrow paths, scheduled too close together.
- THINGS HAVE CHANGED – Airplane noise has increased significantly, especially in the past 1 -2 years.

Air traffic noise has increased further since December, including during the night.

The preliminary analysis of traffic patterns proves that air traffic has been concentrated over our city at a rate far in excess of the general rate of SFO growth. The altitudes over Palo Alto have been significantly lowered resulting in more noise per flight. The manner in which the FAA evaluates noise impacts ignores the effects of frequency of low flying airplanes. The FAA is aware of the gaps in their metrics. For a fuller understanding of noise measurements, and important considerations about the path forward, we refer you to the excellent study from resident Tom Rindfleisch, which you may have received, and can also be found at [this link](#).

Working with Congresswoman Eshoo provides hope for the future, but we must continue to assure her that our city stands firm behind her efforts.

At the meeting with the FAA in Palo Alto, on July 24th, it was suggested that a regional approach will be required for substantive solutions to the current situation. Palo Alto must form alliances with all our neighbors in the NorCal Metroplex to develop air traffic noise abatement solutions that benefit our entire region. The proposed City technical study can serve as a catalyst for regional cooperation. No community will be safe until equitable regional noise abatement initiatives are in place.

We greatly appreciate the support we have received from Staff, from our representatives in Palo Alto and Santa Clara county, and from our Congresswoman. We look forward to resolving this problem together.

Sky Posse Palo Alto

December 10, 2014

ATTACHMENTS:

- Petition to our Elected Representatives: Reduce Aircraft Noise over Palo Alto and Neighboring Communities [Sky Posse Petition](#)
- Congressional letter to the FAA [Congressional letter](#)
- 2000 FAA Agreement [2000 FAA Agreement](#)
- Citizens Letter to Anna Eshoo [Citizens letter to Ana Eshoo](#)

Dear Council Member,

Aircraft noise is increasing in both volume and frequency at an alarming rate over Palo Alto and our neighboring communities. This sonic pollution has an adverse effect on many Palo Alto residents. We ask you to exercise your full influence and resources to address this problem, and to please do so urgently. We are a group of concerned individuals who have aligned as neighbors to research the issue, learn how it is being addressed in other regions, and to create a common voice for Palo Alto residents. We are also available to assist you in any way that would be helpful.

To demonstrate how serious this issue is becoming, we launched the attached petition last week, generating 300 signatures almost immediately. The attached comments are informative, and fit into the following primary categories:

1. NIGHT – Sleep disruption: Low flying jets waking people up multiple times throughout the night (most common 11pm-12:30am, 4-4:30am, 5:30-6am).
2. DAY – Work disruption and significant impact on quality of life.
3. SAFETY – Low flying planes on narrow paths, scheduled too close together.
4. THINGS HAVE CHANGED – Airplane noise has increased significantly, especially in the past 1-2 years.

We understand that growth is important to the economy of the Bay Area, however the general increase in SFO approach traffic is only partially responsible for the excessive noise over our city. In the past 15 years, SFO arrivals have increased 23% but those flights over Palo Alto have increased 185%, from 70 to 200 arrivals per day. This indicates a shift in traffic from other areas to the space over Palo Alto (despite what the FAA and SFO Noise Abatement Team would like us to believe). As NextGen (a new air-traffic control system) is implemented, this traffic will shift into flight paths even more concentrated over Palo Alto, resulting in an inequitable distribution of the noise burden.

Jets currently descending into SFO aim for 4000 feet over Palo Alto. In the past they flew safely over this interchange at minimum altitudes of 5000 and 5500 feet. While the FAA is contending in their Environmental Assessment that there are no environmental impacts to our region, this is based on a manipulation or absence of the relevant data.

There are three additional air traffic noise contributors. All seem to be a domino effect of these FAA changes.

1. To stay out of the way of SFO traffic, full-sized commercial jets and commuter planes inbound to San Jose Airport (SJC) are flying at very low altitudes (2000 feet and lower). These are regularly routed over Palo Alto.
2. An increasing number of small commuter planes also fly at low altitudes. With new and rapidly growing commuter airlines such as SurfAir, anyone near their flight path is impacted in a drastic way.
3. Pilots can use a descent approach called Continuous Descent Approach, which is much quieter than the currently used stepped approach. But instead, they must make frequent maneuvers and changes, as directed by TRACON (FAA air traffic control), causing more noise and burning more fuel.

On April 29th of this year, City Council discussed this topic along with the FAA Draft Environmental Assessment (EA) Regarding the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM). Many of you were as outraged and concerned as we are about several things: a) this is a public health issue, b) how ridiculous it is that Palo Alto is excluded from having an official voice at the SFO Airport Community Roundtable designed to address community noise impacts from aircraft operations at SFO when noise is now affecting Palo Alto more significantly than communities closer to the airport, c) the FAA has been rolling out changes to air traffic routes and shifting them to be concentrated over Palo Alto, and then only giving Palo Alto the ability to comment at the time of finalizing these routes, and d) the FAA did not notify Palo Alto officials of this Environmental Assessment or give ample time to comment.

At that meeting, Council members mentioned wanting data to evaluate and address these changes, and some had good ideas on how to pursue this. We do need data, and we appeal to you to put systems in place so the City of Palo Alto can collect useful and objective data.

There are significant flaws to all the tracking existing systems. The SFO and SJC flight trackers are not consistent with each other, and the loudest flights are often missing from the radar data. SFO reports noise to the FAA using a measurement called CNEL, which is a function of noise intensity, times the log of the number of flights. This minimizes the importance of the frequency of the flights – a significant concern for Palo Alto which is at the conjunction of three approaches.

The FAA and SFO noise complaint systems are not designed to solve the problem, and instead discourage further complaints. The SFO complaint page is difficult to find. Complaints are answered with graphics and long explanations of how the noise was created (often indicating that the situation has always been this way), and there is no indication of potential resolution. The complaints to the FAA Ombudsman are often not answered, or answered with a boiler plate response empathizing with the complainant, but indicating nothing can be done. And these complaints are not collected and reported in a way that helps or supports Palo Alto. Instead, after a short period of time (we have heard 90 days), an increase in SFO traffic or traffic shift is made permanent on the basis of “there have been no complaints”. Despite all of this, the most recent SFO Roundtable report still shows Palo Alto complaints are second to Brisbane.

We are unaware of Council actions taken since that April meeting, other than attempting to join and being rejected again by the SFO Community Roundtable. Here are some suggested actions and approaches to respond to citizen concerns.

Suggested Actions & Approaches

1. Declare that noise pollution is a real concern to the City of Palo Alto.
2. Urgently appeal to the US Department of Transportation, specifically to the FAA, to remedy the noise issues and request full and accurate disclosure of air space changes and all available data for Northern California in a format the public can understand.
3. Reach out to our Congressional Representatives Anna Eshoo and Jackie Speier and other regional, state, and national elected officials to request re-assessment of the environmental impacts of NextGen, re-institute higher flying altitudes over Palo Alto, request a bill to Congress that repeals Section 213(c) of the FAA Modernization and Reform Act of 2012, and request a bill to fund the EPA's Office Of Noise Abatement and Control to get noise pollution recognized federally as a national health issue.
4. Work with the Congressional Quiet Skies Caucus to uplevel aircraft noise to a national issue and endorse the request that the threshold for objectionable noise be reduced from 65dB to 55dB, consistent with European Countries.
5. Install devices throughout Palo Alto to measure and monitor air traffic altitudes and noise levels, both general noise levels and single incident noise events. As mentioned, the existing SFO and SJC flight trackers are not consistent, and the most egregious flights are often missing from the radar data. We also need more than 24-hour average noise measurements because they discount one of the specific issues plaguing Palo Alto, the frequency of flights.
6. Create an effective noise complaint system for Palo Alto residents, monitored by City leadership, which reports complaints, data and analytics to the City and the airports, and communicates the results and progress of noise abatement strategies.
7. Retain independent noise measurement consultants as other communities have done when they need a baseline noise study completed.
8. Retain an independent consultant to propose higher approach altitudes and alternative flight paths that might be acceptable to the FAA (so all Bay Area communities share the noise burden and paths are moved back over the Bay and to other areas away from neighborhoods and schools).
9. Reach out to the airports, air traffic control and their noise abatement teams to understand what is within their power to change.
10. Start a Bay Area Airport Commission responsible for noise abatement that is inclusive of all Bay Area Communities. This should oversee the roundtables or noise abatement groups related to each airport.
11. Last, but of significant importance, ensure that all changes and growth planned for the Palo Alto Airport (PAO) are transparent to the community, give a voice in the decisions to the community, and employ best practices for noise abatement. PAO can benefit Palo Alto without contributing to increased noise in Palo Alto and neighboring cities, but sound planning and transparency are critical.

In summary, we need your help! The aircraft noise situation in Palo Alto is growing out of control. We are not in favor of shifting traffic to any one community (as is happening now). We support responsible aviation and growth, but we should not have to tolerate excessive and unnecessary air traffic noise. The World Health Organization states that repeated exposure to this level of noise is a health hazard. The argument that we “should have known we were moving near airports” doesn’t hold up. Nobody could have anticipated the magnitude of these changes from the shift of more traffic here. The increased level of noise experienced is not necessary and it is relatively new due to these FAA changes. The argument that this is similar to the loud leaf blowers is not the case either. While they are also an unnecessary nuisance, they are not heard constantly throughout the day, and are not heard during the night. There is no reason our health and quality of life should be jeopardized to this degree. The FAA and airports might have positive intentions in making these changes, but they are causing significant negative consequences on the ground that must be addressed.

We encourage an opportunity to meet with you and present this information in a more comprehensive and illustrative way. We look forward to helping in any way we can.

Sincerely,

Sky Posse Palo Alto

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Purpose

Palo Alto residents have noticed a dramatic increase in the amount of air traffic and associated noise over the city. It is suspected that Palo Alto has been unfairly burdened with increases that exceed what would be expected from overall increases in total traffic. The purpose of this analysis is to document some initial evidence that this is in fact true.

Methods

Flight data were obtained from the National Offload Program (NOP). The initial data chosen for analysis were from the month of July for the years 2006 and 2014. July was chosen as a typical summer month, where the effects of weather are minimal. 2006 was chosen as the earliest year with data density similar to 2014.

Four regions of equal area were defined for comparison. Each region is a circle of radius 2 miles (an area of 12.6 square miles). The center points of the regions are given in Table 1 and shown graphically in Figure 1.

Table 1 – Definition of Palo Alto and Neighboring Regions

Region Name	Center Intersection	Center Latitude	Center Longitude
Atherton	Atherton Ave and Austin Ave	37.45570	-122.20464
Palo Alto	Oregon Expressway and El Camino Real	37.42306	-122.14199
Mountain View	Castro Street and El Camino Real	37.38578	-122.08391
Fremont	Warren Ave and Warm Spring Blvd.	37.48711	-121.92793

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

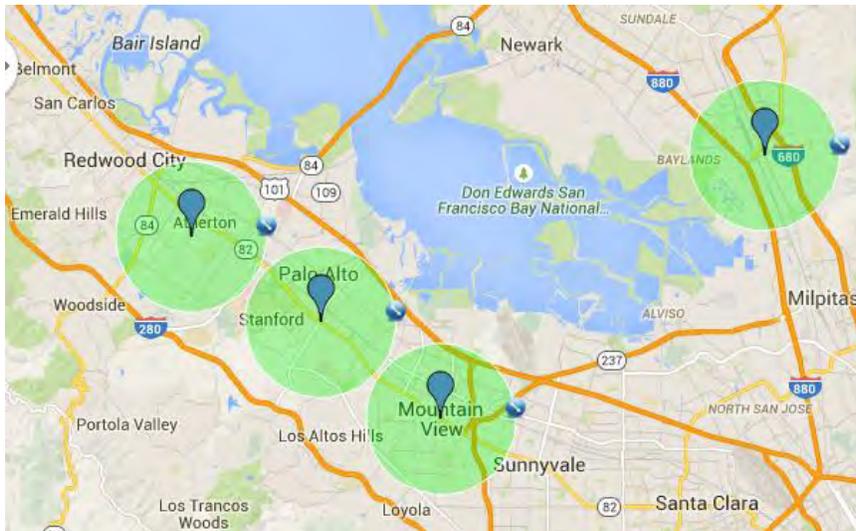


Figure 1 – The four regions for this analysis

The regions of Atherton and Mountain View were chosen as nearby areas for comparison to the north and south of Palo Alto. The region of Fremont was chosen because the eastern arrival route into SFO passes over this region.

The number of flights entering these circular regions were determined and compared for the month of July in 2006 and 2014. Flights were characterized by the minimum altitude for the flight within the region. The analysis primarily concentrated on flights with altitudes between 3000 and 8000 feet. This covers the majority of commercial airline traffic and excludes smaller aircraft at lower altitudes. The number of flights was broken down into 1000 foot intervals to assess changes in altitude distributions that have occurred.

Analysis – SFO Arrivals

Per the SFO website (<http://www.flysfo.com/media/facts-statistics/air-traffic-statistics>) the number of July landings at SFO are shown in Figure 2 and Table 2. SFO landings increased by only 28% from 2006 to 2014. Thus if there was no shifting of traffic one would expect an increase of about 28% in the number of SFO arrival flights over each region.

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

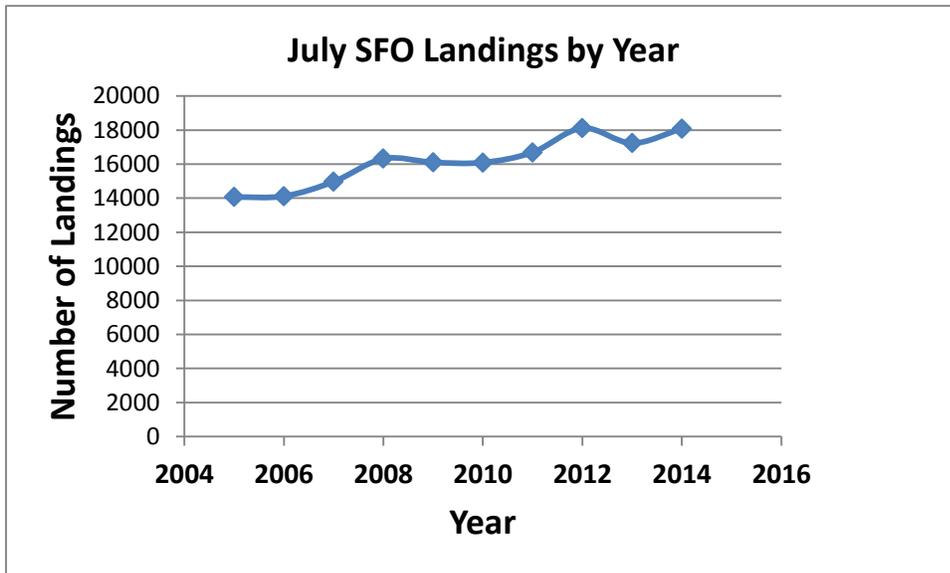


Figure 2 – July Landings at SFO by Year

Table 2 – SFO Landings in July

Year	July Landings	Growth from 2006
2006	14118	
2014	18084	28.1%

The number of SFO arrival flights in each interval, and the changes between 2006 and 2014 are shown in Table 3. The % increases are highest for Palo Alto (66%) and Mountain View (86%). However, in July 2014 Palo Alto had ~6 times as many flights as Mountain View (6017 vs. 1023).

Table 3 - SFO Arrival Traffic, July 2006 to July 2014

Altitude Range:	3000-4000			4000-5000			5000-6000			6000-7000			7000-8000			Total 3000-8000		
	2006	2014	Growth	2006	2014	Growth												
Atherton	383	367	-4 %	629	838	33 %	736	894	21 %	531	627	18 %	123	186	51 %	2402	2912	21 %
Fremont	2		-100 %	12	1	-92 %	230	30	-87 %	3431	2934	-14 %	1043	2933	181 %	4718	5898	25 %
Mountain View	15	6	-60 %	58	54	-7 %	276	534	93 %	135	330	144 %	65	99	52 %	549	1023	86 %
Palo Alto	152	351	131 %	1173	2224	90 %	1681	2718	62 %	525	644	23 %	85	80	-6 %	3616	6017	66 %

The following points can be seen in the data:

- Atherton and Fremont experienced growth in approximate agreement with SFO landing growth.
- Altitudes in the Fremont region increased, with larger growth in the 7000-8000 feet range.
- Mountain View had high growth in the intermediate altitudes, but overall numbers were low.
- Palo Alto experienced very high growth at lower altitudes, and in large numbers of flights.

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Flights between 3000 and 6000 feet are particularly disturbing to people on the ground. The number of SFO arrival flights in this altitude range is given in Table 4 and shown graphically in Figure 3. Palo Alto saw an increase of 2287 flights per month in this altitude range, an increase of 76%, and well above the 28% growth in SFO landings.

Table 4 - Growth in SFO Arrival Traffic, July 2006 to July 2014

Altitude Range:	3000-6000 ft		
	2006	2014	Growth
Atherton	1748	2099	20 %
Fremont	244	31	-87 %
Mountain View	349	594	70 %
Palo Alto	3006	5293	76 %

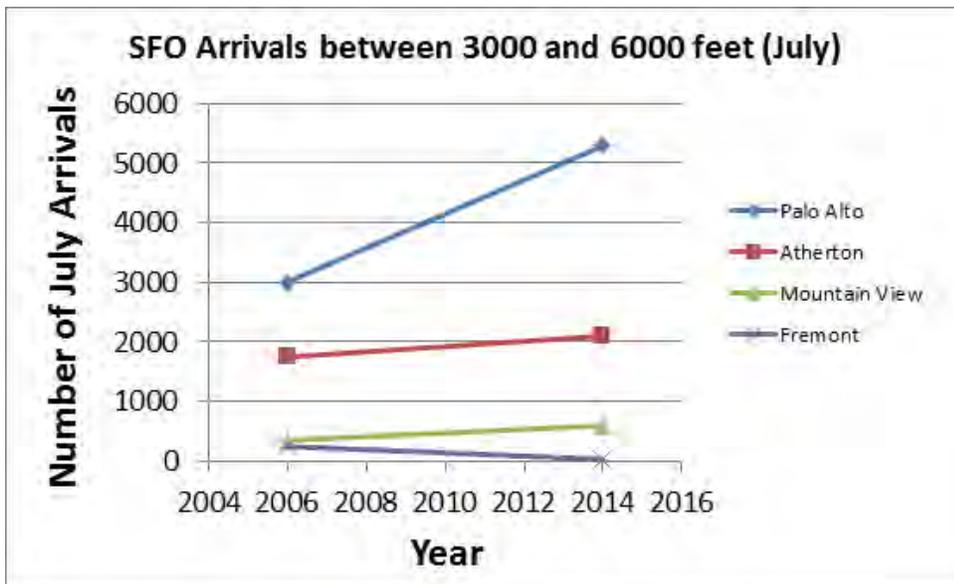


Figure 3 - SFO Arrival Traffic, July 2006 to July 2014

Figure 4 illustrates how SFO traffic over Palo Alto has shifted to lower altitudes. The number of flights in the lower ranges has approximately doubled while those at higher altitudes have grown less or even decreased. This shift to lower altitudes increases the noise impact on the city. For reference, the 28% overall growth in SFO arrivals is shown in red.

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

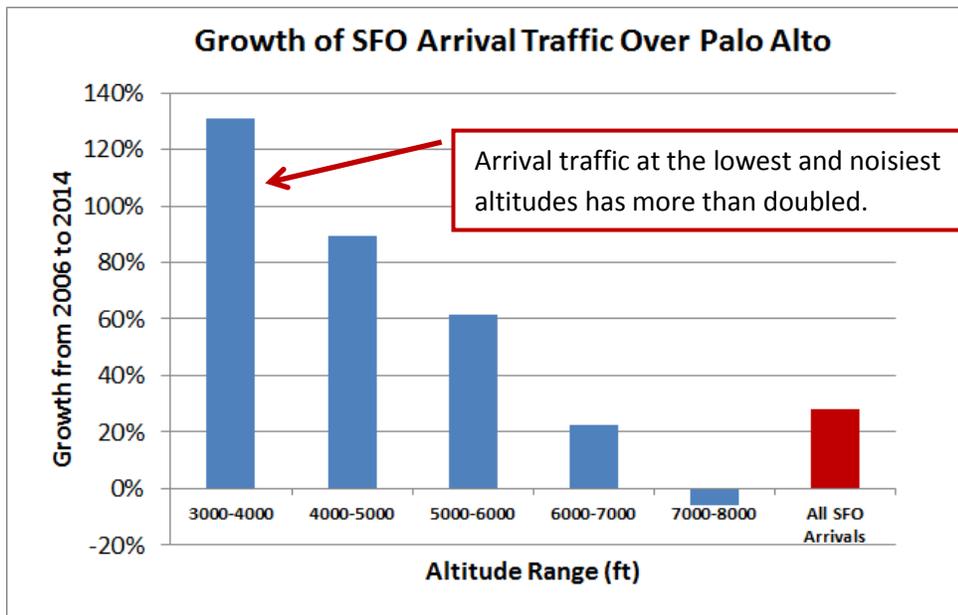


Figure 4 - Growth of SFO Arrival Traffic (2006 to 2014) by Altitude Range

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Analysis – All Traffic

When looking at all air traffic, the growth trends are very similar to SFO arrival traffic as shown in Figure 5 and Table 5.

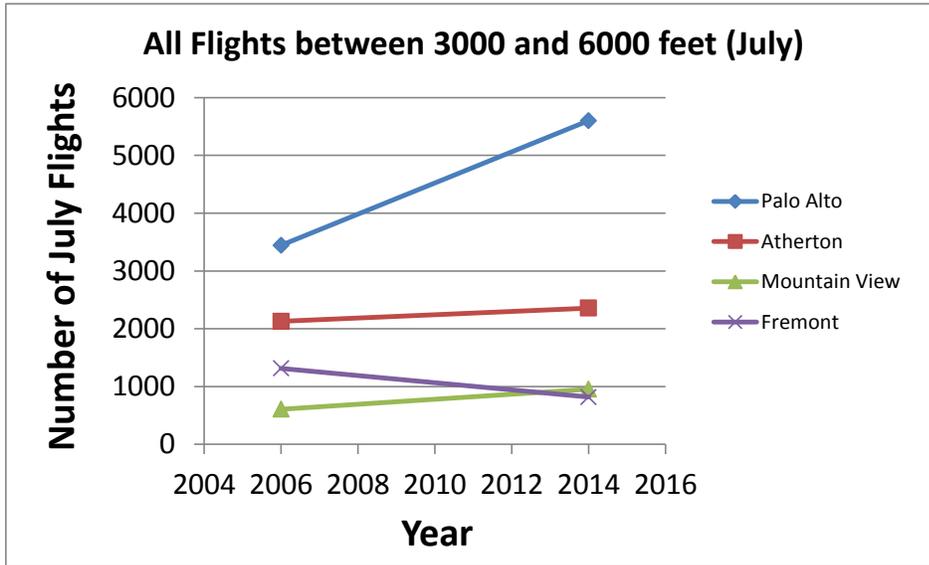


Figure 5 - Total Air Traffic, July 2006 to July 2014

Table 5 - Total Air Traffic, July 2006 to July 2014

Growth in All Traffic, July 2006 to July 2014																		
Altitude Range:	3000-4000			4000-5000			5000-6000			6000-7000			7000-8000			Total 3000-8000		
	2006	2014	Growth	2006	2014	Growth												
Atherton	658	571	-13 %	695	882	27 %	776	904	16 %	601	635	6 %	153	190	24 %	2883	3182	10 %
Fremont	596	343	-42 %	387	379	-2 %	331	97	-71 %	3484	2953	-15 %	1065	2945	177 %	5863	6717	15 %
Mountain View	220	310	41 %	83	95	14 %	304	549	81 %	171	344	101 %	76	109	43 %	854	1407	65 %
Palo Alto	412	551	34 %	1276	2309	81 %	1757	2741	56 %	569	656	15 %	106	87	-18 %	4120	6344	54 %

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Additional Recent Data

Additional flight data for Jan-May of 2015 were obtained from the National Offload Program (NOP). The data for May 2013, May 2014 and May 2015 were analyzed in more detail. Two regions of equal area (2 mile radius) were defined as “N. Atherton” and “Palo Alto” as shown in Figure 6.

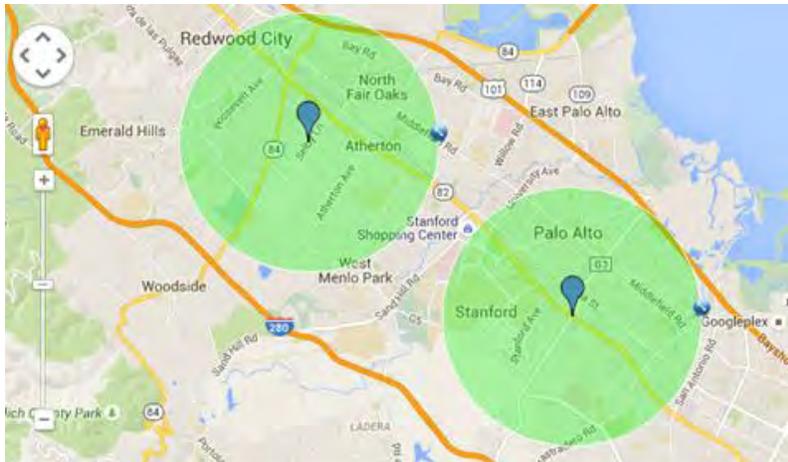


Figure 6 – Two regions for Analysis of May Flight Data

When we include all regional airports, including general aviation, the growth in overall May traffic over Palo Alto in the altitude range 0 to 5000 feet is shown in Figure 7. In this impactful altitude range, there were 209 flights/day on average over Palo Alto, an increase of 53% since 2013.

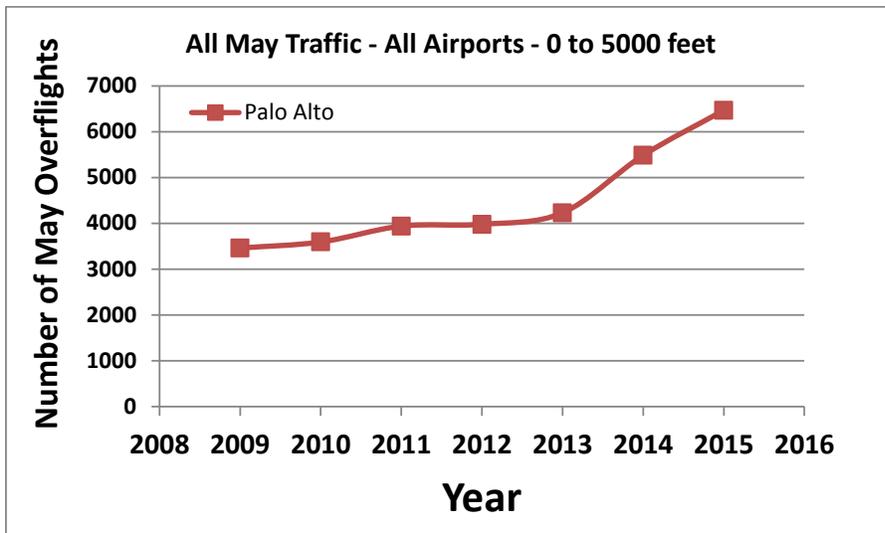


Figure 7 – Growth of All Traffic over Palo Alto in the 0 to 5000 foot altitude range

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

For the period July 2006 through May 2015 which includes the recent implementation of NextGen procedures, the number of flights over Palo Alto in the 3000-5000 foot range from all airports increased from 1688 to 4303 (a factor of 2.5 times).

The growth in May SFO arrival traffic alone in the 3000 – 5000 foot altitude range over the two regions by year is shown in Figure 8. Volumes were basically flat until 2013 at which time a dramatic increase is seen for Palo Alto.

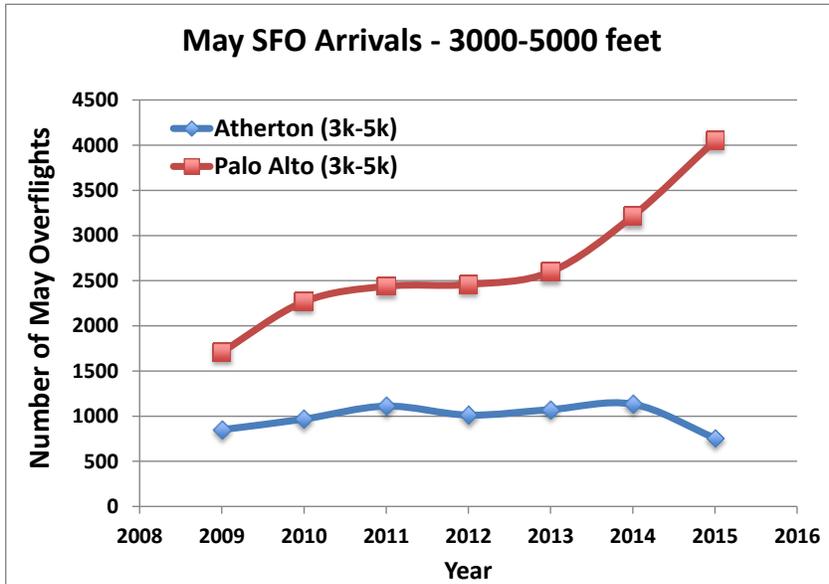


Figure 8 – Growth of May SFO Arrival Traffic by Year

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Focusing on recent years, the growth in May SFO arrival traffic from 2013 to 2015 between 3000 and 5000 feet is shown in Table 6 and Figure 9. Since 2013, the traffic volume grew by 56% over Palo Alto to over 4000 flights per month, but decreased by 30% over N. Atherton to 757 flights.

Table 6 – May SFO arrivals by year – 3000 to 5000 feet

	SFO Arrivals - 3000 to 5000 ft		
Year:	2013	2014	2015
N. Atherton	1073	1133	757
Palo Alto	2598	3215	4051
	Increase from 2013 (%)		
Year:		2014	2015
N. Atherton		5.6%	-29.5%
Palo Alto		23.7%	56.0%

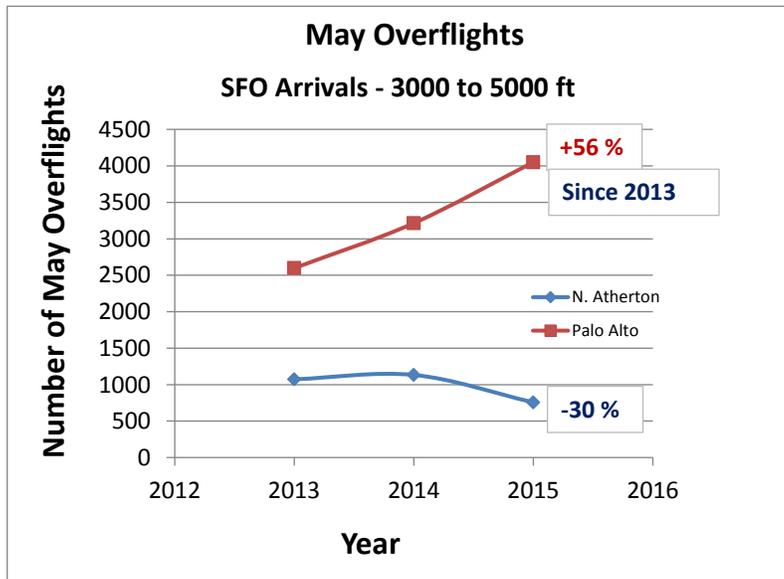


Figure 9 – Growth in SFO arrivals since May 2013, 3000-5000 feet

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

The data for the lower altitude range 3000-4000 feet shown in Table 7 and Figure 10 are even more dramatic, with a 65% increase in flights over Palo Alto and a 61% decrease over N. Atherton.

Table 7 - May SFO arrivals by year – 3000 to 4000 feet

SFO Arrivals - 3000 to 4000 ft			
Year:	2013	2014	2015
N. Atherton	435	411	171
Palo Alto	511	594	844
Increase from 2013 (%)			
Year:		2014	2015
N. Atherton		-5.5%	-60.7%
Palo Alto		16.2%	65.2%

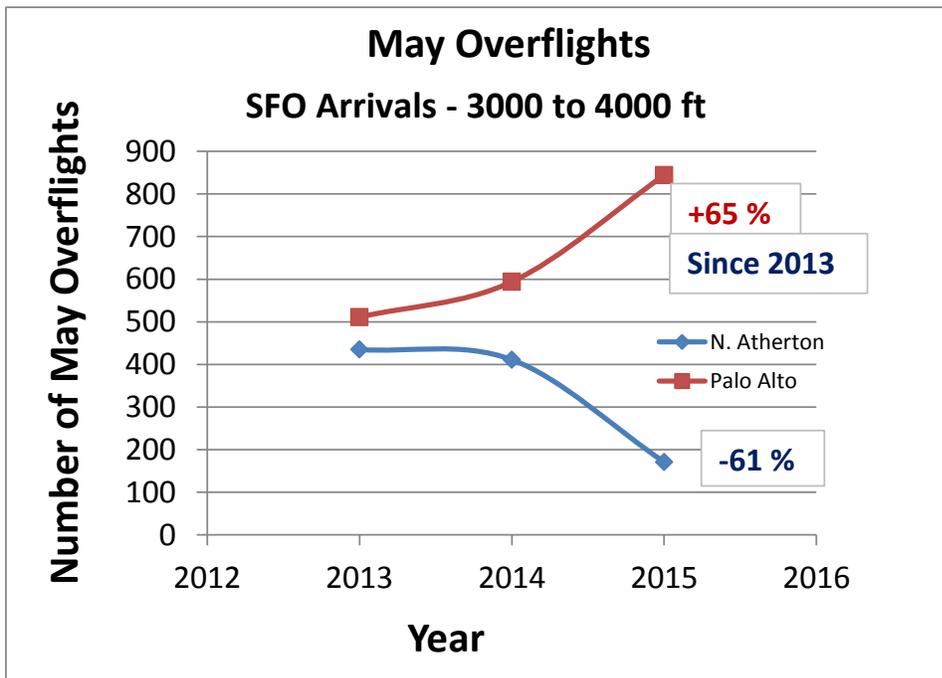


Figure 10 - Growth in SFO arrivals since May 2013, 3000-4000 feet

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Table 8 and Figure 11 show the dramatic increase in traffic arriving at San Carlos Airport. This is in large part due to the introduction of the “commuter” airline Surf Air.

Table 8 - May SQL arrivals by year – All Altitudes

SQL Arrivals - All Altitudes			
Year:	2013	2014	2015
N. Atherton	219	444	834
Palo Alto	177	374	712
Increase from 2013 (%)			
Year:	2014	2015	
N. Atherton	102.7%	280.8%	
Palo Alto	111.3%	302.3%	

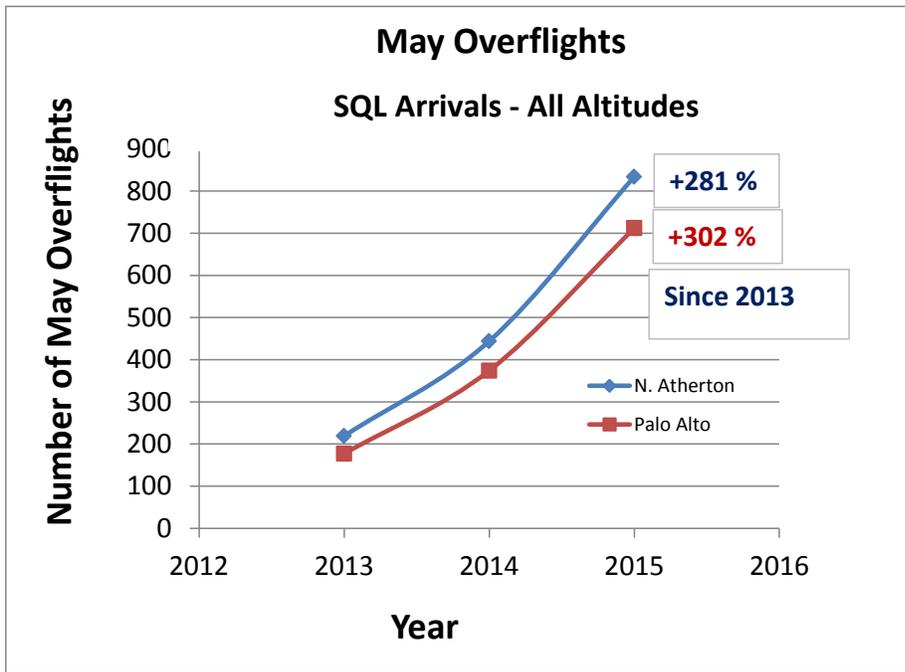


Figure 11 – Growth in May Arrivals into San Carlos Airport

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Summary

This initial data analysis supports the following conclusions

- Between July 2006 and July 2014, the growth of air traffic over Palo Alto has increased by over 2x what would be expected based on SFO arrival growth (66% vs. 28%).
- The growth continued unabated into 2015 with more dramatic increases in flight volume and lowering of altitudes.
- The altitudes of the flights over Palo Alto have decreased, resulting in more noise impact per flight. Some regions within Palo Alto have experienced enormous amounts of low altitude flight increases.
- Neighboring communities have not experienced the same levels of impact.
- Palo Alto has been disproportionately impacted by air traffic changes and increases.

About the Author

Lee A. Christel received a B.S. degree in Applied Mathematics and Engineering Physics from the University of Wisconsin, Madison in 1978 and a Ph.D in Applied Physics from Stanford University in 1981. He has worked as a process engineer and engineering executive in solar energy research, micro mechanical systems (MEMS) and Molecular Diagnostics. Much of his work involves data analysis, reporting, and presentation.

James Sun, an engineer in big data representation, also contributed to this analysis.

Preliminary Flight Data Analysis

(Lee A. Christel, Ph.D, Aug 19, 2015)

Table 9 - SFO Arrival Traffic, July 2006 to July 2014

Altitude Range:	3000-4000			4000-5000			5000-6000			6000-7000			7000-8000			Total 3000-8000		
	2006	2014	Growth	2006	2014	Growth												
Atherton	383	367	-4 %	629	838	33 %	736	894	21 %	531	627	18 %	123	186	51 %	2402	2912	21 %
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Palo Alto	152	351	131 %	1173	2224	90 %	1681	2718	62 %	525	644	23 %	85	80	-6 %	3616	6017	66 %

Table 10 - Total Air Traffic, July 2006 to July 2014

Growth in All Traffic, July 2006 to July 2014																		
Altitude Range:	3000-4000			4000-5000			5000-6000			6000-7000			7000-8000			Total 3000-8000		
	2006	2014	Growth	2006	2014	Growth												
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Palo Alto	412	551	34 %	1276	2309	81 %	1757	2741	56 %	569	656	15 %	106	87	-18 %	4120	6344	54 %

Recipient: Elected Representatives

Letter: Greetings,

Reduce Aircraft Noise over Palo Alto and Neighboring Communities

Petitioning: Palo Alto City Council, Congresswoman Anna Eshoo, Congresswoman Jackie Speier, Santa Clara County Supervisor Joe Simitian, State Senator Jerry Hill, Assembly Member Richard Gordon, and United States Senators Dianne Feinstein and Barbara Boxer.

Aircraft noise is increasing at an alarming rate over our communities. This has a significant impact on our quality of life, including disruption of sleep. The FAA is instituting a new air traffic control system called NextGen, which concentrates flight paths over our homes and schools. Over the past 15 years, SFO arrivals have increased 23%, but flight paths have shifted, increasing flights over Palo Alto 185%, from 70 to 200 arrivals per day. With six airports routing traffic over Palo Alto and neighboring communities, it is critical to monitor and apply best practices to abate aircraft noise.

Furthermore, in 2000, Congresswoman Anna Eshoo and then-Mayor Gary Fazzino, announced an agreement with the FAA and SFO to route flights at a minimum altitude of 5000 feet over Palo Alto in an effort to reduce noise, but planes are now flying much lower. Oakland, San Jose and San Carlos airports are also increasing traffic over our communities with flights as low as 2000 feet.

We ask you, our elected officials, to exercise your full influence and resources to address this problem. In addition to your working with the airports conducting traffic here, we ask you to appeal urgently to Congress, the FAA, and air traffic control to work effectively with communities on noise abatement.

Comments

Name	Location	Date	Comment
Jon Zweig	palo alto, CA	2014-12-05	It is way too noisy up there.
Karen Chakmakian	Palo Alto, CA	2014-12-05	I specifically choose my neighborhood 17 years ago because it was free of train, plane and freeway noise. Growth and increased ground and air traffic is expected, but in the past couple of years, the ridiculous increase in number of flights at incredibly low altitudes makes it sound like a war zone here. It is a constant interruption to daytime work and conversation, and more importantly, I am awakened many times during the night. If I had chosen to live next to an airport, I would have known I was signing up to this, but I am 20 miles from SFO (the primary source of the noise - although all sources seem to be rapidly increasing). Clearly this was recognized as a growing issue even 15 years ago. What happened to those agreements? The FAA can just make changes like this without any regard for the environment or our health? I thank our elected leaders in advance for supporting this effort.
Jennifer Landesmann	Palo Alto, CA	2014-12-05	Respectfully, the FAA, airlines, and airports focus all their energy, innovation, and resources (including our tax dollars) to the experiences of the flying public, and do not fully consider noise on the ground from aircraft, as the public health concern that it is. Change is needed.
Ronald Celaya	Palo Alto, CA	2014-12-05	Over the past year I have been experiencing an increase in noise pollution caused by low flying aircraft. As someone that works from home this is very disruptive to my daily work routine but more importantly the increased air-traffic is impacting my sleep pattern, and my overall quality of life.
Amy Christel	Palo Alto, CA	2014-12-05	I used to enjoy time in my Palo Alto garden, walks in our neighborhoods, and going to bed by 11 pm. But in recent years I have noticed that air traffic over our town has become ominously intrusive. At first I thought I was just becoming more sensitive, but then the Weekly article confirmed that I was not alone in perceiving a change in the skies. The graphic on this petition page doesn't even show the worst of our situation, because it doesn't show the reverse landing pattern that routes San Jose traffic over PA (2000 ft low and loud) when weather and wind patterns shift. The altitude labels on the arrows don't reflect the low flight paths over Peninsula cities. The FAA looks out for the airlines and answers only answers to Congress; so we have to demand that laws and best flight practices govern the skies, and that violators of those laws are fined. I know the skies won't be less busy in ten years--so doing nothing guarantees a bigger problem in the future.
Robin Apple	Palo Alto, CA	2014-12-05	I believe that a quiet palo alto is a better palo alto...Reduce aircraft noise, please!
Cheryl Lilienstein, President Palo Altans for Sensible Zoning	Palo Alto, CA	2014-12-05	The airplane noise over my home has made it unpleasant to be outside. Right now, it's 5:38 AM and there is a plane flying over my home. The planes often go overhead more than one a minute. Astonishing amount of air traffic and new noise that I didn't expect to be living with. Please do something to improve the noise situation. I contacted the airport noise complaint dept: they wrote back something very polite with no information as to what would/could be done.
Jim Wiley	Menlo Park, CA	2014-12-05	Airplane noise has become excessive, especially irritating at night.
Laurie T Jarrett	Palo Alto, CA	2014-12-05	I am signing because of the increased aircraft noise in my neighborhood.
Lauren Sims	Palo Alto, CA	2014-12-05	We are woken up late at night with loud aircraft noise.
David bower	San Francisco, CA	2014-12-05	Increased aircraft noise lowers the quality of life at our home of 37 years

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Nancy Teater	Palo Alto, CA	2014-12-05	Noise has increased to the point that it is hard to enjoy my own back yard. Low-flying planes and helicopters are especially annoying.
Thomas Rindfleisch	Palo Alto, CA	2014-12-05	In recent years, there has been a subjectively noticeable increase in sleep-disrupting aircraft noise over our residential area in Palo Alto, Crescent Park. This is especially annoying during late night (midnight and later) and very early morning hours (as early as 4:00 AM). There have to be better approaches to bay area airports than over dense residential areas.
Solon and Diane Finkelstein	Palo Alto, CA	2014-12-05	Noise is increasing in volume, frequency, and over more hours, including times I try to sleep.
Justin Rittman	Stanford, CA	2014-12-05	Planes are too loud they must be stopped
Nancy Lowe	Palo Alto, CA	2014-12-05	Aircraft noise has effected my quality of life.
Sabrina Bluestein	Palo Alto, CA	2014-12-05	The noise is outrageous and keeps us awake throughout the night.
Ann Educated Woman	Palo Alto, CA	2014-12-05	The late night flights -- every half hour starting at 111PM -- are intolerable.
George Forman	Palo Alto, CA	2014-12-05	Too much.
jennifer baine	palo alto, CA	2014-12-05	I am signing because the flights have become so loud that they wake me up from sleeping.
Lisa Krieger	Palo Alto, CA	2014-12-05	The increasing traffic overhead is creating 'noise pollution' - as insidious as air and water pollution - in one of the few serene and private places left: Home.
Gretchen Schmidt	Palo Alto, CA	2014-12-05	I am tired of being deluged with aircraft noises most of the day and night.
Carol Schultz	Menlo Park, CA	2014-12-05	I have noticed a marked increase in air traffic over the Willows in Menlo Park in the past year. It has inhibited my sleep.
Daniel Mahoney	Palo Alto, CA	2014-12-05	I'm signing because the noise level has increased tremendously and our quality of life is being effected.
Suzanne El Gamal	San Francisco, CA	2014-12-05	The noise has been increasingly disturbing especially in the early hours of the morning. Palo Alto has a noise ordinance, which is totally disregarded and violated by this air traffic. It is very disturbing and definitely compromises our sleep and our property values in which we are heavily invested.
Michael Humphries	Palo Alto, CA	2014-12-05	I am a 27 year resident in Crescent Park and believe this problem needs to be addressed.
Daniel Lilienstein	Palo Alto, CA	2014-12-05	Why can't we share the burden with the rest of the Bay Area? Shift the flight routes periodically so no one community is unduly affected.
Myrna Rochester	Palo Alto, CA	2014-12-05	Citizens need to be heard on this problem, especially if there are solutions to be found.
Kim Lemmer	Palo Alto, CA	2014-12-05	Our peace both indoor and outdoor has been increasingly and substantially reduced by aircraft noise, especially during evenings and overnight. The new practice of further reducing altitude over our city has had a dramatic impact on our sleep and our enjoyment of living in the Bay Area.
Alison Raleigh	Palo Alto, CA	2014-12-05	<p>Too much noise too much of the time!</p> <p>Noise pollution is an increasing public health problem with numerous adverse health effects including hearing loss, sleep disturbances, cardiovascular and psychophysiologic problems, performance reduction, annoyance responses, and adverse social behavior.</p> <p>The World Health Organization, the European Commission, and the Australian government, among others, treat noise pollution seriously; it's time our elected officials do so, as well.</p>

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Frank Ford	Palo Alto, CA	2014-12-05	The noise is increasing
Doria Summa	Palo Alto, CA	2014-12-05	This is a very important issue! sounds like some communities are getting to much of the burden of low-lying aircraft; and the noise and pollution that goes along with it!
Sheila Raleigh	Palo Alto, CA	2014-12-05	The increase in aircraft noise since I moved here over 45 years ago is astounding. While I used to be able to enjoy the pleasant weather and peaceful quality of life both in and outside my house I now find that the air traffic noise overhead has disrupted that possibility. Working on noise abatement is crucial to the welfare of the citizens living here.
Lynda Heiden	Palo Alto, CA	2014-12-05	Aircraft noise over Palo Alto has increased steadily over the past year. Planes seem to flying lower, are less likely to use routes that avoid residential areas, and fly well past reasonable hours. Although we are not near a commercial airport, the noise level is high enough to disturb sleep, conversation, and the ability to hear my TV. Additionally, planes from the Palo Alto airport fly much too low and well into the night. If late night flight is approved, efforts to reduce disturbance should be increased. Thank you.
Judy Kramer	Palo Alto, CA	2014-12-05	We live surrounded by unpopulated spaces. Seems like more of the routes could go over SF Bay in particular.
Susan Cala	Palo Alto, CA	2014-12-05	The noise is increasingly becoming unacceptable.
Ronda Rosner	Palo Alto, CA	2014-12-05	I have definitely noticed increased aircraft noise since the middle of last year as a result of much lower flight paths over our neighborhood. The 11:30 PM flights are now very annoying. I didn't ever expect this much aircraft noise when I bought my Palo Alto home thirty years ago. We need to confront the FAA on this issue.
Sam Cheng	Palo Alto, CA	2014-12-05	Aircraft noise sometimes wakes the baby; it has definitely gotten worse recently.
trish Collins	Palo Alto, CA	2014-12-05	The noise is driving me crazy from the planes at all hours of the days and nights.
David Emmett	Palo Alto, CA	2014-12-05	I've been woken up early in the morning by low-flying commercial aircraft
Lee Christel	Palo Alto, CA	2014-12-05	Recently, air traffic over our neighborhood has become very disturbing. Not only has SFO traffic increased and gotten lower in altitude, but Surf Air going into San Carlos and Palo Alto Airport traffic both further exacerbate the problem. The PA Weekly article (Oct 24) is a nice history of the issue. The FAA looks out for the airlines and answers only to Congress. We have to demand that laws and best flight practices govern the skies, and that violators of those laws are fined. I know the skies won't be less busy in ten years--so doing nothing guarantees a bigger problem in the future.
Robin Reynolds	Palo Alto, CA	2014-12-05	Planes should be routed over the bay whenever possible, and otherwise should be spread out across all communities so that no single cluster of communities bears the full burden.
Dorothy Reller	Palo Alto, CA	2014-12-06	Not only are there too many flights routed over Palo Alto, but they are flying VERY low.
Beverly Brockway	Palo Alto, CA	2014-12-06	the noise wakes us up
Britta Erickson	Palo Alto, CA	2014-12-06	The noise really bothers me.
Nisha Pillai	Palo Alto, CA	2014-12-06	The problem has become really bad in the last few months of 2014. There are days when I'm out walking the dog and can't talk on the phone at all because of low-flying aircraft. I'm inside the house as I type this with the T.V on, and can still hear a passenger jet overhead.
John Eaton	Palo Alto, CA	2014-12-06	so many plane fly almost directly over our house everyday starting around 6am

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James Ferrell	Palo Alto, CA	2014-12-06	I live in Palo Alto and it's getting really noisy down here.
Chaoping Zhou	Palo Alto, CA	2014-12-06	My husband and I have been waken up by aircraft noise during sleep after we moved to our current address.
Fang Tsao	Palo Alto, CA	2014-12-06	The aircraft noise is really annoying and it makes me headache.
Jamila Rufaro	Palo Alto, CA	2014-12-06	The recent airplane is is so loud that it is frightening
Jay Whaley	Palo Alto, CA	2014-12-06	The noise level from low flying airplanes landing at SFO over our neighborhood is disruptive and continues to increase in intensity.
Jenny Wan-Mernyk	Palo Alto, CA	2014-12-06	I support the effort
Susan Graham	Palo Alto, CA	2014-12-06	It is even affecting my sleep , 10:30pm to 11:00pm there was a plane low overhead every 5 minutes
jeannie duisenberg	palo alto, CA	2014-12-06	As I sign this petition, an airplane is roaring overhead. Noise pollution from air traffic has increased over our neighborhood to alarming levels.
Scott Lonergan	Palo Alto, CA	2014-12-06	Aircraft noise over my home has increased by an alarming amount over past 15 years!
meredith warren	Palo Alto, CA	2014-12-06	I too have been bothered by the increased noise over my house. I have 3 animals who are bothered by the noise as well, and one is very sick.
Gigi Babcock	Menlo Park, CA	2014-12-06	I live in Menlo Park, very close to the Palo Alto border. The airplane noise has recently increased significantly and I'd like to see it reduced.
Chrisine Holt	Palo Alto, CA	2014-12-06	Noise level
Margaret Chai maloney	Palo Alto, CA	2014-12-06	I do not want so many of the planes flying over Palo Alto.
Tina Tang	Palo Alto, CA	2014-12-06	the noise from commercial airliners over Palo Alto has increased to an intolerable level in frequency and decibel level. The noise is negatively impacting my neighborhood's quality of life and if not corrected will negatively impact our property values.
Leslie Pearl	Palo Alto, CA	2014-12-06	Despite claims from the FAA, airplane traffic has increased dramatically over the city of Palo Alto. Planes are flying much lower (2,000 feet directly over my home) and the noise level over my neighborhood is unacceptable. Our quality of life has been impacted....it is just plain NOISY!!
Barry Asin	Palo Alto, CA	2014-12-07	I have noticed increased and louder noise from airliners in the last several days. This was never previously noticeable but now is quite disruptive.
Sheldon Kay	Menlo Park, CA	2014-12-07	It is one thing when someone moves next door to an airport and then complains. It is a whole different story when a once private airport starts flying bigger and commercial flights with no end in sight to frequency and noise.
John Furrier	Palo Alto, CA	2014-12-07	Keeping the traffic patterns from pooling over Palo Alto is not a good thing for the quality of life. I can hear the jets clearly as they approach SFO
Gail Jones Beatrice	Palo Alto, CA	2014-12-07	Planes are flying so low over our house we can read the tail clearly. The noise during the day interrupts any activity inside our house. It has to stop!
Siu Williams	Palo Alto, CA	2014-12-07	I petition to reduce the noise from air traffic routed over Palo Alto.
joe straton	menlo park, CA	2014-12-07	We have excessive noise many times a day from an airline called Surf Air flying into San Carlos. They refuse to make any adjustments to their approach to the airport and the airport is unresponsive.
Jeff Rosner	Palo Alto, CA	2014-12-07	there is now a substantial amount of aircraft noise compared to even a year ago. We purposefully purchased our house >30 years as far from the major airports as we could, yet nowit doesn't seem to matter.
Amy Asin	Palo Alto, CA	2014-12-07	If I need to be on the phone, I can no longer keep my windows open during the day.

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Jac Charlier	Chicago, IL	2014-12-07	Greetings from the Fair Allocation in Runways (FAiR) Coalition (www.fairchicago.org). The work you are doing is very exciting to watch, all the way from Chicago. Keep on keeping on...you will make a difference!
Bertha Rodriguez	Menlo Park, CA	2014-12-07	I'm signing because not only is the jet noise is bad; our area has excessive propeller & small plane noise from both Palo Alto & San Carlos air ports.
Kerry Yarkin	Palo Alto, CA	2014-12-07	I am sick of all the airplane noise over my house. We have an older house, built 1952 in midtown, we hear the constant ROAR of airplanes continuously. Impossible to garden or go in back yard to relax, or even take a walk in the neighborhood.
Diane Morrissette	Palo Alto, CA	2014-12-07	The increased noise is disturbing, physically and emotionally, effecting sleep and other quality of life issues.
Nigel Jones	Palo Alto, CA	2014-12-08	Aircraft noise is increasing at an alarming rate over our communities
Marian Richart	Palo Alto, CA	2014-12-08	I am not against change and growth, and I know what it means to live in a busy area, but the Air Traffic increase in both number of planes and noise levels is noticeable, significant, disruptive and preventable. There are solutions that would benefit our communities without harming the airlines.
Abby Bradski	Palo Alto, CA	2014-12-08	I'm signing because I have noticed a dramatic increase in the air traffic noise over both my house in Southgate and over my son's house in North Palo Alto. There are more frequent planes and they are much louder. I feel like I often have no use of my yard as there is the constant noise pollution. I especially notice it because my 1year old granddaughter is afraid of the air traffic noise and not only do the planes sometimes wake her up, but when we are outside she runs into my arms crying every time a plane goes over which is quite often. At times they are so loud they frighten me as it sound like one is must be crashing to make so much noise. It just doesn't seem fair to own these expensive homes and have the quality of living in them so destroyed but something that gives absolutely no benefit to my neighbors or me.
Glenna Houle	Stanford, CA	2014-12-08	Too much noise, too frequent planes flying too low. Quality of life sinks.
Marie McKenzie	Palo Alto, CA	2014-12-08	I am signing because there have been three private pilot accidents (one with four fatalities) in East Palo Alto originating from or attempting to land at Palo Alto Airport. The flight pattern currently used was never used in the past. The new flight pattern flies over 6 major school locations and a Boys and Girls Club where at any given time there are over 1500 students in a one block area. The noise is unbearable. The private pilots fly low and perform flying antics with no regard for East Palo Alto neighborhoods. SFO has several new major commercial planes flying over as well - I anticipate another major crash. Lastly, everyone knows there is a bay very near by and all flights should be routed to fly over the bay not over East Palo Alto! Palo Alto Airport Hurts East Palo Alto!
Julie Kaye	Palo Alto, CA	2014-12-08	I'm signing because the planes are loud and bothersome
Robyn Duby	Palo Alto, CA	2014-12-08	Our family has noticed that the airplane traffic and noise has increased a great deal in the past several years. It seems a great unfairness to be routing so many planes directly over one city.
Anna Jaklitsch	Palo Alto, CA	2014-12-08	Increased air traffic over my house at a lower level and more frequently including some at late nights and early morning
Joanna Oshman	Palo Alto, CA	2014-12-08	The air traffic noise is endless. It's noise pollution and it is effecting our everyday living.
john kunz	Palo Alto, CA	2014-12-08	the aircraft noise has grown noticeably in volume and intensity, and my and my tolerance decreases.

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Marina Jeljaskevica	Palo Alto, CA	2014-12-08	i care
Linda Miola Furrier	Palo Alto, CA	2014-12-08	I want a quiet community to live in.
Susan Newman	Palo Alto, CA	2014-12-08	The noise from fly-overs is getting out of hand. Also, it disrupts cell service in specific spots.
Timothy Barringer	Palo Alto, CA	2014-12-08	My house is under the 7000' approach to SFO. The noise from aircraft using this approach drowns out the nearby freeway noise, especially when there's low hanging clouds!
Truman B. Cross	Palo Alto, CA	2014-12-08	The noise from the low flying planes increased dramatically. It is very frequently startling, at other times bomber-like growl that is scary. Please return planes to the former higher altitude approach.
Maryanne Welton	Palo Alto, CA	2014-12-08	The number of flights over our house has increased over the last 20 years and the noise wakes us up at night. Please make changes to protect our peace and quiet.
kirk welton	Palo Alto, CA	2014-12-08	we have noticed an increase in traffic and in particular an increase in the noise from overhead plane traffic. at times, the noise negatively impacts our conversations and my ability to hear the TV or music or others. in the late evening the noise has affected my sleep.
Alice Holmes	Palo Alto, CA	2014-12-08	I have noticed increased airplane noise over my home, at times I go outside to see what the issue is....while I understand that I live in an urban environment, I am concerned that the routes are over residential areas at low altitudes creating not only noise, but potential safety issues. Please work on noise abatement so that we can continue to enjoy peace and quiet in our house.
Janet Fisher	Palo Alto, CA	2014-12-08	They are flying so low and so loudly we are looking up fearing they may crash.
Nathan Fahrenthoild	Palo Alto, CA	2014-12-08	Late night flights wake the kids
Julianne Stafford	Palo Alto, CA	2014-12-08	Noticeable aircraft noise at my location has increased markedly in the past few years.
Roger Piernot	San Jose, CA	2014-12-08	I have been complaining about commercial aircraft noise over Palo Alto for several years via the SFO noise complaint phone number ever since it became apparent that the routes changed to concentrate flights over Palo Alto. This petition is yet another way for the community to defend itself.
Barbara Dunn Cherry	Palo Alto, CA	2014-12-08	In the past year or two I have noticed a huge increase in the skies over my house of low flying aircraft and especially aircraft noise (as if the engines are loudly throttling back for descent), even waking me sometimes. Please address this increasing problem. Thanks.
Robert Fisher	Palo Alto, CA	2014-12-09	The additional noise is disturbing day and night.
Alan Cooper	Palo Alto, CA	2014-12-09	I'm tired of being waken up in the night (midnight to 2 am) with BIG jet noise that rumbles the house, and with the constant loud noise during the day so that we have to stop talking on our patio until jets fly over.
Anna Berns	Palo Alto, CA	2014-12-09	noise has gotten worse in our neighborhood recently
Jaymati Ranchod	Palo Alto, CA	2014-12-09	Excessive aircraft noise over residences in Palo Alto
Fanny Obadia	Palo Alto, CA	2014-12-09	I live below all that noise. The traffic has been creasing at an alarming rate as well as at anytime!
Stanley Hutchings	Palo Alto, CA	2014-12-09	There are better routes and landing protocols than currently used. Also, small aircraft are even more disturbing and obnoxious than large aircraft going to SFO at higher altitude.

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Amy Stevick	Palo Alto, CA	2014-12-10	I am signing because the plane noise is so loud it wakes my family at night and quite early in the morning. At times the house rumbles as they pass overhead. Very annoying. We need to sleep with our windows closed to get some sleep.
Ross Patterson	Redwood City, CA	2014-12-11	The Surf Air aircraft are rattling the windows on my house on a regular basissmall private aircraft are definitely a nuisance but these larger aircraft need to find a different venue
paul bonifacio	east palo alto, CA	2014-12-11	Noise in general is a big issue in EPA and airplanes from the PA airport is a significant source of it. All we ask is for some quiet please.
Wendy Hopfenberg	Palo Alto, CA	2014-12-11	It's interesting because I read this email upon waking up - with silicone earplugs in my ears and a fan running so that i could sleep with all the airplane noise. When I took the earplugs out, there went a loud plane overhead. This is an issue that needs to be thoughtfully considered with the goal of creative solutions that work for all. Thank you!
Virginia Powers	Palo Alto, CA	2014-12-11	The increased noise has at time alarms me, especially during the night. The increased noise is very noticeable.
Jeff Prudhomme	Menlo Park, CA	2014-12-12	I am very disturbed by the increase in commercial large passenger aircraft flying over my home in Menlo Park bordering Palo Alto. The flight path comes almost directly over my home. I live 18 miles from the airport in a very desirable neighborhood and feel there should be alternates to increased flights and to having direct flights over my house being that distance away. Flights could be routed more toward the bay and kept at a higher elevations before dropping. Also I am impacted by new commuter planes landing in San Carlos Airport with ever increasing flights. These planes are noisier and flit at lower elevations although not directly over my house, but still adds to the increase in noise and undesirability. It greatly effects those directly under the flight path.
Nelvun Joseph	Palo Alto, CA	2014-12-12	Due to safety and the noise level.
Judy Thai	Los Altos, CA	2014-12-13	The amount of airplanes flying overhead is getting excessive! I've noticed the number of airplanes flying overhead have increased, the sizes the planes are larger and they're flying at lower altitudes.
Karleen Turnbull	Palo Alto, CA	2014-12-13	no airplanes over my home
Ambarish Malpani	Palo Alto, CA	2014-12-13	I have noticed an increase in the large commercial plane noise over the last few months. PLEASE do whatever you can to reduce it!
Mark Landesmann	Palo Alto, CA	2014-12-14	Truly amazing that SFO has the audacity to re-reroute much of its traffic to descend over Palo Alto at low altitude. The FAA's current approach is not in keeping with best practices used, for instance, at Heathrow and Sydney.
Andrew Mellows	Palo Alto, CA	2014-12-18	I have lived at this address for 38 years and the noise problem is much worse recently.
Helen Rosenberg	Chicago, IL	2014-12-19	I stand in solidarity with the people of Palo Alto who are suffering the same attack on their quality of life as we are in Chicago.
Al Iwaniec	Norridge, IL	2014-12-19	I agree with this petition
Ann Phillips	Chicago, IL	2014-12-19	The F.A.A.is running roughshod over the citizens of this country. They care not one whit for anyone. Here in Chicago, we breathe in jet fuel - laden air on most days now and are subjected to a barrage of aircraft flying loud and low day and night with little respite. The Mayor refuses to discuss the issue and so all the citizens of this country must support one another and refuse to give up and allow ourselves to be treated with little or no regard by our elected officials. The F.A.A. chief is not elected and is not an aviation professional.

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Steve Lushniak	Chicago, IL	2014-12-19	The FAA is running out of control over the communities thru out this country taking over the skies where we live, learn and play without any community input whatsoever.
Doug Kolasinski	Chicago, IL	2014-12-19	I share the pain of the nextgen rerouting over my house by O'Hare air traffic. I went from a quiet neighborhood to planes flying 1500 ft over my house.
Eileen Schultz	Itasca, IL	2014-12-26	Its time for the airports to be good neighbors and work WITH those affected by airline noise and not AGAINST them ... especially those who have coexisted with the airports before flight patterns were changed.
Ielaina hutson	Palo Alto, CA	2014-12-29	I live in Palo Alto and agree with this cause.
Grace Liu	Palo Alto, CA	2014-12-31	My family's quality of life has been vastly diminished due to the incessant noise of airplanes flying over our home. My calls drop every time a plane flies overhead and this is negatively impacting my small business which I run from my home.
Gretchen Hillard	Palo Alto, CA	2015-01-08	I'm signing because I'm awakened by airplane noise overhead every week, especially on weekends. Planes go over in the middle of the night, very low.
Lindsay Joye	Palo Alto, CA	2015-01-08	I definitely have noticed increased airplane noise over the past 23+ years I've lived here.
Barbara Clark	Palo Alto, CA	2015-01-17	Because the frequency of aircraft flying over my house has increased in the 14 years I have been here. They disturb my early morning sleep and are so low at times it is very disconcerting.
Bette Kiernan	Palo Alto, CA	2015-01-17	Degradation of quality of life due to toxic pollution and noise created by flight paths over Palo Alto
Issac Ohana	Palo Alto, CA	2015-02-02	Noise
Jane Volk-Brew	Palo Alto, CA	2015-02-16	I am signing this petition because I have witnessed the increase in daily air traffic over Palo Alto and am concerned about it.
Richard Zamboldi	Portola Valley, CA	2015-03-03	I work in Palo Alto and hear the constant noise from low flying large aircraft. They need to be forced to fly significantly higher in the sky over residential and commercial areas. Thank you.
LYNN CHIAPELLA	PALO ALTO, CA	2015-03-14	I live in Midtown which for years experienced abnormally high noise levels, especially in the late night and early morning hours from planes "shortcutting" to the Menlo Atherton junction. Average noise level is meaningless when the 1:00 a.m. flight from Hawaii roars over the house your house night after night. Attempts to address concerns to the FAA about the noise has been next to impossible. They don't want to hear from citizens who experience extreme noise from low flying and/or extraordinarily noisy aircraft.
patrick lovejoy	Santa Cruz, CA	2015-03-26	Santa Cruz is being heavily impacted by the implementation of AERFR1 route on March 5th. Our formerly quiet rural area is being hammered with jet noise. It will drive down property values and is causing severe distress to the people who live here
Morgan Lashley	Palo Alto, CA	2015-03-31	I've never paid much attention to planes until recently. I've noticed planes flying lower and lower every month. I sit outside at night frequently and some aircraft appear to be less than 1000 feet, something I used to never see.
Randi Brenowitz	palo alto, CA	2015-04-01	I am tired of the noise. I paid a fortune for my house and now I feel like I'm living next to an airport
larry alton	Palo Alto, CA	2015-04-15	I am directly under the flight path which is very frequent and noisy at low altitude in the evenings around 8pm. About every 2 minutes. Please stop these illegal flights.

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Jeanne Gadol	Portola Valley, CA	2015-04-17	The increase in jets over my home is highly disruptive to my well being, including waking me up at night.
Douglas Pendleton	Palo Alto, CA	2015-04-27	Approaching aircraft constantly violate minimum altitude when flying over my neighborhood. Noise is excessive especially in warmer months when windows and doors to our house are open.
Kathryn Rider	Los Gatos, CA	2015-05-08	The nextgen violates noise abatement laws. Staggered flights and stepped decent needs to be reimplemented.
Dermott Corr	Santa Cruz, CA	2015-05-08	I find the noise impact on my home life of the new landing path to SFO intolerable
Pablo Riviere	Scotts Valley, CA	2015-05-08	I live in Scotts Valley and I am also being affected by the increased airplane noise.
Sheryl Peters	Scotts Valley, CA	2015-05-09	They have also increased over the Santa Cruz mountains and seem lower here, too. We moved here 40+ years ago, enjoying peace and quiet until now. It's not like moving near an airport or under the flight patterns and then complaining. Most of us chose living up here because of the quiet that has, until recently, prevailed.
Bruce Greenblatt	Los Gatos, CA	2015-05-10	The increase in air traffic is really incredible. The flights over our property are nearly non-stop and the noise increase is very high.
Shiv Sikand	Santa Cruz, CA	2015-05-11	The noise is awful
Georgia Hilgeman	Los Gatos, CA	2015-05-12	Terrible and constant airplane noise over my home in the Santa Cruz Mountains. I live in the mountains for quite yet these last few month we've been inundated with terrible airplane noise day and night. Please facilitate the stopping of this.
Cheryl Poland	Los Gatos, CA	2015-05-13	I haven't been able to sleep for the past two months because of the incessant jet noise caused by the SFO arrival flight path being shifted directly above my home in the once-peaceful Santa Cruz mountains. And yes, I do have double-paned windows and a fully insulated house. I can't even imagine what it's going to be like this summer when I have to open my windows.
David Devine	Felton, CA	2015-05-14	disturbing the peace by recent changes in vector.
Kathryn Cerrito	Los Gatos, CA	2015-05-15	My home has been greatly impacted by the noise and low flying aircraft from SFO both departing and arriving. I am worried about the impact on our mountains and the people and wildlife that live here. I find it hard to believe that environmental studies were not done before this new flight path was authorized by the FAA. We live in a beautiful place that is no longer the same. The noise is constant from 6 in the morning until past midnight.
Tong Zhang	帕·奥·, CA	2015-05-17	I totally support the efforts and solutions to reduce air traffic over Palo Alto, and minimize the impact to our life
ca wu	palo alto, CA	2015-05-17	the FAA changed SFO flight route over Palo Alto and its creating a lot of noises pollution.
Sherrie Zheng	Stanford, CA	2015-05-17	The airplane noises are really loud in Palo Alto.
Xueying Gu	Palo Alto, CA	2015-05-17	Don't want to too much noise
Ming Luo	Palo Alto, CA	2015-05-17	I am concerned about the increasing noise.
Bin He	Palo Alto, CA	2015-05-17	i heard a lot of aircraft noise recently and it disturbed my sleep.
Robert Finn	Palo Alto, CA	2015-05-17	It means much to me to have a quiet home.
Ting Yao	Palo Alto, CA	2015-05-17	Flight noise over my house
Lisa Yu	Palo Alto, CA	2015-05-17	airplan noise
Yee Loo	redwood city, CA	2015-05-17	I am signing because of the noise of aircraft over Palo Alto.

Name	Location	Date	Comment
Jennifer liu	Palo Alto, CA	2015-05-17	The noises for the Palo Alto flights are driving me crazy!
Jay Zhu	Palo Alto, CA	2015-05-17	Aircraft noise increases and disturbs my sleeping.
Remy Yan	Palo Alto, CA	2015-05-17	i strongly urge to reduce or eliminate the aircraft noise!
Xiaolin Huang	Palo Alto, CA	2015-05-17	Too much noise from the airplanes passed by. This impacts our regular life.
Tiffany pan	Palo Alto, CA	2015-05-17	recently I found that aircraft noise really affects our daily life. I am really bothered by the noise.
Lingzhi sun	San Jose, CA	2015-05-17	I am singing this because of the loud noise the air crafts is getting these days.
william landgraf	Palo Alto, CA	2015-05-17	I would like to reduce the aircraft noise over Palo Alto, since it makes it more difficult to concentrate while reading or preparing technical reports for clients.
Grace Lee	Palo Alto, CA	2015-05-17	Stop fly over my head, it disturbs my peace , sleep and my life.
Jian Shi	San Jose, CA	2015-05-17	Too much airplane pass our city.
xu ning	Palo Alto, CA	2015-05-17	I hear so many airplanes flying over every day. It's so much noise.
gracie sheng	Palo Alto, CA	2015-05-17	so much noise now over my neighborhood, it disrupts outdoor life so significant and even indoors, lots of vibration can be felt inside home with noise so loud.
nina helmer	Newark, CA	2015-05-18	To reduce aircraft over palo alto
Min Luo	Palo Alto, CA	2015-05-18	we have air planes flying over neighborhood constantly and making very disturbing noises lately, we feel like living at the airport now.
Sophia Liu	Palo alto, CA	2015-05-18	the noise from flights over my house are constant, and loud. I feel living 2blocks away from airport
Yuling sun	Palo Alto, CA	2015-05-18	aip planes flying above Palo Alto disturbed my life
Ping He	Palo Alto, CA	2015-05-18	I am signing this because the noises make me not be able to sleep well
Jun Ruan	Palo Alto, CA	2015-05-18	the increasing noise from the flights significantly affect our lifes
Hui jiao	帕·奥·, CA	2015-05-18	I don't agree with aircraft noise Bay Area signed this petitions.
Yiqiao Zhu	帕·奥·, CA	2015-05-18	It's very distracting when you find out a plane fly over your head. Agree to reduce the noise
Mann Du	Palo Alto, CA	2015-05-18	i havebeen annoyed by the noise from the flights.
Jinping Song	Palo Alto, CA	2015-05-18	I am signing because I don't want to have more noise in Palo Alto. Freeway, Caltrain and high way 82 have already made too much noise. Will not be bearable to have anymore.
helen Zhang	Palo Alto, CA	2015-05-18	every 5 minutes, I can hear the air plan flight over our house, how can my kids sleep?
Han Zhang	Palo Alto, CA	2015-05-18	The air plane fly over our house every 5 minutes, it really bothering us sleep.
Ching Shang	Palo Alto, CA	2015-05-18	the airplane noise is disturbing.
Jane Sheng	Palo Alto, CA	2015-05-18	I'm signing because the noise impact our normal daily life.
Chang Xu	Palo Alto, CA	2015-05-18	I am signing because the increasing aircraft noises is negatively impacting our sleep quality and life quality.
Kate Li	Palo Alto, CA	2015-05-18	I am signing this because I heard increasing loud noise of aircraft at my home recently.
Zhiwei Guan	Palo Alto, CA	2015-05-18	The airplanes are making huge noises.
Denise Kiser	Palo Alto, CA	2015-05-18	Aircraft noise over Barron Park in Palo Alto has increased tremendously.
Jenny Zhang	Walnut, CA	2015-05-18	too much noise from the airplanes passing my community.
Michael Durland	Palo Alto, CA	2015-05-18	The noise is disrupting my sleep, which is negatively affecting my already fragile health.

Name	Location	Date	Comment
Melissa Kaiser	Palo Alto, CA	2015-05-19	I am concerned with the sudden increase in airplanes flying over my home and neighborhood. I am worried about safety and the number of planes that are now populating the sky overhead is alarming. Please take my city off the flight route for SFO.
Ju Yang	Palo Alto, CA	2015-05-19	I'm signing this petition because the increase noise caused by flight over palo alto
Jenny zhang	Palo Alto, CA	2015-05-19	Tonight when I walked outside I have noticed from 8:01pm to 8:27pm there were 7 aircrafts flew over our home area. They were flying so low and I felt so annoyed and almost flee back to home. When I got home from home I heard three aircrafts flew over our area. What a pain now! :(
Meiji Wang	Palo Alto, CA	2015-05-19	the noise impacts quality of sleep
John Wiese	Palo Alto, CA	2015-05-20	I had been aware of an increase in the noise from aircraft flying overhead for some time. Sometimes it was loud enough that I would go outside to see what was flying so low overhead. I tried to ignore it and wrote it off to possible changes in flight patterns due to wind direction. The straw that broke this camel's back occurred Friday night May 15. I went to bed a little after 11:10 pm. From 11:15 pm to 12:05 am, there were loud aircraft noises every 2 to 5 minutes, with a possible break between from 11:45 to 12:00. I don't know if I started to doze and missed a few flights, or there was actually a 15 minute break in the pattern. What I do know is that I was trying to sleep in a house with double-pane glass windows and doors, all of which were closed and I couldn't get to sleep because of the aircraft noise. I am afraid to imagine what it will be like in the summer with the windows open.
Hong Xiang	Palo Alto, CA	2015-05-20	I am signing because the noise greatly lowered my life quality
Haiying Huang	Palo Alto, CA	2015-05-20	Hello, we are deeply disturbed by the aircraft noise in our neighborhood. I have severe sleeping issue, I moved to Palo Alto because I thought it is quite place. The noise really changes quality of my life. Please reroute those planes to the bay rather than cities. Thanks very much for your help.
Linlong Jiang	Palo Alto, CA	2015-05-20	Hello, we are deeply disturbed by the aircraft noise in our neighborhood due to recent FAA change since 3/5/15. I have severe sleeping issue, I moved to Palo Alto because I thought it is quite place. The noise really changes quality of my life. Please reroute those planes to the bay rather than cities. Thanks very much for your help.
Guoping Su	Palo Alto, CA	2015-05-20	It is very noisy with these aircrafts flying by frequently! Also, it is a safety concern as well since it is a densely populated neighborhood with many schools close by. If something goes wrong with the aircraft, the casualty will be high!
Jun Ye	帕·奥·, CA	2015-05-21	Still very noisy tonight, 11:02pm, 11:08pm, two aircraft over my house, May 20, 2015
Scilly Wang	Palo Alto, CA	2015-05-21	I am signing because increasing aircraft noise
Ping Wan	Palo Alto, CA	2015-05-21	Aircraft noise has significant impact on our quality life in palo alto. We strongly hope Congress, the FAA, and air traffic control to work effectively with communities on noise abatement. Thanks
Bei Ding	帕洛阿·托, CA	2015-05-21	I'm signing because I'm a resident in Palo Alto.
Jing Cheng	San Francisco, CA	2015-05-22	Too much noise. Cannot sleep well.
Kai Ma	Palo Alto, CA	2015-05-23	too much noise from the aircrafts days long. It is deteriorating our life quality at Palo Alto.
Sharleen Fiddaman	Palo Alto, CA	2015-05-23	The increased air traffic over my house and Palo Alto in general is very disturbing - night and day!

Name	Location	Date	Comment
Ramakrishna Satyavolu	Palo Alto, CA	2015-05-24	This is a densely populated residential neighborhood where the noise has multiplied in just the last couple of months due to flight path change in March
Karen Hickey	Palo Alto, CA	2015-05-24	It wasn't this noisy before. Stop taking advantage of people without them knowing that you made changes.
Mike Runge	Palo Alto, CA	2015-05-24	I've noticed a lot more noisy air traffic over our home.
Nancy wilhelm	Palo Alto, CA	2015-05-24	I'm signing because my quality of life has decreased: sleep, not able to enjoy a conversation outdoors.
Stephen Pond	Palo Alto, CA	2015-05-24	Excessive, disruptive and way too low and noisy airplanes flying to land at SFO over our Palo Alto Neighborhood every single day! We're a neighborhood, not an extension of the landing strips, re-route the air traffic pattern over the bay or away from residential areas.
james sun	Palo Alto, CA	2015-05-24	fed up with increased aircraft noise
Steven Feinberg	Palo Alto, CA	2015-05-24	There has been an increase in airplane noise overhead at night.
Daniel Tuerk	Palo Alto, CA	2015-05-25	The disturbing flights have been increasing both in numbers and decibels as they fly lower.
Brendan Foley	San Francisco, CA	2015-05-25	increase traffic and noise fro airport landings
Margaret Young	Palo Alto, CA	2015-05-25	My home is adversely affected by the noise of planes slowing down for their approach to SFO.
Susan Scheel	Palo Alto, CA	2015-05-25	The airplane traffic in the early morning hours is now constant and waking my family up starting at 6 am.
Rolf Toft	94306, CA	2015-05-26	I'm signing because I'm disturbed by the increase aircraft noise. The sound of decelerating aircraft engines has really increased in the last year in Palo Alto
Ping Liao	Palo Alto, CA	2015-05-26	Non stop noise passing midnight
Chris Lin	Palo Alto, CA	2015-05-26	Non stop aircraft noise affecting my mental state and proper rest. The increase in noise is too much
Nalini Erlich	Palo Alto, CA	2015-05-26	I don't want to hear the airplanes overhead and it is not ok for a flight path to be reassigned without discussion.
Cedric de La Beaujardiere	Palo Alto, CA	2015-05-26	Aircraft noise disrupts what little peace and quiet I can get in a busy suburban neighborhood and also affects birds, frogs and other wildlife because they can't communicate as effectively (for mating, territoriality, or warning about predators) when a jet is roaring overhead.
Wenwen Zhi	Palo Alto, CA	2015-05-26	My house is locate in Palo Alto. There is notable increasing of the airplane noise.
Cindy Ziebelman	Palo Alto, CA	2015-05-26	The noise from low flying aircraft is rapidly increasing and needs to stop.
anne dazey	palo alto, CA	2015-05-26	too much noise from the aircraft
jennifer wolfeld	palo alto, CA	2015-05-26	I'm extremely bothered by the increased aircraft noise. There are some hours of the day and night that the noise is non-stop--every few minutes. This even occurs on weekends early in the morning and late at night. This noise wakes me up and I can't even hear the birds anymore. I've kept track a few times and counted for example, on May 25th, 10 separate incidences of increased noise within 30-40 minutes. In the few minutes it's taken to write this message, I've heard the obnoxious noise of 8 aircraft overhead. I'd like to see my representatives take this issue seriously. Please take action and let us know about it. Thank you, Jennifer Wolfeld
Marian Cortesi	Palo Alto, CA	2015-05-26	The noise from air traffic after 11:00 pm is especially disturbing. I'm hoping that there are practical solutions to this problem.
Margaret Fruth	Palo Alto, CA	2015-05-26	Everyone needs sleep.

Name	Location	Date	Comment
Tania Goldszmidt	Palo Alto, CA	2015-05-26	I am signing because airplane noise from both commercial and private airplanes flying at low altitudes (many below 2000FT) have become a real noise pollution and health issue. The planes are flying in ever greater numbers and at lower altitudes over our roofs. Remedies to abate this noise must be implemented.
Cindy Kron	Palo Alto, CA	2015-05-27	Concerned about increased aircraft noise and flight paths over my home.
Graig McHendrie	Palo Alto, CA	2015-05-27	I live in the Barron Park part of Palo Alto and find the noise from frequent overhead flights quite bothersome when out side.
Jeffrey Keller	Palo Alto, CA	2015-05-27	Noise from aircraft has increased dramatically. It is constantly interrupting activities outdoors.
Jessica Huang	Palo Alto, CA	2015-05-27	The noise is too load.
Carolyn Williams	Palo Alto, CA	2015-05-27	The airplane noise has increased and increased and it is too much.
Ken Poulton	Palo Alto, CA	2015-05-27	NexGen technology can be used to spread out the noise; it doesn't have to concentrate it.
Aude ismael	Palo Alto, CA	2015-05-27	i'm signing because my family lives right under the new flight path. I have three young children. It would be terrible!
Susana Ruspini	Palo Alto, CA	2015-05-27	My house is my refuge from the world, I don't want more noise than my grandkids can do. I have enough with the train noise. The planes also make you feel unsafe.
Gale Rankin	Palo Alto, CA	2015-05-27	I have noticed significant increases in air traffic and associated noise over our home in recent months. At certain times of day the noise is almost without interruption and continues for an hour or more. The noise can clearly be heard indoors with windows closed, and is a real degradation in our quality of life. Like others, I am willing to share the burden, but not be the brunt of the increase. Please help to restore some balance and quiet peacefulness to our community.
Howard Hoffman	Palo Alto, CA	2015-05-28	The increased noise is quite noticeable. This concentration of flights is unfair and unnecessary.
Cindy Goral	Palo Alto, CA	2015-05-28	the airplane noise has gotten very disturbing to our neighborhood at night.
David Hsu	Palo Alto, CA	2015-05-28	too much noisy from airplanes
Justin Hsu	Palo Alto, CA	2015-05-28	too much noise from flights
Pin-Hua Ko	Palo Alto, CA	2015-05-28	too noisy from airplanes routes changes
Elizabeth Ward	Palo Alto, CA	2015-05-28	The noise is unrelenting. Can the planes fly over the bay up to SFO?
Nora Pan	Palo Alto, CA	2015-05-28	Emotional disturbance!
PATRICIA CORL	Palo Alto, CA	2015-05-28	AIRCRAFT NOISE IS SO INTRUSIVE AND DISRUPTIVE AND IS WORSE THAN EVER BEFORE, DISTURBS SLEEP!!!
Gerald Butler	Palo Alto, CA	2015-05-28	We want fewer and quieter airplane landings that go over our homes. This is a recent new condition that needs fixing now.
Ofer Bruhis	Palo Alto, CA	2015-05-29	Will like to enjoy some quite
Justin Gu	Palo Alto, CA	2015-05-29	Please stop flying the airplanes over Palo Alto! It is so noisy and affects our health!
Ben Lenail	Palo Alto, CA	2015-05-29	I'm signing because we have a commercial aircraft making final descent to SFO above our house every 90 seconds and some are as low as 3,000 feet.
Michael J. Alexander Alexander	Palo Alto, CA	2015-05-29	I believe new FAA flight rules have been unfairly implemented with deliberate disregard of the impact on people living under highly concentrated flight paths to and from SFO.

Name	Location	Date	Comment
Lina Liu	Palo Alto, CA	2015-05-29	Too much noise from the ai rt plane. Affect sleeping
Xiang Gu	帕·奥·, CA	2015-05-29	The frequent air craft noise hevily impact the residents in Palo Alto. Please reduce the noise!
Hannah Lu	Palo Alto, CA	2015-05-29	My neighborhood was once a quiet neighborhood; however, the airplane noise has been unbearable now.
Andrea Stern	Palo Alto, CA	2015-05-30	There is too much airplane traffic noise over my house all day long and into the night! Additionally they fly too low and are even scaring the local birds!
Dandan Limketkai	Palo Alto, CA	2015-05-30	It is very loud when airplane fly over
Eunice Yun	Palo Alto, CA	2015-05-30	I have recently been hearing loud noise from airplanes on top of our neighborhood. It's causing not only noise but also air pollution.
Yiran Wu	Palo Alto, CA	2015-05-30	Reduce the noise pollution; give back a quiet Palo Alto!
Patricia Ziegler	Valley Stream, NY	2015-05-30	I'm signing because we have the same problem in Valley Stream, NY thanks to NextGen routing the planes in such narrow paths. This problem exists across the country. NextGen is worse than a failure. It is an instrument of torture for people on the ground.
nancy madsen	Palo Alto, CA	2015-05-31	I love being outside. Now with thenear constant airplane noise it's become miserable
James Colton	Palo Alto, CA	2015-05-31	The aircraft noise has gotten noticeably worse in the past few months. Even though I have double pane windows, sometimes the noise is out of control.
Rong Xie	Palo Alto, CA	2015-05-31	Now listening and see so often Aircraft, even in the night. Feel like we live so closed to the airport.
Anita Gat	Palo Alto, CA	2015-05-31	I've lived in Palo Alto for over 40 years. I hear the planes going over and I don't like to be on the flight path. Please change it.
Angela Chao	Palo Alto, CA	2015-05-31	The incessant noise from the airlines is never ending. Every few minutes we have to endure the deafening noise and vibrations that make it hard to enjoy what is our Palo Alto and the surrounding area.
Shaohua qu	San Jose, CA	2015-06-01	very noise
Amy Guo	Palo Alto, CA	2015-06-01	i am affected by noise
Patrick Muffler	Palo Alto, CA	2015-06-01	Obvious, obnoxious increase in airplane noise.
scott saslow	Palo Alto, CA	2015-06-01	noise is really out of control! early morning has to stop!
Beatriz Ugarte	Palo Alto, CA	2015-06-02	My work entails condo cringe conference calls throughout the day and the airplanes noise makes it difficult and distracting to continue doing this task efficiently.
Rachel Kellerman	Palo Alto, CA	2015-06-02	This is nota healthy environment for local communities.
Don Mayall	Palo Alto, CA	2015-06-02	The noise level over my house has become unacceptable since last month. Goes till past midnight. Starts at 5am!
Thomas Kellerman	Palo Alto, CA	2015-06-02	I am concerned about noise and environmental pollution
Alpa Shah	Palo Alto, CA	2015-06-03	The new flight plan creates a lot of noise throughout the day and is disturbing.
Linda Xu	Palo Alto, CA	2015-06-03	lindaxu
Alex Rofman	Palo Alto, CA	2015-06-03	I'm signing because the noise from the planes is disruptive and wakes up at unreasonable hours.
Steve Combs	Los Altos, CA	2015-06-03	Constant jet noise over my house from 5am to sometimes as late as 2am since March flight changes and especially Surf Air with low flying turbo props into San Carlos. Must get curfews on flights late at night and early morning!
rossana bruni	Soquel, CA	2015-06-04	I'm also affected by the new nextgen flight path over my home in Soquel

Name	Location	Date	Comment
Tom Sutherland	Palo Alto, CA	2015-06-06	I've been awakened by ver loud airplane noise in the middle of the night on numerous occasions, and the trend does not seem to be abating.
Orit Glenn	San Francisco, CA	2015-06-06	I am signing this because the noise has become disruptive to our daily lives. It keeps us up at night and wakes us up early, even on weekends.
Lalit S	Palo Alto, CA	2015-06-06	Plane noise is too much
Fred Irvine	Scotts Valley, CA	2015-06-07	Too much noise
Allen Hastings	Palo Alto, CA	2015-06-07	The increased number of noisy airplanes going over our house every day is very annoying and stressful.
Jerry Chu	Mountain View, CA	2015-06-07	I've lived in Palo Alto for the past 30 years and have noticed heightened level of noise from airplane, large or small these days. Moreover, the noise has become non-stop, around the clock and is really unbearable. Sometimes I was awakened by the noise in early morning even though my windows were all closed.
Paul Rubinstein	Palo Alto, CA	2015-06-07	Noise is getting intolerable. I can't enjoy being in my back yard on weekend afternoon/evenings. Surely there are alternative paths over the bay that don't invade the privacy and lessen the quality of life of residents.
Amy Kacher	Palo Alto, CA	2015-06-08	The airplane noise has increased so drastically that it is now a prominent disturbance to our neighborhood.
Thomas Kellerman	Palo Alto, CA	2015-06-08	Sunday morning 12 large jets flew overhead and we could clearly read the logo on the tail on a Continental flight. This constant barrage of noise is reducing our quality of life. It's time to push back and claim back some quiet.
Magdalena Cabrera	Palo Alto, CA	2015-06-09	I am opposed to increased flight patterns crossing over Palo Alto.
Eileen Stolee	Palo Alto, CA	2015-06-10	I am bothered by constant airplane noise overhead day and night! Please have planes go over the bay at a higher level! This is changing the quality of life here in Palo Alto.
Sandra Martignetti	Palo Alto, CA	2015-06-11	I've noticed lots more air traffic over my home, with series of planes at least four times a day flying overhead. the planes are flying lower than ever before to the point of being able to read their tail identification. Continental jumbo planes in particular are cruising over too low and too loudly.
Dewan Zeng	Palo Alto, CA	2015-06-11	There is too much plan noise especially in the evening time, which prevents my family from sleeping well.
Janet Maleski	Los Gatos, CA	2015-06-12	I am signing this petition because I live in the "summit" area of the Los Gatos Mountains and have experienced the same noise disturbances from air planes since March of 2015. These disturbances include: a consistent barrage of aircraft flying morning and night leaving no quiet time. This is unacceptable living in the mountains. I live here for serenity. This has changed. Flights continue without curfew to wake us at night.
David Kim	San Jose, CA	2015-06-14	the noise is driving me crazy. fly higher
Mahra Teikmanis	Menlo Park, CA	2015-06-14	I live in Menlo park and where we also see an increase in air traffic disturbance, loud and low flying planes with clustering of activity. The noise abatement measures are not working !
Jonathan Segal '75	Menlo Park, CA	2015-06-14	I've noticed much lower, more frequent, and noisier flights in recent months-- Willows area of Menlo Park
Jim Conley	Fremont, CA	2015-06-15	The shift in flight patterns is ruining life in the Santa Cruz mountains!
MARGARET KUECHLER	Los Gatos, CA	2015-06-17	The flights noise both over my house and my work has increased to the point of being heard thru closed windows. The flight path needs to be put back to where it was before

Name	Location	Date	Comment
Kent Mather	Palo Alto, CA	2015-06-18	...because many of these planes fly directly over our house
Carol Kenyon	Palo ato, CA	2015-06-18	The plane nose over my home unacceptable.
Suzanne Jacobs	Palo Alto, CA	2015-06-18	A really loud plane just flew over my house. This was followed by... another really loud plane flying over my house.
Roger Heyder	Los Altos, CA	2015-06-23	The flights overhead are virtually continuous and LOUD. I did not buy a home under a flightpath because of the noise, and now I seem to. People actually live here, but apparently NO CONSIDERATION whatsoever was given to them when this plan evolved. Just another example of technology gone astray. Get the FAA to return to their original flight strategy and write off the new system - a poorly spent sunk cost that is penalizing the folks that live here.
Liaoteng Wang	Palo Alto, CA	2015-06-24	I'm signing because the increasing noise made by the airplanes has indeed become a nuisance that interferes with the quiet enjoyment of our homes in Palo Alto---for example, people (myself included) have been waken up by these noises at nights.
Richard Staehnke	Palo Alto, CA	2015-06-25	Extremely loud airplane noise late at night and very early morning as well as during the day. I have lived at this location for 50 years and the situation the last ten or so years is terrible. If I can join in a lawsuit I will gladly testify. When I purchased this property I never believed that an airport 25 miles away would have an impact on my quality of life. I insist that you desist in this intrusion.
victoria evans	Palo Alto, CA	2015-06-27	Flights go over my house every 2-3 minutes day and night. This is not fair and a induces a grossly stressful environment day and night for our nieghborhood.
bob foley	palo alto, CA	2015-06-27	increase noise -- violation of curfew and space over open bay where planes can be routed.
Frederick Mugler	Sunnyvale, CA	2015-06-28	I am concerned about the increasing level of airplane noise at all times of the day and night.
Megan McCaslin	Palo Alto, CA	2015-06-30	Being in my backyard during the weekends no longer gives me pleasure, nor does sleeping in my comfy bed at night.....because of the constant parade of airplanes, both commercial and private, flying over my house TOO LOW. I know they have to get where they are going, but why can't they keep at a higher altitude until they reach the water, then descend. They might have to approach the bay further south to have enough time to descend but it would improve the quality of life in palo alto exponentially.
Mari Carmen Fernandez Gonzalez	Palo Alto, CA	2015-07-02	I have noticed an increase in airplane noise around our neighborhood that affects my sleep.
Elizabeth Trumbull	Palo Alto, CA	2015-07-02	I've just heard four planes fly overhead -- all after 11:30PM on a weekday. We're 15+ miles away from both SFO and SJC. This level of noise doesn't make sense. I used to live three miles from SJC and it was far quieter there.
Lawrence Chen	Palo Alto, CA	2015-07-04	I am signing because that there are too many airplanes over my house and some are very low and noisy even after 12 am.
Irina Cross	Catheys Valley, CA	2015-07-04	Noise from the place increased drastically over the last years.
linda rose	San Jose, CA	2015-07-05	I recently moved to Palo Alto, looking for a peaceful, active community for my senior years. I didn't expect the pervasive overhead noise from the SFO traffic at night. It has been distressing, particularly with sleep disruptions.
Rick Parfitt	Los Gatos, CA	2015-07-08	This noise from the new jet route is horrible.
Alicia Shimabuku	Los Altos, CA	2015-07-09	I would not have purchased my home here 3 years ago if I had known that it would get louder overhead from air traffic. I would have found more quiet for my nearly \$23,000 in yearly property taxes. Though this is peanuts to many here, I am not blessed to consider this a drop in the bucket. I purposefully moved here from LOUD San Jose, so this is unacceptable.

Name	Location	Date	Comment
Ellen Gonella	Los Altos, CA	2015-07-10	The noise is awful!
charles Major	Los Altos, CA	2015-07-11	too much noise and planes too low over our home
Barbara Kyser	Los Altos, CA	2015-07-12	I live in south Los Altos and there are many more aircraft going over our area than before and it is very annoying! What can be done about it?
Craig Fitzpatrick	Palo Alto, CA	2015-07-13	We have planes flying over our house every couple minutes times. The noise wakes us up at night.
Mila Goranova	Stanford, CA	2015-07-13	The noise and pollution from flights is unbearable. I want my quiet Palo Alto back!
iein valdez	Palo Alto, CA	2015-07-14	too much noise in our neighborhood
Gershon Diner	Palo Alto, CA	2015-07-14	Enough is enough! we pay so much for the houses. Noise became unbelievable. You need to find other routes and solutions for that ASAP.
Suzanne Bayley	Los Altos, CA	2015-07-14	The noise from low flying aircraft is destroying our community. Many times of the day it is impossible to sit outside in our own backyards without hearing loud aircraft noise. Many nights we are awakened by the same noise and cannot get a good nights sleep. I urge you to do whatever you can to reduce the aircraft noise over our neighborhood.
Linda Ziff	Los Altos, CA	2015-07-14	I am regularly awoken from sleep between midnight and 2 a.m. by loud planes flying over the house.
Craig Seidel	Catheys Valley, CA	2015-07-15	There is a substantial increase in loud plane noise since the change. Even with the windows closed, it's intrusive. With the windows open it's loud enough to wake me up. It's one thing to have property in a flight path. It's something altogether different to have someone move a flight path over your property.
Penelope B Ellson	Palo Alto, CA	2015-07-15	I have noticed increasing frequency of flyovers in my neighborhood. It also seems as though the planes are flying lower over my home and the planes sound louder. It sometimes wakes me. It has once or twice drowned out conversation inside my house.
Jane Stepak	Palo Alto, CA	2015-07-15	I want to encourage our elected officials and others with influence to lobby to change the flight paths to reduce the planes flying over our neighborhood in Barron Park, Palo Alto, CA. Thanks in advance for your help with this.
ganesh venkitachalam	Palo Alto, CA	2015-07-15	Sick of noise.
Ganesh Venkitachalam	Mountain View, CA	2015-07-15	sick of noise
Dana Kornfeld	Palo Alto, CA	2015-07-15	I'm signing because the airplane noise over my home has grown increasingly louder and disruptive to our lives.
Yael Ben-Efraim	Palo Alto, CA	2015-07-15	The airplane noise disrupts our daily life, this is not the community I chose to live at 10 years ago. Quality of life here has simply gotten worse.
scott keller	Palo Alto, CA	2015-07-15	change in flight patterns to SFO now has low flying loud jets flying over my house. This never occurred previously. They should put the routes back to what they were before March 5 this year.
Mo Poonja	Los Altos, CA	2015-07-15	This noise level is getting worse. We have lived in this house for 35 years and never had this level of noise. Thank you
Michele Rowe	Los Altos, CA	2015-07-15	I am stunned at the amount of increased noise from airplanes over our home. It is disruptive and disturbs the people in our neighborhood.
Mary Lynn Dundas	Palo Alto, CA	2015-07-15	sitting on our patio within a half hour 12 planes went over our area and my husband and I could not have a conversation. And at night they feel like they are coming in our bedroom window

Name	Location	Date	Comment
Joseph Guydish	San Francisco, CA	2015-07-15	There is too much air traffic noise over Palo Alto, occurring too early in the morning and too late at night.
Jennifer Hawks	Palo Alto, CA	2015-07-15	I now have regular large aircraft flying low over my condo at 1:36-1:40am every night now.
Nikola Radovanovic	Milpitas, CA	2015-07-15	There is almost no time when you step outside the house that you don't hear a plane.
Paul Reasenber	Palo Alto, CA	2015-07-15	Landing patterns over Palo Alto have greatly increased, and planes are flying lower, making much more noise at night.
Leonard Schwarz	Palo Alto, CA	2015-07-15	Low flying planes in the middle of the night keep waking me up. I'm a sound sleeper, but they are LOUD!
Victoria J Behr	Palo Alto, CA	2015-07-16	This directly affects my home and peace of mind. I was involved in an airplane incident and this severely affects my peace of mind, they are coming close and low. The jets are all the jumbos from overseas, turning over our neighborhood for approach into SFO. As well as the proposed expansion of Surf jet, this will affect our homes and property.
Catalina Verdu-cano	Palo Alto, CA	2015-07-16	The very significant increase in air traffic over our house in Palo Alto is affecting our health, our work and our lives negatively. Our sons and our selves get woken up at night and in the early morning because of the very loud and scary sound of airplanes flying too low and too frequently over our neighborhood. Our windows rattled and our house shakes from the noise and vibration caused by the planes. This needs to end now!
Hong Liu	PALO ALTO, CA	2015-07-16	I am signing this petition because of loud airplane noise day and night.
Hui Cen	Palo Alto, CA	2015-07-16	Increased aircraft noise, too loud and too often. It compromises quality of life and potential health. Now we feel like living in the airport.
Wendy Chen	Palo Alto, CA	2015-07-16	The airplane noise disrupted my sleep, can't function during day time. Had headache all the time.
Mary Taylor	Palo Alto, CA	2015-07-17	Very loud and disturbing our quiet neighborhood
Ale Woo	Palo Alt, CA	2015-07-17	The airplane noise occurs frequently, especially in the late afternoon and early evening, and it's loud and disruptive.
susan stevick	atherton, CA	2015-07-17	Airplane noise much worse in Atherton and Palo Alto .
Margaret Young	Palo Alto, CA	2015-07-17	The noise over my house has increased noticeably over the last several months. It interferes with sleeping, work and using my backyard.
Daniel Chapiro	Palo Alto, CA	2015-07-18	Airplane noise from jets and small aircraft has become a non-stop nuisance, reducing quality of life in the whole area: (1) Commercial traffic should approach over the bay, and fly higher over populated areas. (2) Small, pleasure aircraft, buzzing endlessly over Palo Alto, for the pleasure of the pilots (at the expense of the whole population), can't be justified.
Alan Davis	Palo Alto, CA	2015-07-18	I don't believe there is any justification for the change in the landing patterns over this area of the Peninsula. We have to close our windows now day and night.

Name	Location	Date	Comment
Carolyn Schwartz	Palo Alto, CA	2015-07-18	The noise from the new lower flight paths is causing me stress and disrupting sleep, conversation and TV viewing. Until a few months ago, the planes, which fly DIRECTLY over my house, were at a higher altitude and not as irritating. Why can't the planes fly up the Bay like they used to?
Heiyoun Jung	Menlo Park, CA	2015-07-18	I cannot sleep with my windows open I was lying down at around 3 pm Saturday on my bed and there were non stop airplane noise for over 30 min and drives me crazy. Literally non stop!!!!!!!
M Smith	Palo Alto, CA	2015-07-19	Loud got louder.
C. Murray Hushion	Palo Alto, CA	2015-07-19	As a Registered Nurse, I am aware of the effects of noise pollution on the health & well being of our community. The increase in air traffic over our home in Palo Alto has decreased our quality of life & increased our health risks.
Pete Wisowaty	Palo Alto, CA	2015-07-19	The air traffic noise is getting out of control with too many flights flying over and at very low altitudes. This must be corrected.
Michael Aronson	San Jose, CA	2015-07-20	The frequency of flights over Palo Alto is an equal disturbance to the quality of life over Menlo Park.
George Mount	Palo Alto, CA	2015-07-22	We get many flyovers and the noise has been increasing lately.
Douglas Sharp	Palo Alto, CA	2015-07-24	My formerly quiet neighborhood is now noisier than the barracks off the runway I lived in at Ft Campbell Ky! The planes fly over 24 hours a day. they rattle the windows, dishes on the countertop vibrate about, the dog goes bonkers and I can't SLEEP! I've lived in Palo Alto since 1963 save for my time at military postings. It's never been noisy like this. This noise needs to stop!
Joseph Klesney	Los Altos, CA	2015-07-24	Not all airplane pilots are from Korean Air
Zak MacRunnels	Menlo Park, CA	2015-07-24	I am signing because my family's sleep is interrupted because of the huge SFO bound jets directly over my house every day 365 days per year. Noise pollution is disgusting
Lisa Zhang	Palo Alto, CA	2015-07-25	The aircraft noise has become so much worse that it woke people up even in early morning around 4:20 am every day.
Donald Gardner	Los Altos, CA	2015-07-25	The number of planes flying overhead has increased unexpectedly and they come in waves. It is this stream of low flying jets that is most annoying.
Chuck Godin	Palo Alto, CA	2015-07-25	I'm signing because I and my family are tired of the loud noise over our previously quiet neighborhood. Our quality of life has been affected. There has to be a better solution for our area.
Morris Budak	Sunnyvale, CA	2015-07-27	My peaceful city us being evermore disrupted by lower flying jetliners and other air traffic. I just noted 3 in the last 10 minutes. I have been living here 40 years and cantveverremember it like this. Noise pollution.
Frank Wiley	Palo Alto, CA	2015-07-27	The airplane noise in Barron Park has gotten to the point where even a brief uninterrupted conversation outdoors is not possible.
Roland Finston	Palo Alto, CA	2015-07-27	The quality of life is degraded by all the flights going to SFO. This must be improved.
Tibor Spoon	Palo Alto, CA	2015-07-27	Noise and visual impact have increased drastically since around June 2014. Noise is keeping us awake, is impacting our quality of life during the day
Carol Ruth	Stanford, CA	2015-07-28	Loud airplane noise make for unavoidable noise pollution that degrades quality of life and promotes stress for residents.

Name	Location	Date	Comment
Karl Schmidt	Palo Alto, CA	2015-08-01	The quality of our life has been severely impacted by the increase in air craft noise over my home. Our sleep is disturbed; it is no longer pleasurable to garden; the frequency of noise inside the house is disturbing. Changes need to b made.
Frank Lee	Palo Alto, CA	2015-08-01	The commercial jets landing at SFO are getting louder and earlier in the morning which disrupt quality of life.
Jonathan Ward	Palo Alto, CA	2015-08-01	Too noisy in back yard
Kathryn Bramlett	Palo Alto, CA	2015-08-02	A conversation in a friend's garden was continually punctuated by air noise pauses -- it became ridiculous. I've lived here for many years and only recently has near constant noise pollution from planes become noteworthy.
Cathy Crane Moley	Palo Alto, CA	2015-08-02	The noise and irritation from plane noise at hours including the night have lowered the quality of living in our city.
Casie Walker	Palo Alto, CA	2015-08-03	Increased air traffic and airplane noise over my home is unacceptable.
Jennifer Burnrostro	Palo Alto, CA	2015-08-03	The noise is very disruptive
John Bashyam	Los Altos, CA	2015-08-04	tired of jet noise over the house
Rebecca Sanders	Palo Alto, CA	2015-08-04	I noticed a change in the aircraft noise levels and even have been awoken by what seem to be lower or newer flight paths.
wendy lun	Palo Alto, CA	2015-08-04	there has been so much airplane noise that we can no longer sleep This is a severe public nuisance
Ben Rand	Palo Alto, CA	2015-08-04	Need to re-route the planes
Martha Debs	Palo Alto, CA	2015-08-05	The relentless roar of planes overhead has dramatically reduced quality of life for me here in midtown Palo Alto. I am chronically sleep-deprived; there is no place in the house where I can escape the noise. During the day I cannot open the windows or sit in the garden without constant disturbance from planes. My work productivity has suffered greatly, and my nerves are so frayed that my relationships with loved ones are suffering, too. The situation is unsustainable. Please, please help.
Steve Drenker	Los Altos, CA	2015-08-06	The incessant and LOUD aircraft noise from jets right over our house is driving me crazy. We may have to move if this keeps up. One plane leaves earshot and another immediately enters. They are extremely low, in many cases below 2,000 feet.
christy ong	Palo alto, CA	2015-08-06	I am feeling depressed by disturbing and harmful airplane noise!!!!
James Resneck	Palo Alto, CA	2015-08-07	The noise is nearing the breaking point for me, forcing me to consider leaving this otherwise perfect place where I have lived for the past 45 years.
Cynthia Haven	Stanford, CA	2015-08-08	The noise level has really affected the quality of life in beautiful Palo Alto. It's very noisy much of the time, and much of the night. We're all losing sleep over this.
Justin Chueh	Palo Alto, CA	2015-08-10	I'm signing because the airplane noise in Palo Alto has become intolerable. It has changed by a huge amount since the FAA changed their flight patterns around Palo Alto.
HT sun	palo alto, CA	2015-08-11	Fed up with the daily/nightly onslaught of low flying jumbo jets
Laure Mazzara	Palo Alto, CA	2015-08-13	The noie cause by overflying air craft have become unbearable because of marked increase of the number of aircrafts (sometimes as many of one every 2 minutes) and because planes are flying at lower attitude over MY house.
Sam mazzara	Palo Alto, CA	2015-08-13	the noise of the many aircrafts flying at low altitude, day and night, above our house is unbearable and is affecting our health

Name	Location	Date	Comment
Terry Ku	Palo Alto, CA	2015-08-13	Over the years we have experienced the increase in frequency of the flights - Starting this Summer it's getting intensely disturbing.
Dennis Cheng	Palo Alto, CA	2015-08-13	The noise really bothers our family.
Joerg Rathenberg	Palo Alto, CA	2015-08-13	The noise is becoming unbearable last night I could not sleep as airplanes were going over our house after 10:00 PM - I was woken up this morning at 6:30 by airplanes
Richard Tsina	Palo Alto, CA	2015-08-15	A huge and disturbing increase in large jet and small propeller aircraft noise over my Palo Alto home in the last year. It is disrupting our lives day and night.
Richard Abbott	Palo Alto, CA	2015-08-16	We are awoken nightly by aircraft they used to not bother us but it has gotten worse than ever. It almost reminds me of the time we had sonic booms. There must be a less noisy way to land than flying low over Palo Alto, Ca. I have a health condition and have had to resort to wear eye plugs but even those don't always keep the noise down.
Anil Jain	Palo Alto, CA	2015-08-18	I'm signing this petition because the noise from aircraft flights has gotten consistently worse. The noise during evening hours is very annoying.
Dennis Cheng	Palo Alto, CA	2015-08-18	The airplane noise really affects my sleep quality.
Diana Darcy	Palo Alto, CA	2015-08-18	The noise can be overwhelming and affects quality of life.
Esther Chung	Palo Alto, CA	2015-08-18	I think some improvement could be done to reduce the noise level.
Patricia Cox	Palo Alto, CA	2015-08-18	We hear planes now almost every 4 minutes, and they cross over at an astonishingly low flight level. This changed dramatically in the past week or so, as the new FAA system called NextGen took effect. It is unacceptable.
Bruce Nixon	Palo Alto, CA	2015-08-19	I can't all the NEW aircraft noise!
Jong Kim	Palo Alto, CA	2015-08-19	I have been experiencing an unacceptably high level of aircraft noise that disturbs my work, my family hours, and my sleep - this must stop!!
Bill gargiulo	Palo Alto, CA	2015-08-21	very tired of the constant plane noise. Can not enjoy backyard. I have lived here for 21 years and this has noticeably increased this year.
briggs nisbet	Palo Alto, CA	2015-08-21	low-flying commercial jets create deafening noise several times per day and sometimes at a rate of one per minute.
Cecilia Lancaster	Palo Alto, CA	2015-08-22	My children have told me that teachers are having to stop in the middle of their lessons due to the kids not being able to hear because of the airplane noise (Jordan Middle School)
Caroline Landes	Palo Alto, CA	2015-08-22	I am signing this petition because the increased noise level in my backyard has become obnoxious! We can hardly hear each other if we are sitting on the patio. It is causing a lot of stress. The big aircraft is crossing directly above my property and is so scary. It almost seems one of those planes is going to drop in my backyard. Please tell the FAA to find another flight pattern other than over the beautiful city of Palo Alto.

Carnahan, David

From: Liz Lee <liz@funghi.com>
Sent: Tuesday, August 25, 2015 10:50 PM
To: Council, City
Subject: Message from the City Council Home Page

Hi Honorable City Council members,

I'm emailing about two things.

1st: Please bring back effective gas-powered leaf blower ban enforcement, raise the fines, possibly encourage homeowner compliance, and be proactive rather than just complaint driven. I know it's low priority, but it's an environmental and quality of life issue. I wonder if there's a way to attract gardeners' compliance with positive ways rather than just punishment, such as having blower buy-backs or exchanges with electric blowers, and free rakes and brooms. It worked great when Stephanie and then Oscar endorsed the ban.

2nd: Please take action to reduce airplane noise. It didn't bother me until recently when it started waking me up, and making it hard to watch TV or carry a conversation.

Thanks!

Elizabeth Lee
416 Chaucer St.
Palo Alto, CA 94301

Carnahan, David

From: debbie.tam@thomsonreuters.com
Sent: Tuesday, August 25, 2015 10:11 AM
To: Council, City
Subject: Palo Alto Minimum Wage Ordinance

Hello,

I am an editor with Thomson Reuters. I am requesting a copy of the recently passed minimum wage ordinance. Also, I would like to confirm that the ordinance is fully approved and will take effect January 1, 2016.

Thank you!

Debbie Tam

Carnahan, David

From: Richard Placone <rcplacone@sbcglobal.net>
Sent: Tuesday, August 25, 2015 1:43 PM
To: Council, City
Cc: Keene, James; Gitelman, Hillary
Subject: PC Zoning

Council Members,

Here we go again. Recently the residents of this town expressed their strong disapproval of the failed PC Zoning ordinance. A presumed "Residentialist Council" was elected last time around. I'm seriously having doubts that has made a difference. Why reenact a newer program based on the old failed program? Have zoning regulations for different purposes, - residential, governmental, business etc, and stick to those. So a developer comes in and wants to do more and claims the company will pay a benefit. So what? Lets design our city based on a citizen involved comprehensive plan and stick to it. Developing companies and businesses per se are not people. Set the rules, and property owners will learn to live with them. As long as our council keeps offering possible carrots, the greed in most people will reach for the carrot, regardless of the ill effects this might have on the total community. Look around, Council members and see what past PC developments have wrought.

Richard C. Placone
Palo Alto/Barron Park

Carnahan, David

From: Ray Dempsey <rademps@aol.com>
Sent: Saturday, August 22, 2015 7:07 PM
To: Council, City
Subject: PC's and Parkikng

Dear City Council Members:

As long as Palo Alto remains a desirable city, developers will continue to press their economic advantage over residents' desire for livable neighborhoods. As long as the City Council supports livable neighborhoods, Palo Alto will remain a desirable city.

About the site to apply for a parking permit. Did the Staff deliberately make it a dismal maze in order to supply "proof" that the RPP program is unworkable? First attempt on the 15th simply didn't respond to anything I tried to send. It was as if it wasn't up and running at all. Two days later I tried again. I don't recall the actual sequence of complications, there were too many, but here's a list of events:

Enter a passcode. Confirm passcode. (rejected) Passcode must contain 1 upper and 1 lowercase and a symbol. (why not say that up front?)

Fill in the information; blocks with an asterisk are required. (rejected: You didn't supply a telephone number. (No asterisk at telephone # block)

The system didn't recognize my address as being linked with me. Told me to correct it and sent the address I gave them. It was the address in Professorville I have lived at since 1994. How do I correct that?

Rejected my name and passcode. Changed my attempt to sign on via another site and got in. Tried the other site again, still rejected me.

Said I finally made it and I would get more information in an e-mail. In a couple of days I got an e-mail: "Please upload the approved documents in order to proceed with the permit process." That is the complete message!nnWhat documents? I supplied everything otherwise it wouldn't have told me I'd get my permit!

I uploaded my driver's license but there is no picture on the site to confirm it was my license and not a photo of my dog.

Several times I had to enter the same information over and over. When I entered the information on our only car, the system told me that (license plate number, etc. were already in the system and to enter the correct information.)

I still don't have the ONE permit I am trying to get and have no idea how to get a couple of visitor permits that we could probably use.

I know there is a site to contact if there is a problem. i thought it best to wait until Monday in order to seem sound of mind.

Does the RPP program KNOW that I was possibly the first resident to form a local group of Professorville residents and spent many hours with stakeholders including Chop, Jaimie, the Chamber of Commerce; that I spoke to the Council and wrote letters to the editor, to work out an RPP program and it is trying to get back at me? Am I paranoid or is the system just really screwed up?

Sincerely,

Ray Dempsey
1036 Bryant Street (my real address although the permit program doesn't recognize it)
Palo Alto, CA 94301

Carnahan, David

From: Susan Tachna <stachna@yahoo.com>
Sent: Monday, August 24, 2015 3:33 PM
To: Arp, Ron
Cc: Council, City
Subject: Re: GreenWaste guidelines

Dear Ron,

Thank you for your prompt reply. We have always put out our carts the night before. But in Downtown North, there are always cars filling the spaces in front of many of our houses. (If you are unfamiliar with our neighborhood, may I suggest you drive through it on Sunday night, the night before garbage night?)

No, I will not block our driveway; we need to get in and out - often in a hurry.

I put our carts in the only possible space available, as described in my previous message, yet I received a tag from GreenWaste.

Perhaps you misunderstood my message. I do not have questions for GreenWaste. I am not looking for suggestions as the space simply isn't there. I am asking City Council, ultimately, perhaps you, initially, to work with GreenWaste to set policy that is workable for our neighborhood.

Thank you so much for your attention to this matter. Greatly appreciated.

Sincerely,
Susan Tachna

On Aug 24, 2015, at 3:16 PM, Arp, Ron <Ron.Arp@CityofPaloAlto.org> wrote:

Dear Ms. Tachna:

Thank you for reviewing the cart placement guidelines. We understand that these guidelines cannot be strictly followed in all circumstances and that parking and narrow streets can be an issue in many areas in Palo Alto. GreenWaste will be working with residents in these special areas to figure out suitable cart placement locations. We ask that you please line up your carts as best that you can along the edge of the street on your collection day. GreenWaste will not expect anyone to strictly measure distances between carts and obstructions, they only ask you to get as close to the guidelines as possible. If parked cars in front of your residence are a big problem then one option might be to place your carts in front of your driveway. Another idea may be to set your carts out the night before your service day if no one is parked in front of your house.

Again, we realize that some areas of Palo Alto will need flexibility with these guidelines and please know that GreenWaste will continue servicing your carts in these areas until a solution is found. If you have any further questions then please contact GreenWaste customer service (via email) or by calling (650) 493-4894.

Respectfully,

Ron Arp
Zero Waste Manager
City of Palo Alto

From: Susan Tachna [<mailto:stachna@yahoo.com>]
Sent: Monday, August 24, 2015 10:55 AM
To: Council, City
Cc: pacustomerservice@greenwaste.com
Subject: GreenWaste guidelines

Dear Members of Palo Alto City Council:

I received a hanging card from GreenWaste today asking that we abide by new cart placement guidelines: leave 2 feet between carts, 5 feet from cars, among others. While these guidelines may work in other Palo Alto neighborhoods, the space simply doesn't exist in my neighborhood - Downtown North. In fact, the only space that exists for cart placement for both my next door neighbor and myself is the 6.5 feet of space between our two driveways. ALL of our carts and theirs must fit in this 6.5' space. This either means that we must create layers of carts with NO space between them - with the layers either sticking out into the street, or the layers backing up onto the planting strip between the curb and the sidewalk. The spaces directly in front of our houses (often right up to the lip of our driveways - sometimes overlapping, even) are taken by parked cars and therefore not available in which to place carts.

Would you please make sure that this does not become a problem between GreenWaste and the people of our neighborhood?

Sincerely,
Susan Tachna
614 Everett Ave.

Carnahan, David

From: mmclean@compasstransportation.net
Sent: Monday, August 24, 2015 4:02 PM
To: Barbara Kelly; Council, City
Cc: charters@compasstransportation.net; boconnell@compasstransportation.net; ktaylor@compasstransportation.net
Subject: RE: Tourist Buses on Washington Avenue

Hello Barbara,

Thanks for reaching out to us and we appreciate the feedback. Our charter buses were serving a 60th Birthday Party on Waverley. We apologize for having to stage near your home, and will avoid Washington Ave in the future should we have a charter in the area.

Thanks and please have a great week
Mike

From: bmkelly@hotmail.com [mailto:bmkelly@hotmail.com] **On Behalf Of** Barbara Kelly
Sent: Sunday, August 23, 2015 2:32 PM
To: city.council@cityofpaloalto.org
Cc: Compass Transportation Charters; O'Connell, Bryan; McLean, Michael; Taylor, Kevin
Subject: Tourist Buses on Washington Avenue

Dear City of Palo Alto Council Members,

This is letter of complaint about two very large Compass Transportation tourist buses parking on residential Washington Avenue, *Sunday afternoon*, August 23, 2015. Each bus was about 30 to 50 feet long and both left their noisy engines running for about 30 minutes. I am not the only neighbor who went out and asked the drivers to please turn off their engines. They turned them off briefly to talk to me, saying that the buses got hot, and they needed to keep them on for air conditioning, but the engines of the empty buses were quickly turned on again when I left. The drivers were not particularly helpful, some might say rude. The (35 passenger capacity each) buses were waiting to pick up passengers from a home on Waverley Street. Why were they not parked there?

I know, as one driver reminded me, that the streets and parking are a public benefit for all; however, vans and tourist buses coming and going have become an annoying pattern in our neighborhood, whether it's aggressive real estate companies, tourists who want to see and take pictures of Steve Job's house, or party buses for 2121 Waverley, as a neighbor told me today. Is there anything that can be done to keep these large tourist buses out of residential neighborhoods?

Thank you.

Barbara Kelly
444 Washington Avenue
Palo Alto, CA 94301

Carnahan, David

From: Bob Wenzlau <bob@wenzlau.net>
Sent: Wednesday, August 26, 2015 8:27 AM
To: Council, City
Cc: Bobel, Phil; Peter K Skinner
Subject: Repair Café - How Palo Alto Leads

Council members,

Thought to share a great story that Houzz ran today - a very popular blog to the housing and design community - ran on our Repair Café.

<http://www.houzz.com/ideabooks/53142331>

As I work serving our CAC on the Comp Plan, this captures the best of the civic - private partnerships we recognize across the Plan. We are working with Staff to deepen this relationship into the future, but already enjoy great support.

Read the comments (different than the other place where the not so fun comments reside) to see how clever we all seem to be. Nice to see Palo Alto as an environmental innovator.

The weekends are busy, but do stop by and check the event out this Sunday from 11-3 at the American History Museum, maybe bring a broken item?

Bob

--

Bob Wenzlau
bob@wenzlau.net
650-248-4467

Carnahan, David

From: Lynn Huidekoper <lynn_huidekoper@hotmail.com>
Sent: Monday, August 24, 2015 3:48 PM
To: Stop the Ban Google Discussion Group
Subject: Supervisors Vote on Cold Winter Shelter tomorrow
Attachments: Revised map of winter shelter as of Aug. 14,2015.pdf

Tomorrow, Supervisors will vote on approving the erecting of the cold winter Shelter in Sunnyvale. It s Aug. 25 item #18. Meeting goes from 9AM to 12N. The Victory Village folks who showed their disdain SCC Board for this project last week will be there and most likely in numbers. To get a seat, arrive early. If of you wish to speak to item 18 you need to complete a speaker's form and drop it in the box on the right up front. They will call you up in order of submitting the form.

I have attached the revised map of the shelter.

Consider recommendations relating to construction of a North County Temporary Winter Shelter. (Facilities and Fleet Department)

18.

Possible action:

- a. Approve establishment of a capital improvement project for Temporary Winter Shelter County-owned property located at intersection of California Avenue and Fair Oaks Avenue, Sunnyvale, Assessor's Parcel No. 205-31-001, Project No. 263-CP16016.
- b. Approve Request for Appropriation Modification No. 29 - \$1,307,000 transferring funds from the General Fund Contingency Reserve in the amount of \$857,000, and transferring funds from the Office of Supportive Housing budget in the amount of \$450,000 to the Facilities and Fleet Department Capital budget relating to construction of Temporary Winter Shelter at above said property. (4/5 Roll Call Vote)

 Fiscal/Budget Item Printout

- a. F85 29
- b. [Temporary Winter Shelter Site Plan - Option 1B- Revised 8-14-15](#)

http://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=6061

Map of SCC Govt. Building, 70 W. Hedding (corner of N. First St.) San Jose:

<https://www.google.com/maps/place/70+W+Hedding+St,+San+Jose,+CA+95110/@37.3526644,-121.9037419,17z/data=!3m1!4b1!4m2!3m1!1s0x808fcb7fb1b5dba9:0x9889665044366a28>

City of Palo Alto | City Clerk's Office | 8/24/2015 4:15 PM

Directions and Parking Info:

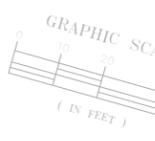
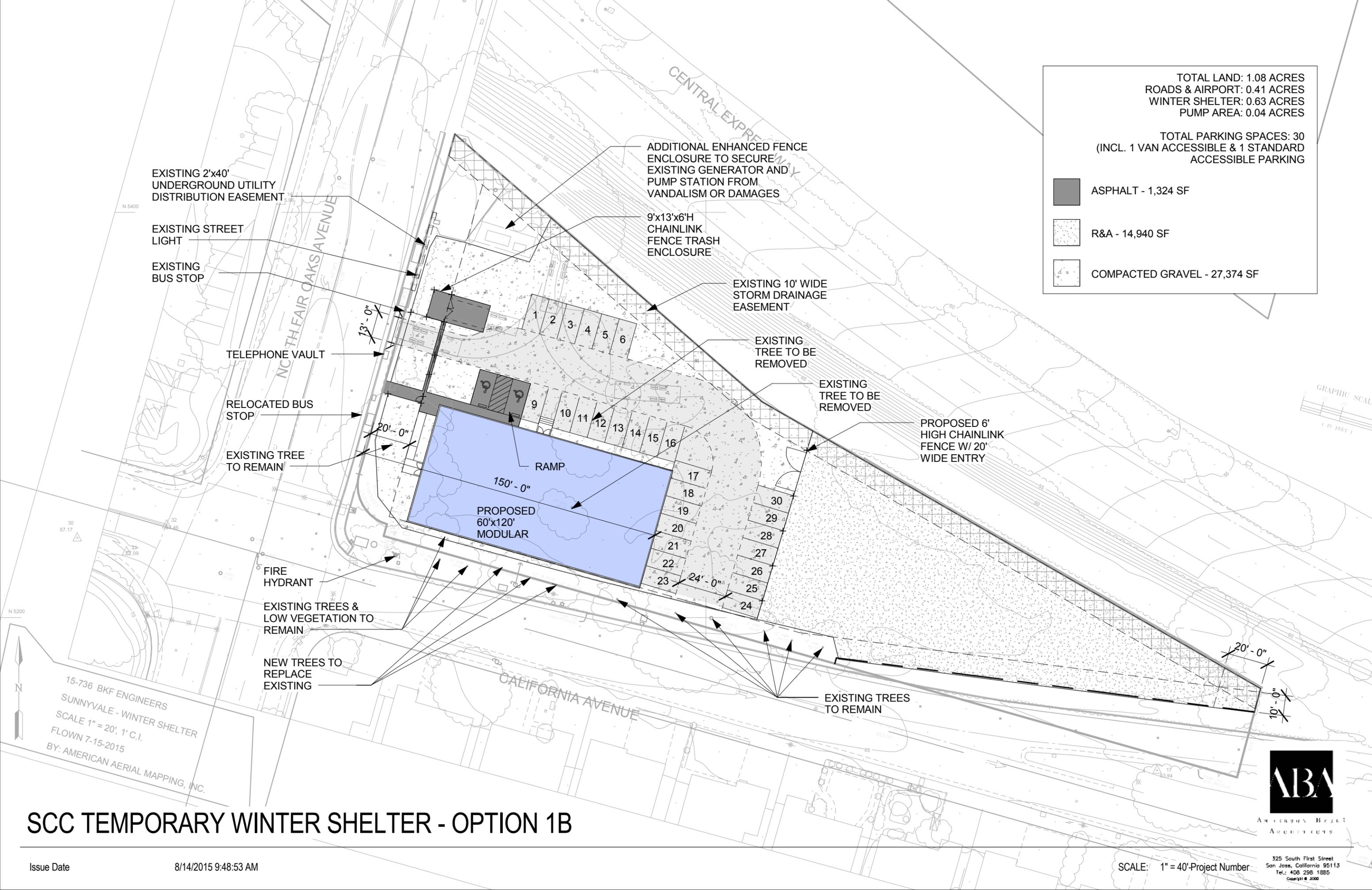
<https://www.sccgov.org/sites/tax/Directions/Documents/Main%20County%20ParkingMap.pdf>

*You can park within walking distance on side/residential streets off of First St. Parking garage is expensive.

TOTAL LAND: 1.08 ACRES
 ROADS & AIRPORT: 0.41 ACRES
 WINTER SHELTER: 0.63 ACRES
 PUMP AREA: 0.04 ACRES

TOTAL PARKING SPACES: 30
 (INCL. 1 VAN ACCESSIBLE & 1 STANDARD ACCESSIBLE PARKING)

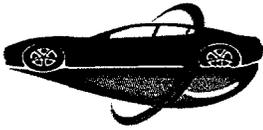
-  ASPHALT - 1,324 SF
-  R&A - 14,940 SF
-  COMPACTED GRAVEL - 27,374 SF



15-736 BKF ENGINEERS
 SUNNYVALE - WINTER SHELTER
 SCALE 1" = 20', 1" C.I.
 FLOWN 7-15-2015
 BY: AMERICAN AERIAL MAPPING, INC.

SCC TEMPORARY WINTER SHELTER - OPTION 1B





**WESTERN
CARWASH
ASSOCIATION**

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

Main Office
520 Capitol Mall, Suite 630
Sacramento, CA 95814

15 AUG 25 AM 11:10

May 13, 2015

City Council
City of Palo Alto
250 Hamilton Ave
Palo Alto, CA 94301

RE: Minimum Wage Draft Ordinance

Dear Members of the City Council:

The Western Carwash Association is the voice of the car wash industry in California, and the west. With over 400 members in California alone, we must share the impacts that a minimum wage increase will have on employees and employers alike.

Minimum wage increases often have a perverse effect on the car wash industry, as the wage increase typically benefits tipped employees who earn the most per hour. A minimum wage increase will ultimately hurt those it intends to help: hardworking non-tipped team members who may work the cash register, or work in other non-tipped capacities who are paid an hourly wage greater than the minimum wage, but still at the lower end of the pay scale. The added pressure from the mandatory annual wage increase for the employees already earning the most (tipped employees) takes the finite labor dollars an operator may have and reduces, if not eliminates, their ability to provide non-tipped employees with a wage increase.

An additional increase to the minimum wage forces car washes to make unfortunate operational decisions to meet the increased labor costs. Our businesses have no choice but to adjust their business plans and budgets, which may mean forgoing expansion and/or reducing operational hours and opportunities for all team members. Furthermore, this increased cost of doing business could discourage new businesses from locating within Santa Clara.

The minimum wage increase will also increase employer costs. The annual wage increase will also result in corresponding annual increases associated with payroll taxes and temporary/permanent disability benefits paid out to employees through workers' compensation. The cumulative impact of these individual costs leaves an operator with few choices but reducing staff levels or cutting staff hours.

Lastly and perhaps most importantly is the fact that an increase in the minimum wage will sharply increase the cost of a car wash to consumers. The car wash industry is an elastic one, and if a customer is faced with the option of now paying \$40 for a car wash, or washing their car on their own, the likelihood that the wash will occur at home is substantially increased.

It is also important that the city consider that, although washing a car in your driveway is currently prohibited as a result of drought regulations, professional car washes use far less water than an at-home wash. As we move towards a way of living that is more water-conscious, the city should encourage the use of professional car washes, which use recycled water, as opposed to hamper our ability to operate by increasing our cost of doing business while simultaneously deterring consumers because of price increases.

We strongly encourage the City Council to consider the minimum wage issue in a more targeted approach to avoid unintended consequences and ensure wage increases are going to those most in need. Below are some points that we respectfully request that you consider incorporating:

Proudly Representing the Carwash Industry in:

Alaska | Arizona | California | Colorado | Hawaii | Idaho | Montana | Nevada | Oregon | Utah | Wyoming | Washington



Main Office
520 Capitol Mall, Suite 630
Sacramento, CA 95814

- A gradual increase that is phased in over a reasonable period of time with built-in triggers to review any possible negative impact on local business. This process would allow the Council to adjust to any needed changes and avoids tying the wage to inflation which seeks to tie the wage to a single economic factor (inflation), while ignoring other measurements of the local economy.
- Create a Total Compensation model where employees whose total taxable and verifiable compensation is greater than the proposed local minimum wage would not receive the city minimum wage increase. This proposal would use the state minimum wage as the earnings floor, plus other taxable and employer-verified income as defined by the State of California. Incorporating this solution would allow the carwash industry to use their finite labor dollars to benefit those employees who are bringing home a salary based on wages alone and may be more in need of additional compensation.

Thank you for your attention and consideration. We remain committed to working cooperatively with the Council on this issue as it moves through the process.

Best Regards,

Western Carwash Association

Kristy Babb
Executive Director

Proudly Representing the Carwash Industry in:

Alaska | Arizona | California | Colorado | Hawaii | Idaho | Montana | Nevada | Oregon | Utah | Wyoming | Washington

8/24/15

 Placed Before Meeting Received at Meeting

RE: Planned Community Ord.
8-24-15

I hope you continue the Moratorium on PC's until there is enough clarity by you and the public to decide if meaningful reform is possible or if PC zoning should die.

I read staff's recommendations to amend the ordinance and saw some I liked, but overall was disappointed both in its tone and specifics. I think the Weekly's editorial pretty much spoke for me generally. But tonight I want to concentrate on the very first section of the PC regulations - section 18.38.010.

PC zoning's "Specific purposes" must be stated clearly. The current ordinance states (#1 below) that PC zoning is particularly reserved for developments "which are of substantial public benefit" (meaning intrinsic benefit). This intrinsic benefit should remain the purpose of the PC ordinance, and this last sentence of the section moved to become the first sentence since all else flows from it (see #2 below).

An updated list of development types should be substituted for the current one in this section, better reflecting the principal of zoning for what is wanted, now and in the foreseeable future (see #2 below for examples).

Please reject staff's re-purposing of PC zoning which disadvantages residents and the City by lowering the bar on substantial public benefits. Staff codifies benefits, making them extrinsic to a development for the first time, thus creating a sort of trickle-down theory of benefit bestowal.

Also reject staffs use of the same tired list of qualifying development-types which are relevant or responsive in a town with 3 jobs for every 1 dwelling.

Keep the Moratorium in place for now, take more time to consider PC reform or demise, and if the time comes, adopt my recommendations.

Winter Dellenbach
La Para, Palo Alto

1. **Current PC Regulation 18.38.010**

Specific purposes.

The PC planned community district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan.

2. **My Amendment to 18.38.010**

Specific purposes.

The planned community district is particularly intended for unified, comprehensively planned developments which are of substantial public benefit, and which conform with and enhance the policies and programs of the Palo Alto Comprehensive Plan. The PC planned community district is intended to accommodate developments for affordable housing, retail, social, cultural, artistic, historical preservation, recreational, and educational, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts.

3. **Staff's recommended amendment to 18.38.010**

Intent and Purpose

The PC planned community [PC] district is intended to accommodate developments for residential, commercial, professional, research, administrative, industrial, or other activities, including combinations of uses appropriately requiring flexibility under controlled conditions not otherwise attainable under other districts. The planned community district is particularly intended for unified, comprehensively planned developments which will result in substantial public benefits not otherwise attainable by application of the regulations of general districts or combining districts, and which conform with and enhance the policies and programs of the Palo Alto comprehensive Plan.

From: Bill Ross

COUNCIL MEETING

8/24/15

Placed Before Meeting

Received at Meeting



City of Palo Alto
City Council Staff Report

(ID # 5664)

Report Type: Action Items

Meeting Date: 8/24/2015

Summary Title: Ordinance Amendment to PC and Prelim Screening Regulations

Title: PUBLIC HEARING: Ordinance to Amend Chapters 18.38, PC Planned Community District Regulations, and 18.79, Development Project Preliminary Review Procedures; Exempt from CEQA under CEQA Guidelines 15061.

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council adopt an ordinance (Attachment B) to implement changes to the PC Planned Community District and Development Project Preliminary Review procedures by amending Title 18 (Zoning) of the Palo Alto Municipal Code.

Executive Summary

The attached ordinance (Attachment B) would enact changes to Chapters 18.38 PC Planned Community District Regulations (PC), and 18.79, Development Project Preliminary Review Procedures (Pre-Screening), of the City's Zoning Ordinance. Revisions are based on comments received from the Planning and Transportation Commission (PTC), City Council, the public, and Policy & Services Committee (the latter related to Pre-Screening).

This text amendment to the Zoning Code was prompted by concerns raised in the community about the ad hoc nature of each separate negotiation for PC projects, overuse of the PC process, inadequacy of public benefits obtained, insufficient transparency, and lack of monitoring and enforcement. Based on these concerns, the City Council approved a "time-out" on all PC requests in early 2014 and directed staff to return with an analysis of reforms and alternatives. Potential reforms and alternatives were discussed at a City Council study session in October 6, 2014.

The proposed revisions to the PC regulations include procedural changes that would require early consultation with the City Council, a definition of public benefit, a requirement for a preliminary economic analysis as part of the application process, consistency with the Comprehensive Plan at time of application, and enhanced monitoring and enforcement

- Eliminate the use of the PC zone except where it already exists;
- The PC district has been a successful tool for producing affordable housing in Palo Alto and should be retained for that purpose;
- Retain the PC regulations to address situations where the zoning regulations have not kept pace with community objectives; and
- The City should zone for what it wants and eliminate PC zoning.

Finally, representatives of the applicant hoping to use the PC process at the corner of Page Mill Road and El Camino submitted comments and suggestions (Attachment J).

Resource Impact

The activities to address PC reform have been included in the Planning Department's work plan. Staff analysis of rezone requests are typically cost-recovery projects. The application fees collected for each zone request represent a deposit, from which staff costs are recovered.

Policy Implication

The recommended action modifies the PC and pre-screening requirements by introducing greater transparency and predictability of the review and decision making. Together, changes to these chapters are intended to ameliorate uncertainty in the community about the future use of the PC and pre-screening regulations. Staff believes the proposed draft ordinance reflects changes requested and conform with and enhance the intent and policies of the Comprehensive Plan. Furthermore, the revisions better balance the desire for flexible development standards and the promoting public good. Currently there is one pending PC zoning application, which is proposing a 33,000 sq. ft. office building on the former VTA lot on the corner of Page Mill Road and El Camino Real (2755 El Camino Real). This project has been affected by the "time out" and the expectation is that Council action will inform the future approach to this development.

Timeline

If approved, a second reading of the Ordinance is required not less than ten (10) days from the approval date. The ordinance would become effective thirty one (31) days from the second reading of the ordinance.

Environmental Review

The zoning code revision is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines Section 15305 (Minor Alternations in Land Use Limitations). Specifically, the proposed project establishes additional regulatory requirements that require additional public outreach (pre-screening), requires additional application requirements (economic analysis) and establishes a public process to review public benefits. Projects subject to the proposed regulatory changes will continue to require project-specific environmental analysis under CEQA.

NOT YET APPROVED

- (c) Development project preliminary review shall be without prejudice to the ability of the ~~city~~City, project proponent, or any interested person to proceed with a development project in any manner, notwithstanding any suggested revisions, alterations, or conditions.
- (d) When preliminary review has been initiated, a project proponent shall have the right to withdraw a development project application at any time before commencement of a public hearing on the first discretionary permit, license, or entitlement for the project. Such withdrawal shall be without prejudice to the project proponents ability to reapply for the same or a substantially similar development project at a future date, subject to the regulations, standards, and policies in effect upon reapplication. Upon such withdrawal, the ~~city~~City shall refund any application processing deposits to the project proponent which have not yet been expended.

SECTION 3. Any provision of the Palo Alto Municipal Code inconsistent with the provisions of this chapter, to the extent of such inconsistencies and no further, is hereby repealed or modified to that extent necessary to effect the provisions of this chapter.

SECTION 4. If any section, subsection, sentence, clause, or phrase of this chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter. The City Council hereby declares that it would have adopted this chapter and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the chapter would be subsequently declared invalid or unconstitutional.

SECTION 5. The Council finds that the adoption of this chapter is exempt from the provisions of the California Environmental Quality Act pursuant to CEQA Guideline section 15061 because it can be seen with certainty that there is no possibility that the project will have a significant effect on the environment in that the proposals make procedural modifications to an already existing zoning district.

SECTION 6. This ordinance shall be effective on the thirty-first day after the date of its adoption.

INTRODUCED:

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

is also necessary for allowing the efficiencies that result from moving directly to the preparation of an EIR where the agency can see that one will clearly be required. This avoids the time involved in the separate step of preparing an Initial Study where the Lead Agency believes it will perform the work of identifying effects as significant or non-significant while it does simultaneous work preparing the EIR.

This section also introduces the term "preliminary review" to apply to this early review of an application for completeness and for a possible exemption from CEQA. This term is needed to provide a shorthand way to referring to these early steps and to distinguish them from the more formal Initial Study process that follows preliminary review.

See Public Resources Code Section 21151.7 which provides that EIRs are required for certain projects.

Public Resources Code Section 21080.1, subdivision (b), requires the lead agency, upon the request of the project applicant, to provide for consultation with responsible and trustee agencies before the filing of an application. The consultation is to cover the range of actions, potential alternatives, mitigation measures, and any potential and significant effects on the environment of the project.

The 1998 amendment emphasizes that preliminary review is the appropriate time to determine whether the project is indeed subject to CEQA. Subsection (c) offers basic guidance in that area. Further, accepting an application as complete does not restrict the lead agency from requiring additional information as may be necessary for the environmental evaluation of the project.

15060.5. Preapplication Consultation

(a) For a potential project involving the issuance of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies, the lead agency shall, upon the request of a potential applicant and prior to the filing of a formal application, provide for consultation with the potential applicant to consider the range of actions, potential alternatives, mitigation measures, and any potential significant effects on the environment of the potential project.

(b) The lead agency may include in the consultation one or more responsible agencies, trustee agencies, and other public agencies who in the opinion of the lead agency may have an interest in the proposed project. The lead agency may consult the Office of Permit Assistance in the Trade and Commerce Agency for help in identifying interested agencies.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080.1, Public Resources Code.

Discussion: This section incorporates the provisions of Public Resources Code Section 21080.1 enabling a project proponent to request a preapplication meeting with the lead agency to discuss their project. The lead agency is responsible for holding the meeting and may ask the California Office of Permit Assistance for help in identifying state and regional agencies that may be interested in the proposed project.

15061. Review for Exemption

(a) Once a lead agency has determined that an activity is a project subject to CEQA, a lead agency shall determine whether the project is exempt from CEQA.

(b) A project is exempt from CEQA if:

(1) The project is exempt by statute (see, e.g. Article 18, commencing with Section 15260).

(2) The project is exempt pursuant to a categorical exemption (see Article 19, commencing with Section

15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2.

(3) The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

(4) The project will be rejected or disapproved by a public agency. (See Section 15270(b)).

(c) Each public agency should include in its implementing procedures a listing of the projects often handled by the agency that the agency has determined to be exempt. This listing should be used in preliminary review.

(d) After determining that a project is exempt, the agency may prepare a Notice of Exemption as provided in Section 15062. Although the notice may be kept with the project application at this time, the notice shall not be filed with the Office of Planning and Research or the county clerk until the project has been approved.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(b), 21080.9, 21080.10, 21084, 21108(b), and 21152(b), Public Resources Code; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68.

Discussion: This section outlines the review of a project to see if the project is exempt from CEQA. This review corresponds to the first steps of the process as shown on the flow chart in Appendix A. Reviewing a project for exempt status at this early time can avoid the expense of the CEQA process.

Subsection (b)(3) provides a short way for agencies to deal with discretionary activities which could arguably be subject to the CEQA process but which common sense provides should not be subject to the Act.

This section is based on the idea that CEQA applies jurisdictionally to activities which have the potential for causing environmental effects. Where an activity has no possibility of causing a significant effect, the activity will not be subject to CEQA. This approach has been noted with approval in a number of appellate court decisions including the State Supreme Court opinion in *No Oil, Inc. v. City of Los Angeles*.

Subsection (d) notes that timing and processing of the Notice of Exemption is to be compatible with the requirement in Section 15062 that the notice not be filed until after the agency has made a decision on the project. Section 15061(d) allows the Notice of Exemption to be completed during the preliminary review and to be kept with the project file during the processing of the project application. By including the notice in the file, the agency would show any people reviewing the file that CEQA had been considered, that the agency regarded the project as exempt, and that the agency would be ready to file the notice as soon as the decision was made on the project.

15062. Notice of Exemption

(a) When a public agency decides that a project is exempt from CEQA and the public agency approves or determines to carry out the project, the agency may file a Notice of Exemption. The notice shall be filed, if at all, after approval of the project. Such a notice shall include:

(1) A brief description of the project,

(2) The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map, preferably a copy of a U.S.G.S. 15' or 7-1/2' topographical map

Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:

- (a) Grading on land with a slope of less than 10 percent, except that grading shall not be exempt in a waterway, in any wetland, in an officially designated (by federal, state, or local government action) scenic area, or in officially mapped areas of severe geologic hazard such as an Alquist-Priolo Earthquake Fault Zone or within an official Seismic Hazard Zone, as delineated by the State Geologist.
- (b) New gardening or landscaping, including the replacement of existing conventional landscaping with water efficient or fire resistant landscaping.
- (c) Filling of earth into previously excavated land with material compatible with the natural features of the site;
- (d) Minor alterations in land, water, and vegetation on existing officially designated wildlife management areas or fish production facilities which result in improvement of habitat for fish and wildlife resources or greater fish production;
- (e) Minor temporary use of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, etc;
- (f) Minor trenching and backfilling where the surface is restored;
- (g) Maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies;
- (h) The creation of bicycle lanes on existing rights-of-way.
- (i) Fuel management activities within 30 feet of structures to reduce the volume of flammable vegetation, provided that the activities will not result in the taking of endangered, rare, or threatened plant or animal species or significant erosion and sedimentation of surface waters. This exemption shall apply to fuel management activities within 100 feet of a structure if the public agency having fire protection responsibility for the area has determined that 100 feet of fuel clearance is required due to extra hazardous fire conditions.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

Discussion: This section describes the class of projects involving minor alterations to the land. The 1998 revision to the section specified that this exemption applies to fuel management activities which will not impact threatened or endangered species or result in significant erosion or sedimentation.

15305. Minor Alterations in Land Use Limitations

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density, including but not limited to:

- (a) Minor lot line adjustments, side yard, and set back variances not resulting in the creation of any new parcel;
- (b) Issuance of minor encroachment permits;
- (c) Reversion to acreage in accordance with the Subdivision Map Act.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public

CEQA

The California Environmental Quality Act

Title 14. California Code of Regulations
**Chapter 3. Guidelines for Implementation of the
California Environmental Quality Act**

Article 19. Categorical Exemptions

Sections 15300 to 15333

15300. Categorical Exemptions

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15300.1. Relation to Ministerial Projects

Section 21080 of the Public Resources Code exempts from the application of CEQA those projects over which public agencies exercise only ministerial authority. Since ministerial projects are already exempt, categorical exemptions should be applied only where a project is not ministerial under a public agency's statutes and ordinances. The inclusion of activities which may be ministerial within the classes and examples contained in this article shall not be construed as a finding by the Secretary for Resources that such an activity is discretionary.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual

circumstances.

(d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Note: Authority cited: Section 21083, Public Resources Code; References: Sections 21084 and 21084.1, Public Resources Code; *Wildlife Alive v. Chickering* (1977) 18 Cal.3d 190; *League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896; *Citizens for Responsible Development in West Hollywood v. City of West Hollywood* (1995) 39 Cal.App.4th 925; *City of Pasadena v. State of California* (1993) 14 Cal.App.4th 810; *Association for the Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720; and *Baird v. County of Contra Costa* (1995) 32 Cal.App.4th 1464

Discussion: In *McQueen v. Mid-Peninsula Regional Open Space* (1988) 202 Cal. App. 3d 1136, the court reiterated that categorical exemptions are construed strictly, shall not be unreasonably expanded beyond their terms, and may not be used where there is substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment.

Public Resources Code Section 21084 provides several additional exceptions to the use of categorical exemptions. Pursuant to that statute, none of the following may qualify as a categorical exemption: (1) a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources within a scenic highway (this does not apply to improvements which are required as mitigation for a project for which a negative declaration or EIR has previously been adopted or certified); (2) a project located on a site included on any list compiled pursuant to Government Code section 65962.5 (hazardous and toxic waste sites, etc.); and (3) a project which may cause a substantial adverse change in the significance of a historical resource.

15300.3. Revisions to List of Categorical Exemptions

A public agency may, at any time, request that a new class of categorical exemptions be added, or an existing one amended or deleted. This request must be made in writing to the Office of Planning and Research and shall contain detailed information to support the request. The granting of such request shall be by amendment to these Guidelines.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15300.4. Application By Public Agencies

Each public agency shall, in the course of establishing its own procedures, list those specific activities which fall within each of the exempt classes, subject to the qualification that these lists must be consistent with both the letter and the intent expressed in the classes. Public agencies may omit from their implementing procedures classes and examples that do not apply to their activities, but they may not require EIRs for projects described in the classes and examples in this article except under the provisions of Section 15300.2.

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

COUNCIL MEETING

8/24/15
 Placed Before Meeting
 Received at Meeting

August 24, 2015

**AUGUST 24, 2015, CITY COUNCIL MEETING, AGENDA ITEM #10
ORDINANCE TO AMEND PC ZONING REGULATIONS AND PRELIMINARY REVIEW PROCEDURES**

Dear City Council:

I urge you to remove this item from your agenda and reschedule it for a future agenda at least two weeks from tonight to provide everyone adequate time to review the proposed ordinance that is the subject of this agenda item.

You have previously received a commitment from staff to provide you with agenda item materials eleven days prior to the date of a meeting.

However, often staff omits controversial and complex items from the agenda packet you receive eleven days before a meeting and instead provides them at a later date.

Tonight's proposed ordinance was the only attachment omitted from a 292-page staff report for this agenda item.

The proposed ordinance was omitted without explanation.

The identifying BlobID number contained in the URL address for the late arriving draft ordinance (Attachment B to Staff report ID #5664) provides unobtrusive evidence that the draft ordinance was created after the reports for next week's agenda were created.

There is no excuse for staff expecting the Council, the public, and the press to consider items that arrive after they were supposed to be sent to the Council.

Staff will continue this behavior as long as a majority of the Council tolerates this behavior.

Please remove this item from tonight's agenda and direct staff to place the item on an agenda at least two weeks from tonight.

Thank you for your consideration of these comments.

Sincerely,
Herb Borock

ATTACHMENT: FEBRUARY 3, 2014 LETTER
ABOUT PC ZONE DISTRICT (2 PAGES)

Minor, Beth

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: herb <herb_borock@hotmail.com>
Sent: Monday, February 03, 2014 4:40 PM
To: Council, City, Clerk, City
Subject: February 3, 2014, Council Meeting, Item #9: PC Zoning

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

February 3, 2014

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

9
COUNCIL MEETING

2/3/14
 Placed Before Meeting
 Received at Meeting

**FEBRUARY 3, 2014, CITY COUNCIL MEETING, AGENDA ITEM #9
PLANNED COMMUNITY (PC) ZONING**

Dear City Council:

I urge you to take the following actions:

1. Direct staff to place an ordinance on your next agenda to:

(a) eliminate Chapter 18.38 of Palo Alto Municipal Code (PAMC) for all applications that have not received final Council approval as of the date the draft ordinance first appears on your agenda (i.e., next week); and

(b) retain the provisions for existing PC zones for:

(i) minor changes to a development plan (portion of PAMC Section 18.38.070);

(ii) changes in development schedule (PAMC Section 18.38.130);

(iii) failure to meet development schedule (PAMC section 18.38.140), but not including the last ~~section~~ *Sentence* of 18.38.140(b) that shall be eliminated; and

(iv) inspections (PAMC Section 18.38.160).

2. Direct staff to return to the Council with an analysis of a potential replacement for the eliminated PC zone district regulations.

An expression of intent by the Council to defer requests for rezoning to the Planned Community zone district does not have the force of law and does not protect the City from a legal challenge by an applicant for a PC zone district.

A moratorium is not the only alternative to an expression of intent.

Amending the Zoning Ordinance as I have suggested above does have the force of law and would apply to any PC application that has not yet received final approval from the Council.

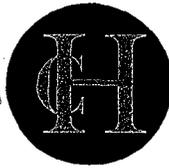
When you are ready to enact a replacement for the eliminated PC zone district regulations you can do so.

Thank your for your consideration of these comments.

Sincerely,

Herb Borock

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE



15 AUG 24 AM 10:46
Christine Hansen, DDS
Roberta R. Jurash, DDS
Restorative & Cosmetic Dentistry



2015 AUG 24 AM 10:15
RECEIVED
CITY MANAGER'S OFFICE

cc: Ed Shikada
Hillary Gitelman
Jessica Sullivan
Sue-Elen Atkinson
Clerk's office
Zariah Betten
Janice Svendsen

Mr. James Keene
City Manager
City of Palo Alto
250 Hamilton Avenue
Palo Alto, Ca 94301

Dear Mr. Keene

I have been practicing dentistry here on Waverley St for more than 15 years. I have 11 full or part time employees who work with me in my practice. We love serving the people of Palo Alto, indeed we have been voted Best Dentist in Palo Alto in the Palo Alto Weekly poll for both 2014 and 2015.

I am writing on behalf of my employees and what I consider to be a significant threat to the viability of my business here in Palo Alto.

As you know the City has established that effective September 15 all employees in Palo Alto must have parking permits, to park within the city limits. We learned today that there is a waiting list of at least three to six months to get permit parking. Even then availability of permits will depend on people dropping off the waiting list. The proposed solution is that my employees will pay \$17.50 per day for daily parking. My employees do not make enough money to bear this out of pocket expense. At \$350 per month per employee it would cost me almost \$4000 per month to subsidize their parking. We simply cannot absorb this type of type of added cost.

You speak on your webpage about "our rich history of entrepreneurship", please don't forget about the small entrepreneurs in our city.

I would respectfully ask that you and the City Council address this untenable situation.

Sincerely

Christine Hansen DDS

Cc City Council