

From: [Howard Friedman](#)
To: [Council, City](#)
Subject: Airport Expansion
Date: Monday, September 16, 2024 12:32:23 PM

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Hon. Board Members,

I am writing to express my concerns about the potential expansion of the airport near Baylands Park. I am not a citizen in the city of Palo Alto, but I frequent the park. Building an expansion of the airport seems to serve a limited, yet powerful part of your community. I hope that the safety and environmental concerns about the expansion will halt such actions. The damage to the bay and to the local marsh habitat will be tragic and irreversible once it is done. Many migrating birds pass through here, the marsh helps clean our water and protect against tidal surges. We have endangered wildlife that live in the marsh. The reasons to not expand the airport do not seem to justify damaging this wonderful park and its environment. I hope you all make a wise decision for all future generations and not for the few.

Thank you,

Howard Friedman
San Jose, CA

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From: [Gretchen Hillard](#)
To: [Council, City](#)
Subject: Palo Alto Airport Expansion
Date: Monday, September 16, 2024 10:45:09 AM

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Dear Mayor Stone and Councilmembers,

I am writing to express my opposition to the expansion of the Palo Alto Airport, and my support for a plan to eliminate it. I live across the freeway from the airport in Midtown. I support the Stop Jet noise group. More so, daily, the skies over my home are invaded by noisy small and large private airplanes, helicopters and jets. The noise invades our meals and continues through the night and weekends. I will support a plan that will eliminate the source of the noise, the Palo Alto airport. In addition the existence of the airport is deleterious to local flora and fauna, especially in the Baylands, where the airport is located. We could be making plans for the plants and animals in the Baylands to thrive, instead.

So I am asking with all my effort, for you to vote for an option that will remove the airport.

Thank you.

Sincerely,
Gretchen Hillard

From: [Alice Mansell](#)
To: [Council, City](#)
Date: Monday, September 16, 2024 10:42:36 AM

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Palo Alto City Council used to appoint local residents to serve terms on the City's Joint Community Relations (JCRC) Committee established for airport issues. The committee existed between the late 1980s to 2014. Members were City residents appointed by Council, the rest were self-selected from the Airport community. I was appointed by Council for two terms: in the late 1980s as a non-pilot City resident and the 2010s as a licensed pilot City resident. I served later as an Airport community member as a pilot, public affairs officer, and legal officer with the Civil Air Patrol squadron based at the Airport.

The committee's purpose was to improve relationships between the airport and all its neighbors. This was such a rare committee in the USA the FAA made a video of one of a 1989 meeting. It was so successful by the time it ended in 2014 its members, all unpaid and with no paid staff, by working informally person-to-person, face-to-face, could claim many times sequences of 3+ years without a single noise complaint.

Initial JCRC meetings were at a mediation company in the California Avenue business district. Meetings were held monthly or quarterly. Minutes were rarely kept in the spirit of mediation, just action item lists kept very informally. Several JCRC members who also served on County airport commissions were key members helping the Palo Alto Airport community anticipate and respond to County, State, and Washington, D.C. ever shifting laws and regulations.

I watched after the 1984 US Supreme Court's *Chevron* decision the increasing role of paid "expert" opinions and their ever taller paper piles with pro forma "community input" meetings such as 1-2 hour "charrets" which by 2024 had replaced JCRC's months and years long face-to-face discussions about our airport. I've been to such "required" short public input sessions for both the airport and its next door regional water treatment plant. The public usually only gets one to three "options" to discuss. The paid "experts" today usually just want an administrative procedures box ticked "public input done." A rubber stamping of decisions they have already made.

Compare that process to right after 911 when FAA suddenly demanded Palo Alto Airport double the height of our perimeter fence, add barbed wire, and install scores of tall light poles on the aircraft parking area. The JCRC committee worked with the FAA and local Bayland's supporters such as Ms. Emily Renzel, to be more creative than the federal government's initial demands. Working together, Palo Alto got the fences to be more sensitive to the Baylands by being painted black, ground level cutouts for prey animals to escape predators, and got some native shrubbery planted to reduce the new fencing impacts on the Baylands. Note, the current FAA/US Army Corps of Engineers planning process of only 3 options under discussion today is effectively silent on nature mitigation possibilities because that is not those agencies' jobs. They don't care if their "options" trigger a firestorm of local finger-pointing, fear, anger, resentment, or confusion.

Chevron was overruled after 40 years in June 2024 by *Loper Bright*. Federal government experts' interpretations of laws and even math calculations are now no longer

given 100% discretion by all federal judges. That massive discretionary power let many federal "experts" run amok in callous arrogance. They got used to 40 years of making tall paper piles and to shove them down the throats of citizens who could never get their day in court to challenge such expert opinions.

Our JCRC did more than interact with federal government experts. We led the effort to expose the "double books" kept on our airport while under Santa Clara County management which did not like having to keep all profits earned at our Airport to stay at our Airport required by the City's long lease with the County. Siphoning that revenue stream to other County airports took many years and political education to expose.

JCRC members also spearheaded bringing Palo Alto Bayland's ranger's ideas to airport management as well as inviting many nature advocates from falconers to the Environmental Volunteers to bring free displays to the annual Airport Day our committee started. The first Open House in the 1980s was a poster display in a hangar to inform City Council members our City owns the Airport, not the County. When I gave Environmental Volunteers (EVs) Baylands tours to school children for many years I made sure the EVs were invited to Airport Day.

I'm sad to report at least one nature group invited to participate at the September 29, 2024 Airport Day has declined to attend. Goodwill and trust are no longer smooth between the Airport community and all its neighbors. Perhaps it is time to bring back the JCRC if only informally. I know many at the monthly Palo Alto Airport Pilots Association which runs Airport Day would welcome ideas and help from all our neighbors.

I've read closely many of the community comments submitted for today's Council meeting. I see a lot of agreement such as a possible consensus that solar panels at the Airport could be a good idea. I've not seen any opposition to getting rid of the current mobile home terminal building by the Baylands and move it to a new permanent structure co-located with a new FAA Tower both placed further away from the Baylands. Those are good discussion items to start conversations together.

Regards,
Alice Mansell

P.S. I urge everyone to go inside the Airport terminal at the end of Embarcadero Road and see the framed photos on the walls showing the evolution of both the Airport and Baylands since the 1930s. In particular, please see how the relocation of San Francisquito Creek to the north left a cut-off creek bed remnant pilots call due to its twice a day unnatural black color the "Black Lagoon" between the runway and Duck Pond. At least one Terminal photo shows the dredge pulling up sediments from that lagoon to make new dry land where the terminal and its parking lot sits. Perhaps if airport and Baylands supporters can work creatively together we could restore more marshlands as well as improve airport safety.

From: [Connor Christensen](#)
To: [Council, City](#)
Subject: Palo Alto Airport Expansion
Date: Monday, September 16, 2024 10:33:53 AM

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

Hello,

I am writing to you in opposition to the proposed expansion of the Palo Alto Airport. As a resident of Santa Clara County, I greatly enjoy the Palo Alto Baylands Nature Preserve. It provides a beautiful natural area for local residents and it serves as a vital habitat for countless animals. The expansion of the airport will directly harm the existing habitat with its construction and new footprint. The increased traffic and pollution after the expansion is finished threaten the area beyond the new airport footprint. Please do not approve the expansion of the airport to prevent harm to an irreplaceable ecosystem.

Sincerely,

--

Connor Christensen
Campbell Resident



From: [mrpicasso2](#)
To: [Council, City](#)
Subject: Do not expand Palo Alto airport
Date: Monday, September 16, 2024 10:08:46 AM

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

Palo Alto City Council,

I request that you do not expand the Palo Alto airport, add any additional pavement for parking or runways there, or in anyway disturb the wetlands near the airport. As a San Jose resident, and employee of a company located near the airport, I frequently visited the Baylands Nature Preserve, the Duck Pond, and Byxbee Park. The birds and other wildlife in the area are a wonderful asset to have so close to residential and commercial areas. Such biodiversity is critical to all of our health and well-being.

Given the natural attractiveness of he area for many bird species, expanding the airport activities will increase the risk of bird-aircraft collisions and further harm the esthetics of the area. Already, the noise and lead pollution from the airport and aircraft are harmful to nearby Palo Alto and East Palo Alto residents and workers. We do not need any further attacks on our well-being.

Please do not expand the airport operations.

Thank you.

Mike Beggs
San Jose, CA 95112

From: [Shannon Griscom](#)
To: [Council, City](#)
Subject: Airport Expansion
Date: Monday, September 16, 2024 9:57:08 AM

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I have lived in Palo Alto since 1965, and I value the parks and especially the bay lands. I object to the expansion of the airport, and the displacement of wildlife and facilities. I use the bay lands several times a week for walking and recreation. The number of planes is increasing at an alarming rate. Please do NOT expand that airport.

Shannon Griscom



From: [Kim Raftery](#)
To: [Council, City](#)
Subject: Palo Alto Airport
Date: Monday, September 16, 2024 9:21:42 AM

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Dear City Council members,

I have lived in College Terrace for 38 years and have owned a home on Harvard Street for 34 years. Over the last 6 years or more, the amount of airplane traffic and noise over our house has become intolerable! It is difficult to have a conversation in my backyard. It is difficult to fall asleep, even with the windows shut. It feels like a constant barrage of airplane noise. As I write this email, I have heard at least 8 planes flying over or near my house. Please do something to improve the quality of life in Palo Alto in regards to the number of planes that fly low over our homes!

eVTOL is NOT a good idea to include in a preferred planning alternative.

Thank you.
Kim Raftery

Kim Raftery



From: [Jane Mark](#)
To: [Council, City](#)
Cc: [Ana Ruiz](#)
Subject: Comment for 9/16/24 City Council Study Session Item #3 (Airport Long-Range Plan Project)
Date: Monday, September 16, 2024 9:12:47 AM
Attachments: [image001.png](#)

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RE: Study Session Item #3:
Update and Receive Council Input on Airport Long-Range Plan Project

Honorable Mayor Greer Stone and City Councilmembers,

On behalf of the Midpeninsula Regional Open Space District (Midpen), I am respectfully submitting comments regarding the Long-Range Facilities and Sustainability Plan (Long-Range Plan) for the Palo Alto Airport (Airport). Midpen understands that City Staff and the Airport have not selected a preferred alternative at this time; however, the Council will provide input from this Study Session on the development of a preferred alternative.

Preserving over 70,000 acres of open space on the San Francisco Peninsula, Midpen is one of the largest regional open space districts in California. Our mission is: *To acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education.*

Located approximately 3.5 miles south of Palo Alto Airport and within the flight path of aircrafts accessing the Airport, Ravenswood Open Space Preserve and Ravenswood Bay Trail offer much needed open space, natural ecosystems, protected sensitive habitat and wetland areas, public recreational trails and community benefits to city residents, employers and workers. Our mission-driven work has built a beautiful new trail, bridge and boardwalk that connect to the existing the San Francisco Bay Trail and expands community access to nature close to many neighborhoods within Palo Alto, East Palo Alto and Menlo Park.

Similar to the many comments shared by the community and environmental organizations, Midpen is concerned about impacts associated with the airport expansion and increased airport operations on the Bayland ecosystem which Ravenswood Open Space Preserve shares, impacts on open space and wildlife that share the shoreline areas and impacts to the surrounding communities. Council's selection of a preferred alternative should consider the significant impacts associated with the airport expansion and encroachment into the Baylands.

Midpen will participate in future public meetings when a draft Preferred Alternative will be presented to the community. Please include me in the notification list for future outreach

meetings and release of the environmental review document. E-mails can be sent to jmark@openspace.org.

Sincerely,
Jane Mark



Jane Mark, AICP

Planning Manager

Pronouns: She/her

Midpeninsula Regional Open Space District

5050 El Camino Real, Los Altos, CA 94022

(650) 625-6563

openspace.org



From: [Bette Kiernan](#)
To: [Council, City](#)
Subject: environmental impact of aircraft on wetlands - Google Scholar
Date: Monday, September 16, 2024 8:39:41 AM

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Honorable City Council Members:

I respectfully request that you review the following paper which is easily available on Google Scholar. It describes the detrimental impacts of aircraft on wetlands.

A vitally important environmental concern rests in your hands as expanded aviation into the Baylands is now on the table.

Sincerely,

Bette Kiernan

RUNWAYS, RUNOFF, AND RESTORATION: A REVIEW OF THE RELATIONSHIP BETWEEN AIRPORTS AND WETLAND ECOSYSTEMS

Natalie Anya Nigbor

The University of Arizona., 2024

Wetlands are a vital ecosystem found broadly across the planet, but their abundance is shrinking due to anthropogenic causes. Despite federal policies and international conventions to protect the world's wetlands, they are shrinking in size and quantity. Inversely, airport transport is increasing globally. Although airports are not the only culprits of wetland loss, many airports around the world are built on wetlands and continue to degrade and destroy wetland ecosystems. In addition to the destruction of the wetland they are built on, airports change natural hydrology, increase water pollution, and decrease the biodiversity of wetlands. Inversely, wetlands can negatively impact airports by decreasing takeoff visibility and increasing the risk of bird strikes which can damage aircraft and harm passengers.



Bette Kiernan, MFT



<https://url.usb.m.mimecastprotect.com/s/p5UMCvmMg2hVMQliOf8C0JDLA?domain=betteconsulting.com>

From: [Rayma Williams](#)
To: [Council, City](#)
Subject: Comment on the proposed airport expansion
Date: Monday, September 16, 2024 12:45:21 AM

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

To the Palo Alto city council:

I am writing with regard to the proposal to expand the Palo Alto airport at the baylands. I grew up in Palo Alto and the baylands have been a very important source of tranquility and learning for me. We have so little of the baylands left and I am so grateful for the dedicated organizations and volunteers working to restore its health and biodiversity.

I strongly oppose plans to expand the airport into the baylands and duck pond area, and strongly oppose increasing air traffic. I was just out at the duck pond today and was frustrated by the near constant disruptive noise pollution from planes and helicopters.

There are so few places to find hope as we witness the increasingly disturbing effects of climate change, and the restoration and maintenance of the baylands is reassuring evidence of the positive impact individuals can have on the land we inhabit here in the Bay Area. Please do the right thing and prioritize the health of the baylands over commercial interest.

Thank you.

Rayma Williams

From: [Grace Popple](#)
To: [Council, City](#)
Cc: [Lisa Yarbrough-Gauthier](#); [Clerk, City](#); [Antonio D. Lopez](#); [Carlos Romero](#); [Ruben Abrica](#); [Martha Barragan](#)
Subject: Input for Study Session on Palo Alto Airport
Date: Sunday, September 15, 2024 8:09:57 PM
Attachments: [Grace Popple EPA letter re PAO airport.pdf](#)

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Please do not further study or otherwise consider extending or elevating the runway of the Palo Alto airport, as both actions are entirely inappropriate, harmful, and unnecessary. Please read my full letter to you attached. I look forward to being present at your Study Session tomorrow.

Grace Popple
East Palo Alto

--

Grace Popple, nee Webber

Dear Palo Alto City Council,

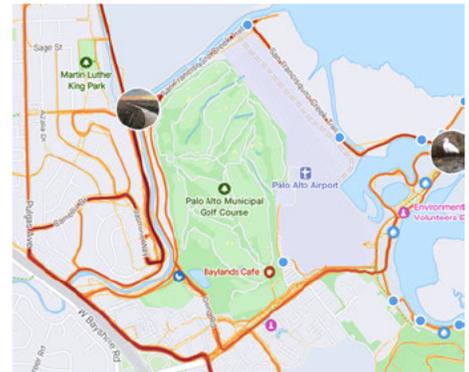
I write as a personally impacted member of the community.

My home at 136 Jasmine Way (pink spot at right) is one of the closest residences to Palo Alto Airport (PAO). My back yard is 722 yards from airport buildings and less than 1km from the center of the active runway.

I was married in 2016 at Cooley Landing, in a beautiful park that sits under the takeoff flight path for planes from PAO, and for which our wedding ceremony paused as each went overhead.

I see the airport out of the back window of my study, my staircase, and my roommates see it from their balcony - here it is now as I write this:

I also frequently (multiple times per week) walk past the runway on bay trails, run around the airport and the duck pond, and have in the past commuted by bicycle through the baylands. I enjoy seeing small planes active at the airport. Here's my Strava heatmap to show the intensity of my travel around this area:



I write to ask you please do NOT

a) Extend the length of the runway

b) Increase the elevation of the runway

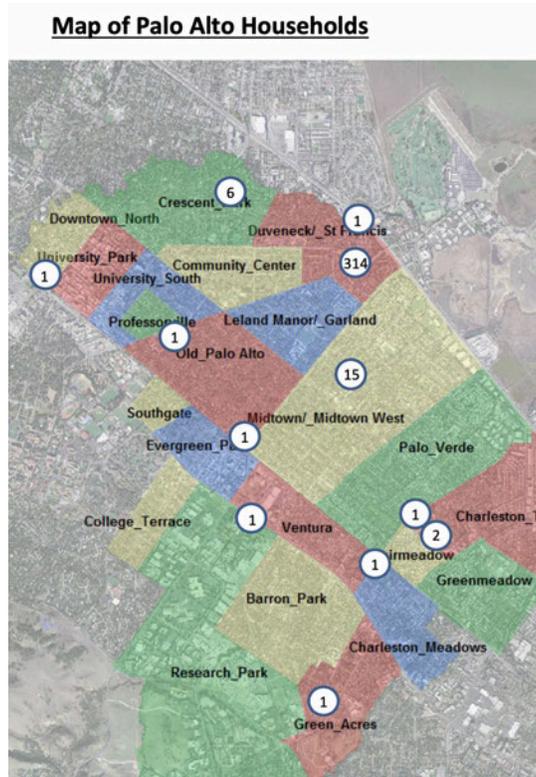
Extending the length of the runway would allow (and encourage) more (even) larger, more heavily laden, longer-range planes to take off and land more often, and more noisily, at PAO. Such planes are not suitable for our small airport in a natural wetlands area close to population, tend to serve corporate interests, and may be better suited for Moffett Field, Hayward Executive Airport, SJC and SFO. Increased runway size will increase operational demand and activity and force the small planes which allow for private and recreational flyer training to compete with more commercial aviation activity for use of the airport facilities.

Several of the airport alterations before you (Options 2, 4 and 5) involve **raising the height, the elevation, the altitude, of the runway by 17 feet**. (The detail of this change isn't made prominent on the plans, but your staff can confirm.) Even in aggressive forecasts of sea level rise, **the time taken for a 17 foot rise is in the hundreds of years**. So proposing an increase in this master plan is far too early. If runway height is increased the following impacts would occur:

- **Noise of acceleration and deceleration on the runway** (even at present activity levels) **will carry much further** across the baylands, with increased negative impact on people in nearby residences, recreators, and wildlife
- The airport and its operations will be more **dominant as a visual presence** seen from further around the baylands, detracting from its wetlands/wildlife/natural emphasis

I also ask that you include the people of East Palo Alto, and their elected officials, in discussions about and decision-making on what should be done with the Palo Alto Airport and its impact.

Presently noise reports from the airport focus on mapping the source of only those reports that come from residents of the City of Palo Alto - there is no equivalent map from East Palo Alto households even though they are much closer to the flight paths and the airport itself:



(Source: [2022 noise report](#))

Takeoff rules focus on how high the aircraft should be after the aircraft has passed over Highway 101:

Preferred West Bound Departures

Runway 31
Left Dumbarton Departure
 When departing runway 31 turn right 10° on takeoff and climb over the bay. Fly straight to Dumbarton Auto Bridge before making a left turn to fly over the peninsula or to the south.
 Cross Highway 101 at or above 1500 feet.

Left 270 Departure
 After takeoff climb over the bay while making a 270° turn and heading west or south over the peninsula. Cross Highway 101 at or above 1500 feet.

Runway 13
Right 270 Departure
 After takeoff turn right over and climb over the bay while making a 270° turn and heading west or south over peninsula. Cross Highway 101 at or above 1500 feet.

However almost all departures that will eventually fly over 101 cross East Palo Alto or Menlo Park first:

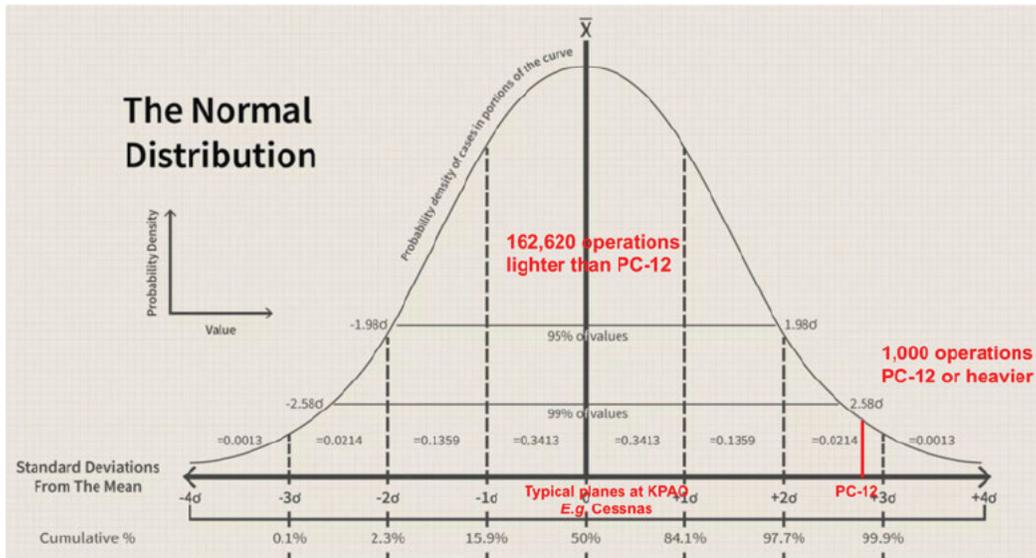


East Palo Alto is also overflowed by the Peninsula Side Pattern for training flights (often “touch-and-go”s) which don’t reach the 101.

It would make sense for The City of Palo Alto to **involve the immediately adjacent Cities in its planning**. When the airport was started, East Palo Alto was a part of Palo Alto. Since our setup as an independent City in 1983 we have been cut out of having a valued voice on this matter.

Why the FAA process should not be driving the master plan for PAO

The FAA process focused on the “critical aircraft” calculated here to be the Pilatus PC-12, a relatively loud turboprop plane which made 842 operations last year at PAO. There were 163,620 operations overall so this aircraft accounts for about 0.6% of them. Assuming a normal distribution of operations by types of plane around some median plane type by weight, this is just not the typical plane here:



The FAA process encouraging the optimizing of the airport at each Master Plan revision for use by the “critical aircraft” appearing at this point of the normal distribution will always serve to make an airport get larger every time, attracting ever heavier and noisier aircraft. Nothing is forcing PC-12 operators to choose to fly in or out of PAO or to base their planes there. If it’s not safe for them, they are free to choose another, larger airport from which to operate.

There are two of these aircraft based at PAO (out of 330 planes overall based there). I saw one of them on a recent run. It stands out as they are much larger than other aircraft based here (the plane type is optimized for corporate transportation:



https://en.wikipedia.org/wiki/Pilatus_PC-12): Tail number N650MC does not share operations

information at all but on this site a flight on this plane is offered from \$1300 per hour:

<https://www.luxuryaircraftsolutions.com/aircraft/n650mc/> - the other PC-12 registered in Palo Alto

(N56HV) is registered to a successful Venture Capital partner. Possibly there is one single plane (with one corporate owner) causing all this fuss!



Let us instead choose to allow PAO to continue to serve the needs of the smaller aircraft that represent most of its activity and utility to the community. Let the PC-12s go to SJC if they want a longer runway, or let their operators switch to bringing eVTOLs to PAO. If Palo Alto and the FAA want to spend money on this airport let them use it to maintain and update the existing infrastructure within the current footprint.

Other considerations for the Master Plan

- I am interested to see Palo Alto also support the development of smaller, lighter and quieter **eVTOL aircraft** and I can believe that **investment in charging infrastructure and more landing pads at or near the Terminal** may be needed for that. **Let's keep the passenger Terminal where it is now** - on the far side of the airport from our homes.
- I would like to see a **fast migration to unleaded fuel** and thoughtful preparation to migrate to non-fossil-fuel energy sources.
- I would like to see **far more data collected and made available for the community for analysis**, including operational data about the airport as well as **compliance with noise mitigation guidelines and rules**.
- I would like to see **noise mitigation boundaries that start at the edge of the populated areas of East Palo Alto** and do not wait for the visual feature of Highway 101 (and the more expensive homes of Palo Alto) to require the pilot **to attain 1500 feet** of clearance. Ignoring the needs of residents to north and east of 101 is unacceptable.

Thank you for listening to those on the ground impacted by these operations at the boundary of earth and sky.

Grace Popple



From: [a hamilton](#)
To: [Council, City](#)
Subject: Re: Say no to airport expansion
Date: Sunday, September 15, 2024 7:28:25 PM

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

Further to my message below, here is research that compares the environmental impact of air taxis with ground transportation the following article:

Environmental impact analysis of on-demand urban air mobility: A case study of the Tampa Bay Area

Pengli Zhao ^a, Joseph Post ^a, Zhiqiang Wu ^a, Wenbo Du ^b, Yu Zhang ^a

sciencedirect.com



Abstract

Urban Air Mobility (UAM) uses electric vertical take-off and landing (eVTOL) vehicles to provide an alternative way of transporting passengers in urban areas. This study proposes a method of comparing air pollutant emissions from using ground transportation versus switching to multimodal UAM, including greenhouse gases and other air pollutants (NO_x, SO₂, PM_{2.5}). A study by [Wu and Zhang \(2021\)](#) addressed planning questions regarding the optimal placement of vertiports and estimated diverted demand from ground transportation modes by combining network design and travel mode choice models. The proposed method is applied to the case study of Tampa Bay region. A sensitivity analysis was conducted to further evaluate the impacts. **The study reveals that on-demand UAM (considering vertiport access and egress modes) generates more greenhouse gases and other air pollutants (except NO_x) in the case study region compared to ground transportation modes.** The emissions depend on the structure of power production. A lower UAM service price and more vertiports will further increase emissions.

On Sep 15, 2024, at 7:22 PM, a hamilton <alexishgpr@yahoo.com> wrote:

Dear Councilmembers — regarding the proposed expansion of the PA airport, please put the priority on protecting the health and our city's wonderful natural resources. Please remove any alternatives that include eVTOL preparation (electric vertical take-off aircraft's). These air taxis will benefit a few wealthy people at the expense of regular everyday people. Thank you for protecting all the people in our city.

From: [a hamilton](#)
To: [Council, City](#)
Subject: Say no to airport expansion
Date: Sunday, September 15, 2024 7:22:43 PM

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

Dear Councilmembers — regarding the proposed expansion of the PA airport, please put the priority on protecting the health and our city's wonderful natural resources. Please remove any alternatives that include eVTOL preparation (electric vertical take-off aircraft's). These air taxis will benefit a few wealthy people at the expense of regular everyday people. Thank you for protecting all the people in our city.

From: [Carol Ruth](#)
To: [Council, City](#)
Subject: Palo Alto airport
Date: Sunday, September 15, 2024 7:12:10 PM

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

Dear City Council members,

I urge you not to expand the airport. Jet noise is already a huge issue for the city from SFO overhead traffic.

Please **prioritize protecting health and the City's natural environment.**

eVTOL is NOT a good idea to include in a preferred planning alternative.

**Sincerely,
Carol Ruth**

From: [Carolyn Straub](#)
To: [Council, City](#)
Subject: To: Mayor Stone and Palo Alto City Council; Re: Airport Expansion
Date: Sunday, September 15, 2024 5:52:11 PM

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

Dear Officials:

We are two residents of Santa Clara County who have belonged to the Santa Clara Valley Bird Alliance in Cupertino (formerly Audubon) for more than 25 years. We are very dismayed at the discussions to expand the Palo Alto Airport.

In advance of your City Council meeting tomorrow, Sept. 16, we wish to log our feelings for the record.

To quote an action from our Bird Alliance, Airport staff suggests that this expansion is needed to increase safety and improve operations. However, the FAA does not require any changes which means that the airport can continue to provide service as it does now.

We ask you: If this is not required, it does not have to be done. Do not expand the airport. Much is at risk in the Bay.

The Baylands are very important to that nature, and our interests, and what will you do with the birds, the Bay and the wildlife while you are building an airport?

It seems as if you would kill them, the Bay and its bounty of natural treasures.

This is an action which implies that you want the monies from such an expansion, and that is at the expense of hundreds of members of the Santa Clara Valley Bird Alliance (about 3000-4,000 members) as well as all those who live in East Palo Alto and the surrounding areas, some of whom in East Palo Alto depend on the availability of recreational benefits - and all those of the rest of us who feel that the Bay services the great migrations of the birds and related wildlife who pass through its waters and stay each season.

Thank you for your interest in advance of tomorrow's City Council meeting on Monday, Sept. 16.

Sincerely,

Carolyn Straub
Stephen McHenry

San Jose, California
SCVBA members

From: [Gary Bailey](#)
To: [Council, City](#)
Subject: Airport
Date: Sunday, September 15, 2024 5:03:53 PM

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

Dear Mayor Stone and council:

Far more people use the Palo Alto golf course and nearby parks and open space than use the Palo Alto airport. So do not sacrifice the many for the few. And most of the wetlands around the bay have already been destroyed. These wetlands are critically important for protection from sea level rise, and for migrating birds and local wildlife. So do not let the airport encroach on wetlands, parks or other open space.

Also, some other nearby airports are eliminating leaded fuel, which is a major health issue. Please consider stopping the use of leaded fuel at the airport.

Thank you,

Gary Bailey

From: [Hsiao-in Wang](#)
To: [Council, City](#)
Subject: Please do not expand the Palo Alto Airport
Date: Sunday, September 15, 2024 3:29:07 PM

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Hello,

I have lived in the Bay Area for the past 40 years and have watched with alarm how fast the area has been turned into concrete forests. Habitat destruction goes on at a shocking rate, one feels so sorry for our wildlife population. Even the current airport is a source of constant noise and air pollution. Do we really need more of this most inefficient way of transportation in the face of Climate Change?!

Please do not continue with thoughtless expansion, leave some nature/wetlands/habitats for our children.

Sarah

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Charles Coston](#)
To: [Council, City](#)
Subject: Save the Palo Alto Baylands Preserve
Date: Sunday, September 15, 2024 2:19:57 PM

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

Dear Council,

Fifty years ago, one year after moving to California, I joined the Environmental Volunteers and was introduced to the Palo Alto Baylands. For forty-plus years, I helped in hundreds of grade school classroom presentations about and field trips to the Palo Alto Baylands. Now, with other Environmental Volunteers, including my husband Charles Coston, I am at the Duck Pond from 10:00 -1:00 most Fridays. We man a display and answer questions from the public. We see every age from toddlers to senior citizens. Some visitors are local, but almost every week we talk to someone visiting from far away. A recent Friday we met a visitor from Sweden.

The Palo Alto Baylands are a treasure to protect for future generations to enjoy. Please keep this treasure safe.

Sincerely, Joan Coston

Charles Coston

From: [Jennifer Landesmann](#)
To: [Council, City](#)
Subject: Airport Study Session or a way to force a plan that does not have community support - Please clarify process
Date: Sunday, September 15, 2024 1:56:57 PM

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

Dear Council,

Staff's recommendation to pick a "preferred" alternative is inexplicable when you are in a study session, isn't the choice of an option that will commit the City to spend money and staff time an Action agenda? **Please clarify how you are launching actions, but calling them a "study session" which I understand is not intended for action items.**

The March 2023 airport study session has led to this new study session, but tomorrow you have an ask to go full speed ahead on actions that do not have community support. It's also surprising how the City has oversight and a commission for everything, Architectural, Historic Resources, Parks, Public Art, Stormwater, and Planning among them ..to the level that a sidewalk repair gets more oversight than the City's largest industrial pollution facility. Now a study session potentially will take City resources to add more noise, and with zero considerations to protect health. Is Public Works and the airport the right home for planning on issues affecting health? The airport has a conflict of interest.

I often think of the sessions where you take an oath as our representatives, and one of the commitments I believe is for you to **defend** the City. So far, the airport planning process is not illustrative of you defending Palo Alto except the interests of aviation companies, who appeared in the staff report suggesting that Palo Alto is the "ideal" location for eVTOL. In a situation where there are more risks (and really bad ones) than benefits for Palo Alto, please consider why Palo Alto is not an "ideal" location for eVTOL.

Why PAO is NOT an ideal location for eVTOL:

1. The type of noise that eVTOL generates are bass vibrations which is the spectrum of noise of fireworks and Shoreline. **It is noise that goes through walls, skin, and bones.** You may have heard of the widely known fact that aircraft noise at night does not have to wake people to impact. That is because vibrations are noise that you don't hear like the high pitch noise, it is noise that you feel, it is a physical impact that not even insulation helps. **How is this type of noise appropriate for an area with visitors, natural habitats, and near residential areas which are already impacted heavily by other airports?**

2. **It is possible that eVTOLS are worse than helicopters.** The emerging studies out of Europe compare eVTOL noise to helicopters but the US does not employ metrics necessary to measure low frequency vibrations. You probably know that jets interfere with wireless service, not because of the high pitch sound but because of the low frequency vibrations. If they are worse than helicopters, you would be adding a fleet mix change which can completely alter a noise footprint. Any change in fleet mix can alter the airport noise footprint and impact many more people. Also how the vehicles fly. When Nextgen erupted, the number of SFO operations for example had not changed or was lower than years prior but fleet mix changes, and new airspace procedures that altered altitudes caused hell.

3. No amount of protections that the FAA or Congress offer to call everything a *Finding of No Significant Impact* will hold for a potentially serious airport capacity change, and with barely understood aircraft in the new world of the Supreme Court rulings which end the FAA's final word in NEPA challenges. You could already plan for an EIS, which the FAA avoids or will never ever do. Also, I wonder what would be acceptable mitigations for anyone to withstand the noise. The FAA and airports always claim that technology will reduce noise - **eVTOL is not in the noise reduction vehicle category** and I hope you will not expect anyone to believe that.

4. The City does not have the infrastructure to adequately address noise concerns. I encourage you to take the suggestions from Sky Posse to do that with any alternative.

Please establish an understanding with the community about how the City plans to assess, track, and report noise - and who will pay for this. It is your fiduciary duty to plan for all potential costs; credible noise assessment being essential to be responsive and transparent with residents and neighbors. Thus our request for the City to present a feasibility and cost analysis of what modern day noise assessments and permanent noise tracking options can provide. Many of the questions from the community at the airport's June public outreach meeting were about noise impacts. At the time, the City's consultant said an FAA process in future would address our concerns about noise but this is misleading, and it is why we also ask the City to provide a regulatory review that would establish a framework for addressing noise issues.

One of my biggest concerns is that the public is being misled about eVTOL. In an atmosphere where the public has no idea about the risks. And the biggest issue is that the airspace procedures - the ones which will decide how planes fly only happen AFTER the airports build neat things on the ground. This should be disclosed to the public. Basically planning for changes on the ground is inappropriate without airspace procedures details.

I know that it's the way the FAA does things. I cautioned at the March 2023 study session, will the City be using the FAA's disco era planning guide? Here we are and instead of doing things differently, the City is defending the FAA's and disco era airport practices.

Please do not use the name "preferred" alternative without community support, and only after you do so in an Action Agenda.

Best,

Jennifer

From: [Michel](#)
To: [Council, City](#)
Subject: Palo Alto airport
Date: Sunday, September 15, 2024 12:17:52 PM

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Dear city council

I am honestly perplexed that there is any consideration to increase the size of the airport. It is located in a pristine environment - I would hope the council, instead, focus on how to permanently close the airport.

Thank you
Michel Del Buono, resident

From: [Amy Christel](#)
To: [Council, City](#)
Subject: Opposing expansion of Palo Alto Airport-Impacts on East PA
Date: Sunday, September 15, 2024 12:08:16 PM
Attachments: [PAO Flight Data Slides-2.pdf](#)

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

Dear Councilmembers,

The attached pdf document details the impacts of PAO traffic on adjacent communities. The data is from just one week in June but is representative of typical air traffic at PAO. Only traffic below 1500 ft is studied, as these aircraft have the greatest noise and lead pollution impacts.

The airport is a prime example of environmental injustice as the burdens of noise and lead pollution are borne by residents of East Palo Alto who have settled that region as a result of Palo Alto's history of redlining. Note the proximity of flight training (aircraft burning leaded fuel) to East PA schools, playgrounds and yes, homes less than 1/2 mile from the take off point.

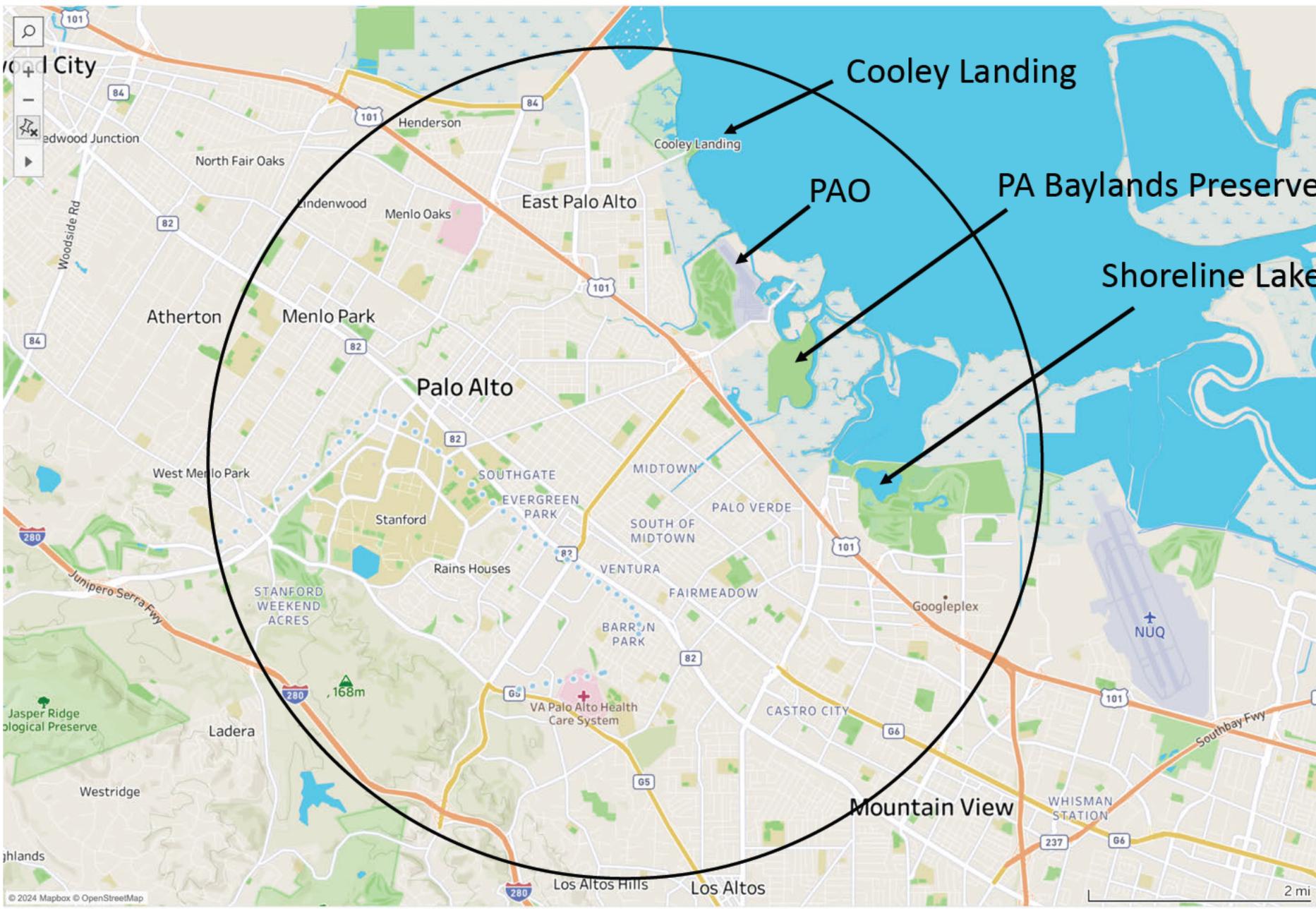
Adjacent communities and our Baylands Preserve do not need more air traffic, larger turbo jets (eg. the PC12), or a fancy terminal at PAO. When the City takes FAA grants, we taxpayers are subsidizing the airport, which is primarily a playground for polluting hobby pilots and a way for wealthy executives to show their privilege. If the wealthy need a more opulent reception *the pilots and businesses should pay* for improvements.

The Life Flights can and will continue without a fancy terminal or expanded runway. No FAA grants and no Airport expansion!

Sincerely,
Amy Christel
Midtown PA

Region of Study for Database Used

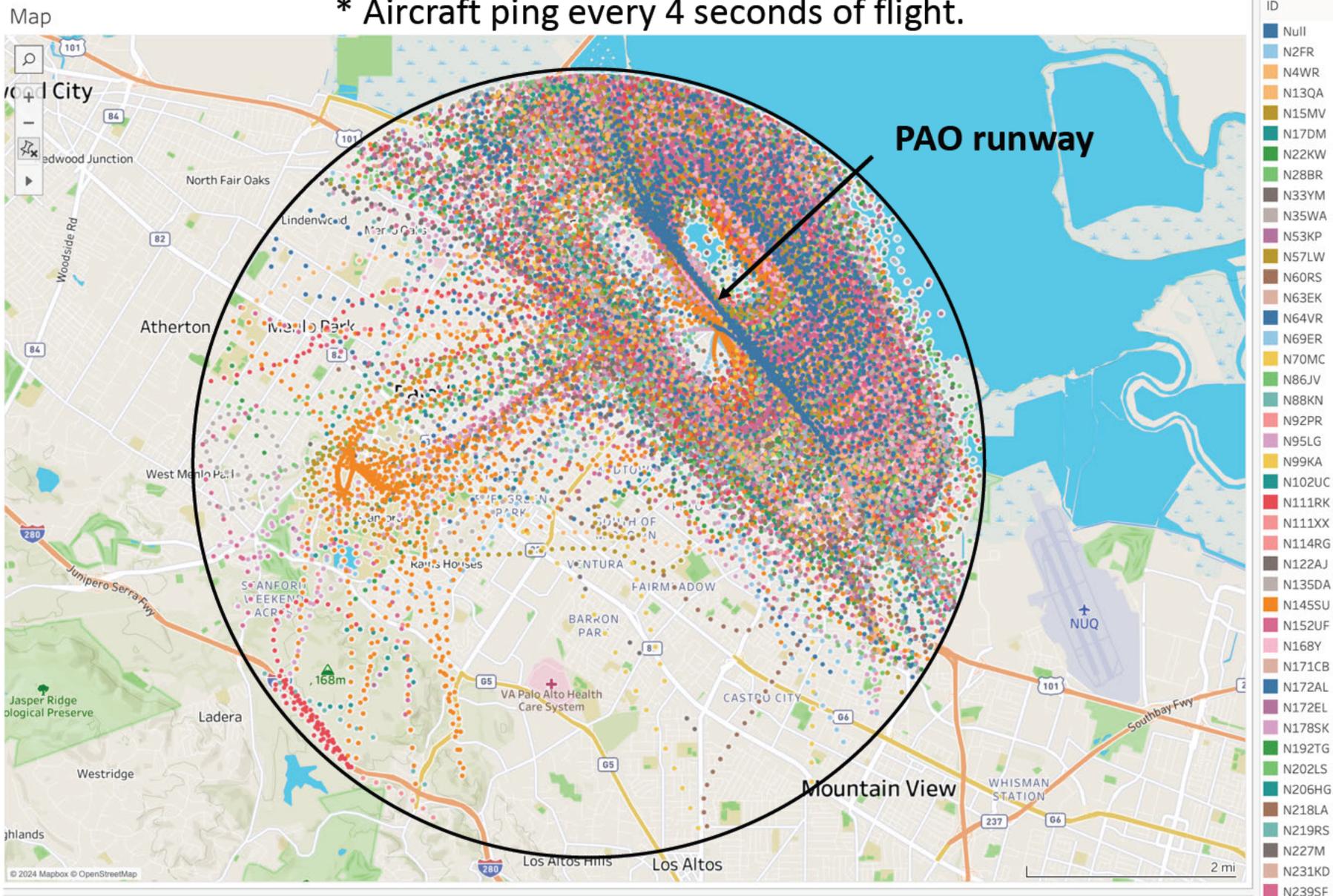
Map



Flight data was collected via public flight trackers for the week of June 24-30, 2024.

Aircraft Pings* Below 1400 ft Week of June 24-30, 2024

* Aircraft ping every 4 seconds of flight.



**139,030 pings shown
= 9,269 “aircraft-minutes”
of exposure in one week
within the circular region**

**Each color represents a unique
Aircraft ID (N tail number).**

**Oval pattern of dots in the
upper right is the pilot training
pattern (touch and go circles).**

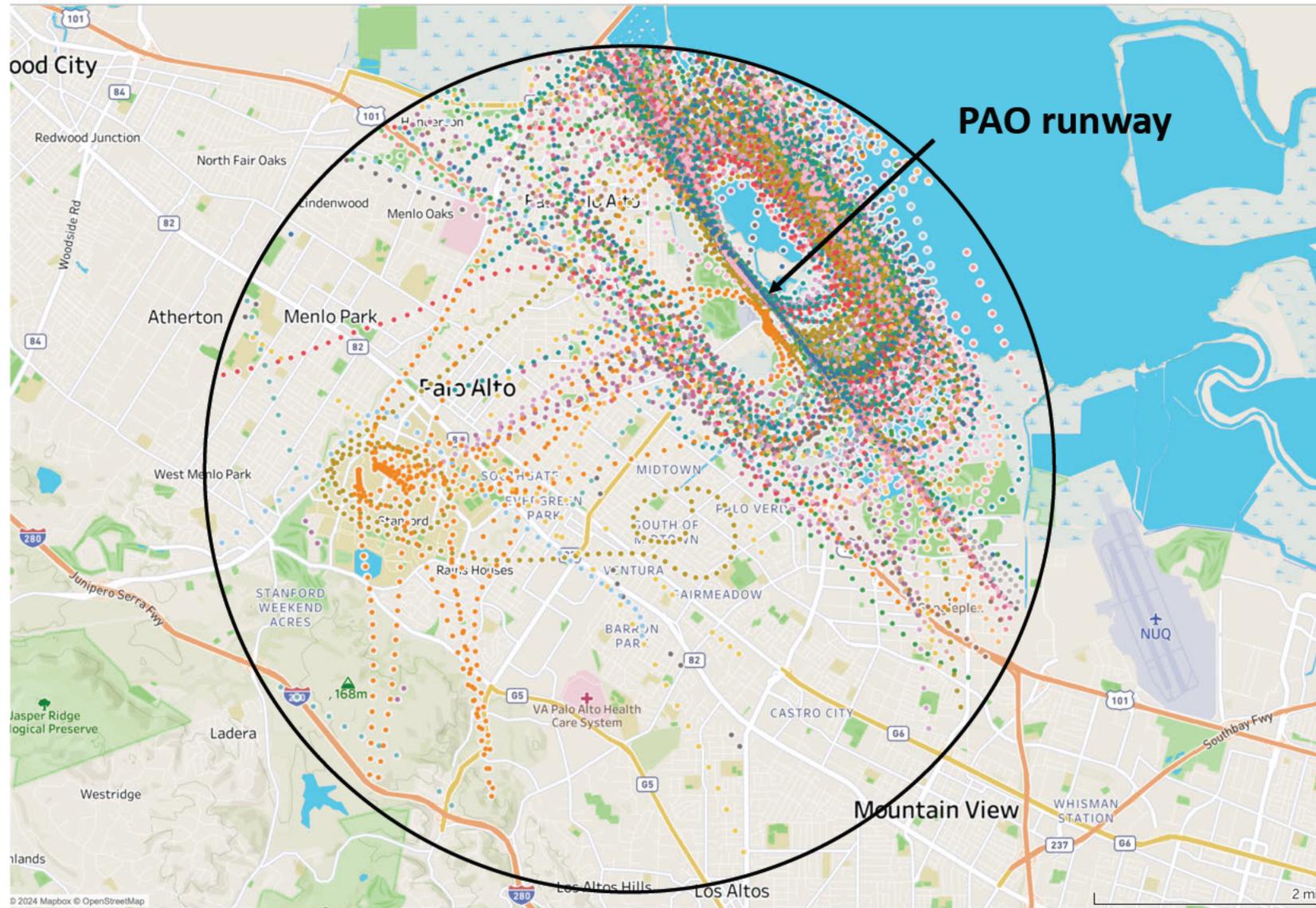
**Fainter oval to left of runway is
the left-turning traffic pattern.**

***Voluntary Noise Abatement*
requests aircraft fly above
1500 ft over populations, but
don't apply to aircraft taking
off or landing! Very loosely
interpreted by pilots.**

Aircraft Pings* Below 1400 ft on Sat. Jun 29, 2024, 6 am-10 pm

* Aircraft ping every 4 seconds of flight.

Map



ID
Null
6520
N13QA
N22KW
N57LW
N70MC
N102UC
N104KV
N114RG
N122AJ
N135DA
N145SU
N152UF
N168Y
N172EL
N178SK
N218LA
N231KD
N239WA
N257CD
N268Z
N273LA
N279TW
N282MM
N307SH
N313PK
N346DS
N353CC
N361L
N363K
N364D
N383AC
N413WT
N415RX
N432S
N437FA
N440KB
N456DX
N456LB
N460NG
N512HW
N536GS
N541ME

17,909 pings = 1194
“aircraft-minutes” of
exposure in within the
circular region shown.

Each dot color
represents a unique
aircraft ID (tail number).

Oval pattern in the
upper right is the pilot
training pattern (touch
and go practice) at PAO.

Fainter oval to left of
runway is the left traffic
pattern.



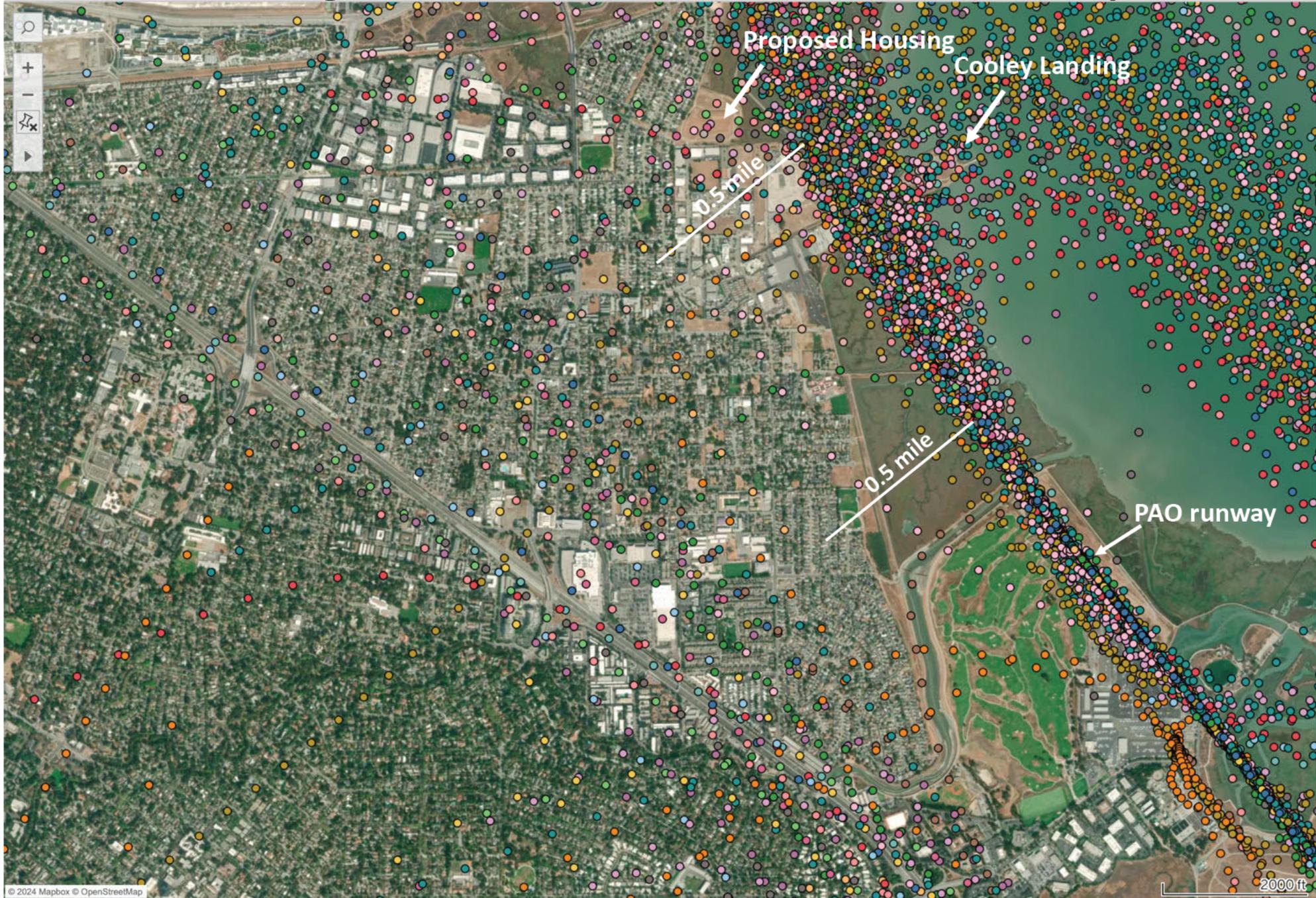
- ID
- Null
 - N13QA
 - N102UC
 - N135DA
 - N152UF
 - N168Y
 - N279TW
 - N282MM
 - N307SH
 - N313PK
 - N456DX
 - N512HW
 - N541ME
 - N596JR
 - N605RM
 - N669TW
 - N715MT
 - N739DS
 - N739TW
 - N879HZ
 - N950CA
 - N1004E
 - N1713C
 - N2369K
 - N2463S
 - N5043J
 - N5107B
 - N7032D
 - N8256E
 - N60745
 - N64087
 - N71028
 - N71298
 - N91934
 - N95646

Aircraft Pings Below 900 ft. on Sat. Jun 29, 2024 10am-12pm

**4094 pings =
273 aircraft-minutes of exposure in
this Baylands region in just 2 hours**

**Note exposure over recreational
areas of the Palo Alto Baylands and
Cooley Landing .**

Aircraft Pings Below 1400 ft on Sat. Jun 29, 2024 6am-10pm



- ID
- Null
 - 6520
 - N13QA
 - N22KW
 - N57LW
 - N70MC
 - N102UC
 - N104KV
 - N114RG
 - N122AJ
 - N135DA
 - N145SU
 - N152UF
 - N168Y
 - N172EL
 - N178SK
 - N218LA
 - N231KD
 - N239WA
 - N257CD
 - N268Z
 - N273LA
 - N279TW
 - N282MM
 - N307SH
 - N313PK
 - N346DS
 - N353CC
 - N361L
 - N363K
 - N364D
 - N383AC
 - N413WT
 - N432S
 - N437FA
 - N440KB
 - N456DX
 - N456LB
 - N460NG
 - N512HW
 - N536GS
 - N541ME

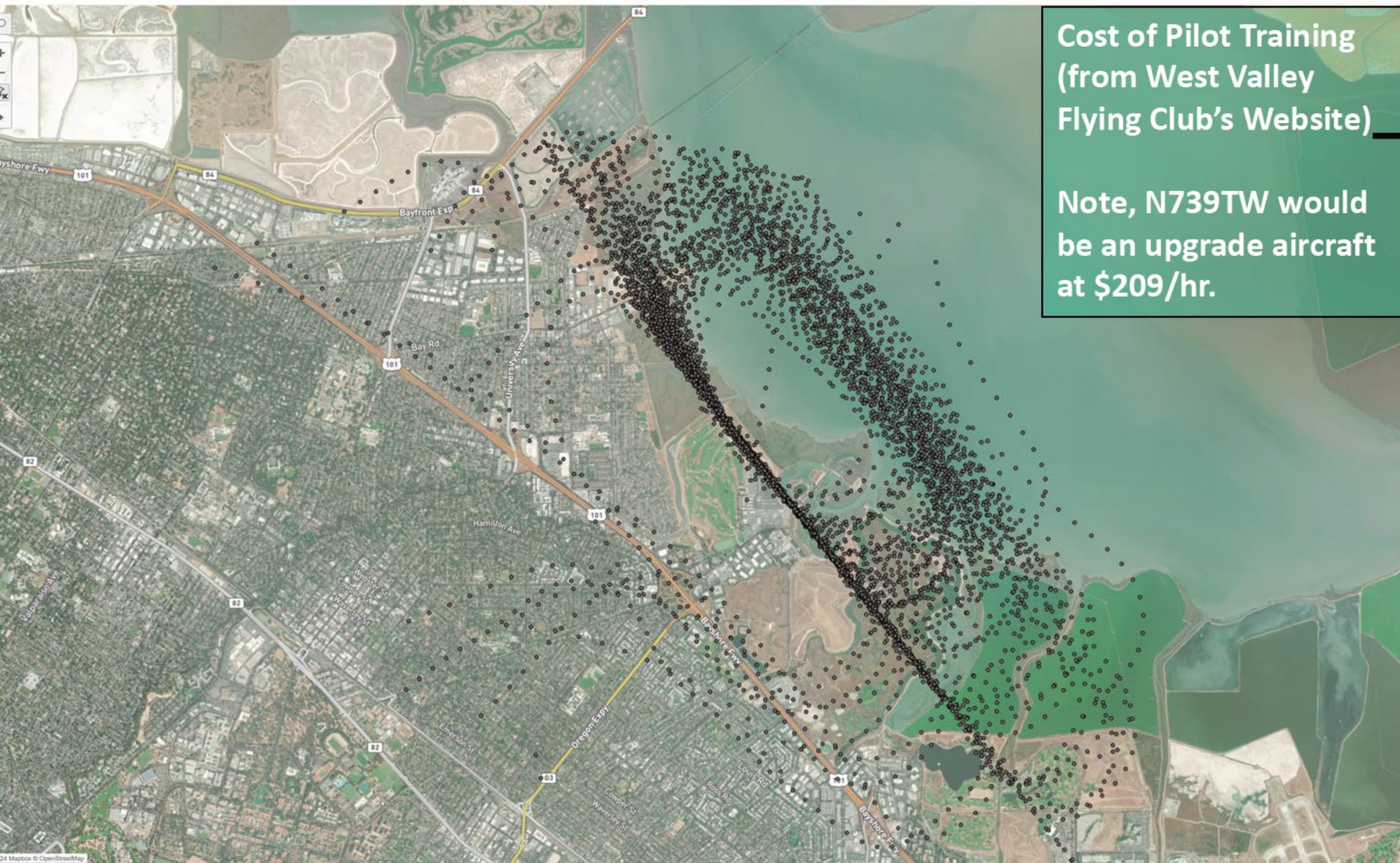
9851 pings in mapped region= 657 aircraft-min. of exposure in 16 hrs.

The majority of aircraft along the Bayfront are flying below 900 ft.

“Proposed Housing” is the Bloomhouse Waterfront Development Project.

People living <0.5 mi from flight paths live with the worst impacts of aircraft noise and leaded fuel pollution.

**One aircraft, N739TW, one week, 6633 pings below 1400 feet inside the region of study.
This 22 yr old C172SP is leased by West Valley Flying Club for \$209/hr.**



**Cost of Pilot Training
(from West Valley
Flying Club's Website)**

**Note, N739TW would
be an upgrade aircraft
at \$209/hr.**

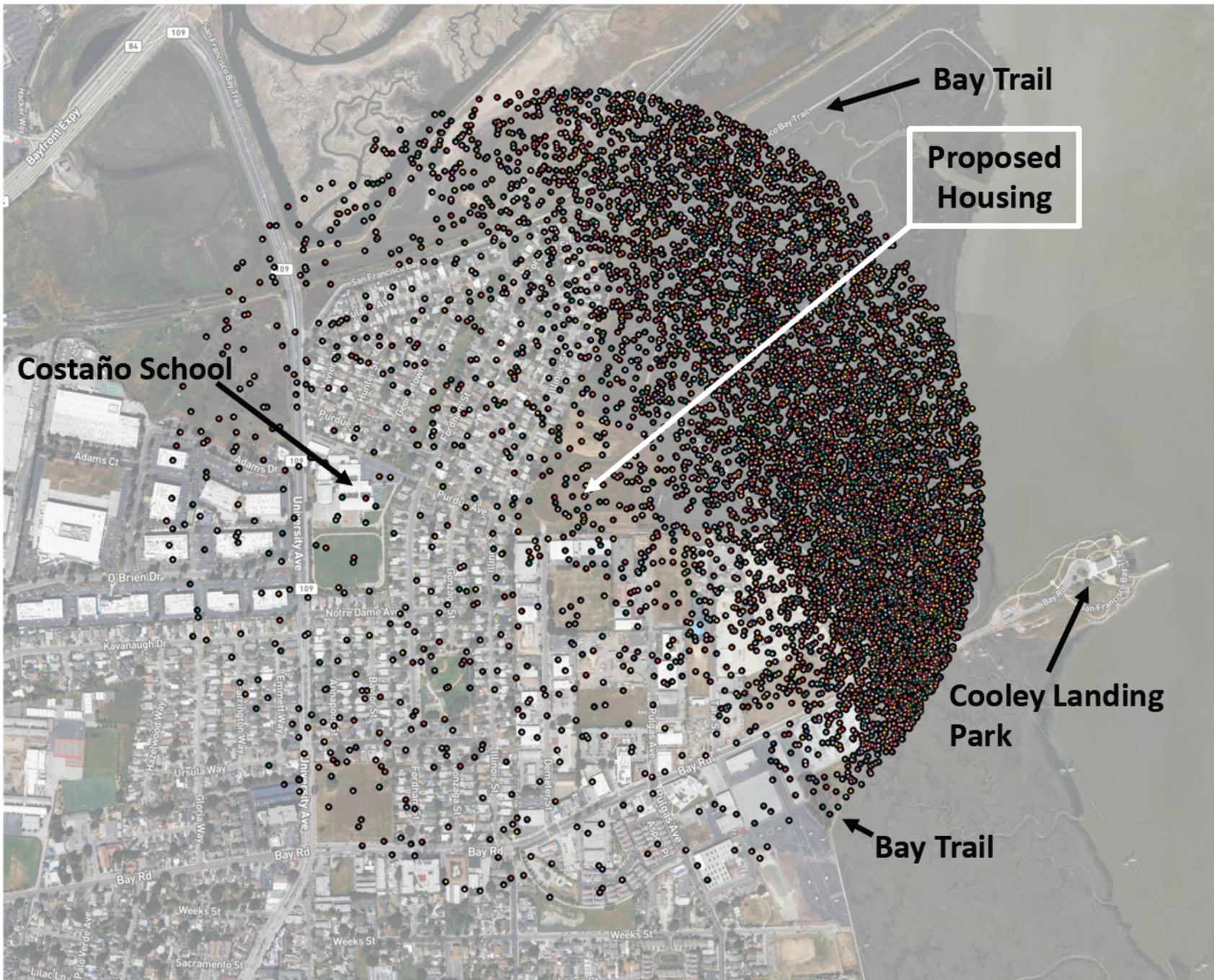
Standard Path *POPULAR*
Estimated Training Cost for Cessna 172S

\$ 180/hr Aircraft

- ✔ Dual Flight Time (70hrs) (\$20,300)
- ✔ Solo Flight Time (10hrs) (\$1,800)
- ✔ Membership Dues (12mos) (\$780)
- ✔ FAA Practical Exam (\$700)
- ✔ Books & Supplies (\$400)
- ✔ Ground School (\$450)
- ✔ FAA Knowledge Test (\$150)
- ✔ Medical Exam (\$200)

Total Estimated Cost: \$24,780

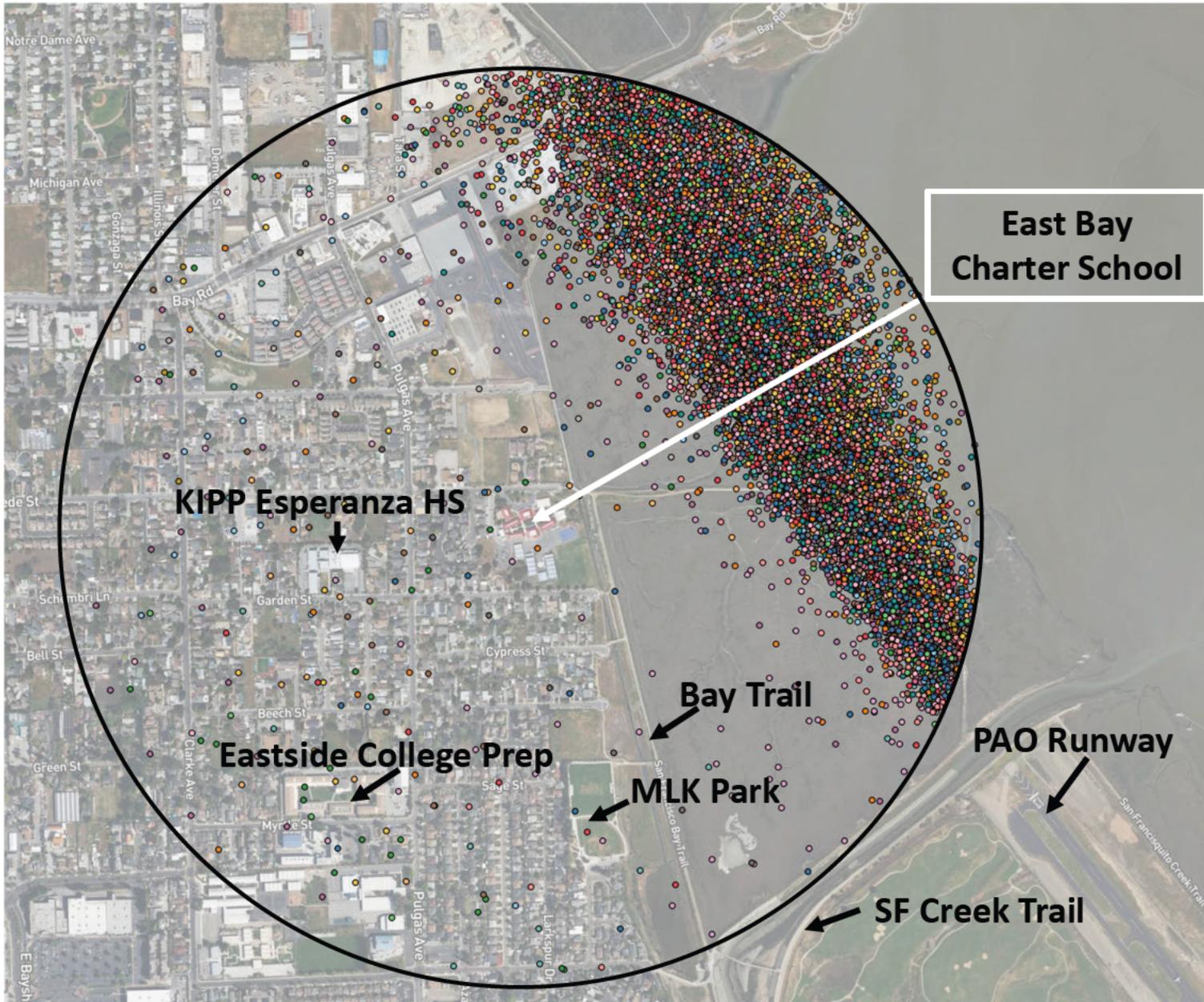
**Assumes \$110/hr. CFI fee, and \$65/mo. membership dues. Additional ground instruction not included. Actual costs vary depending on choice of aircraft, CFI, and total hours flown.*



One Week of Aircraft within 0.5 Mile of Proposed Bloomhouse Waterfront Housing Development Project

7813 pings below 1400 feet
(or 520 aircraft-min. of exposure)
between June 24-30, 2024.

The majority of aircraft along the
Bayfront are flying below 900 ft.
in the training pattern.



**One Week of Aircraft Flying
<0.5 Mile from
East Bay Charter School
Below 1000 feet**

**7813 pings within 0.5 mi radius circle
(or 520 aircraft-min. of exposure)
between June 24-30, 2024**

**The majority of these pings are from
circling planes in the PAO training
pattern.**

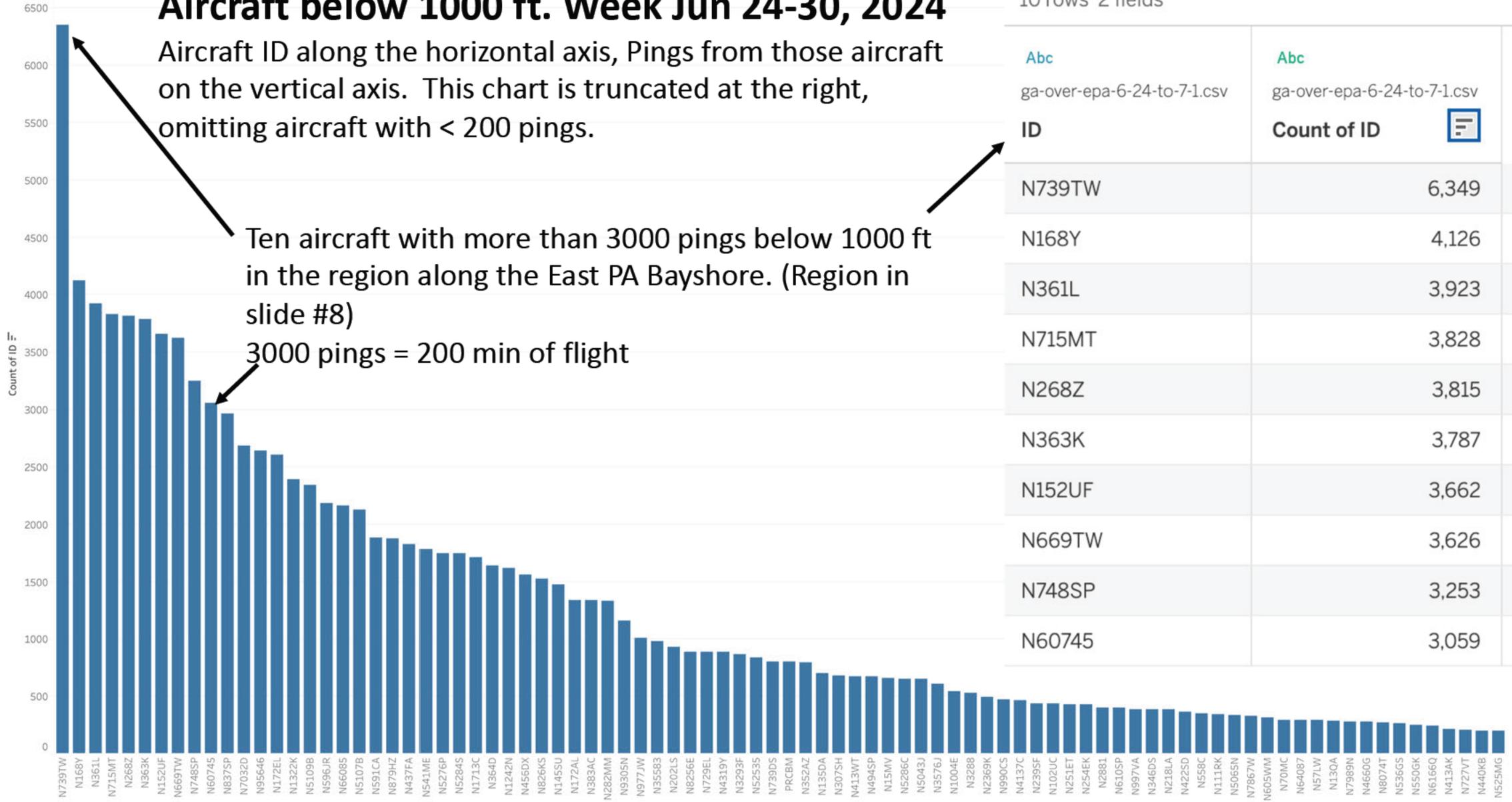
Most planes fly during daylight hours.

Aircraft below 1000 ft. Week Jun 24-30, 2024

Aircraft ID along the horizontal axis, Pings from those aircraft on the vertical axis. This chart is truncated at the right, omitting aircraft with < 200 pings.

Ten aircraft with more than 3000 pings below 1000 ft in the region along the East PA Bayshore. (Region in slide #8)

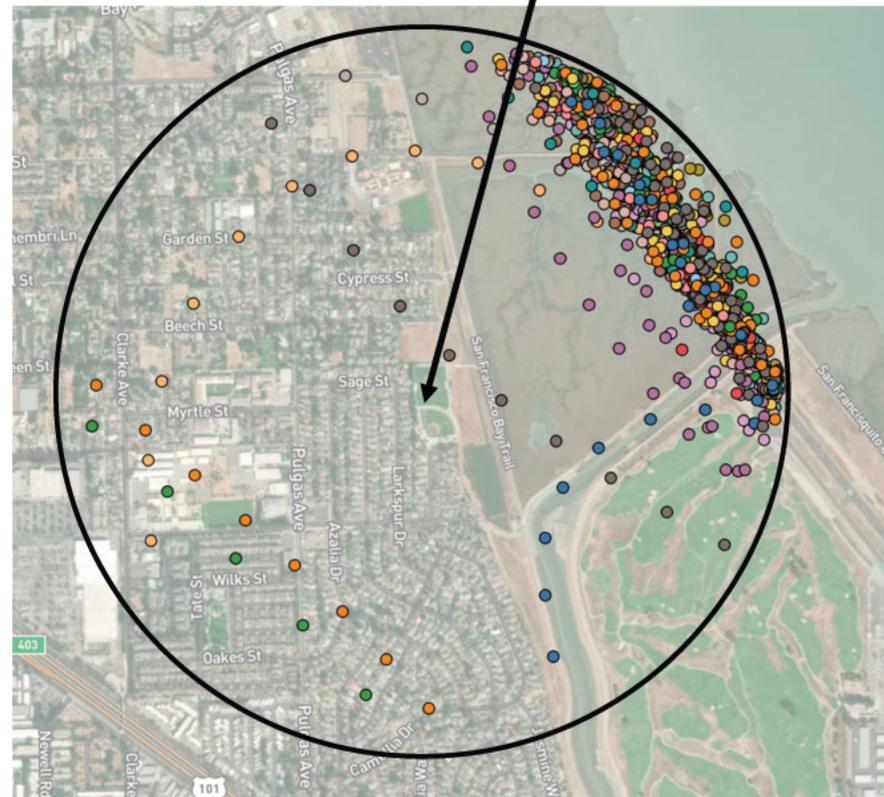
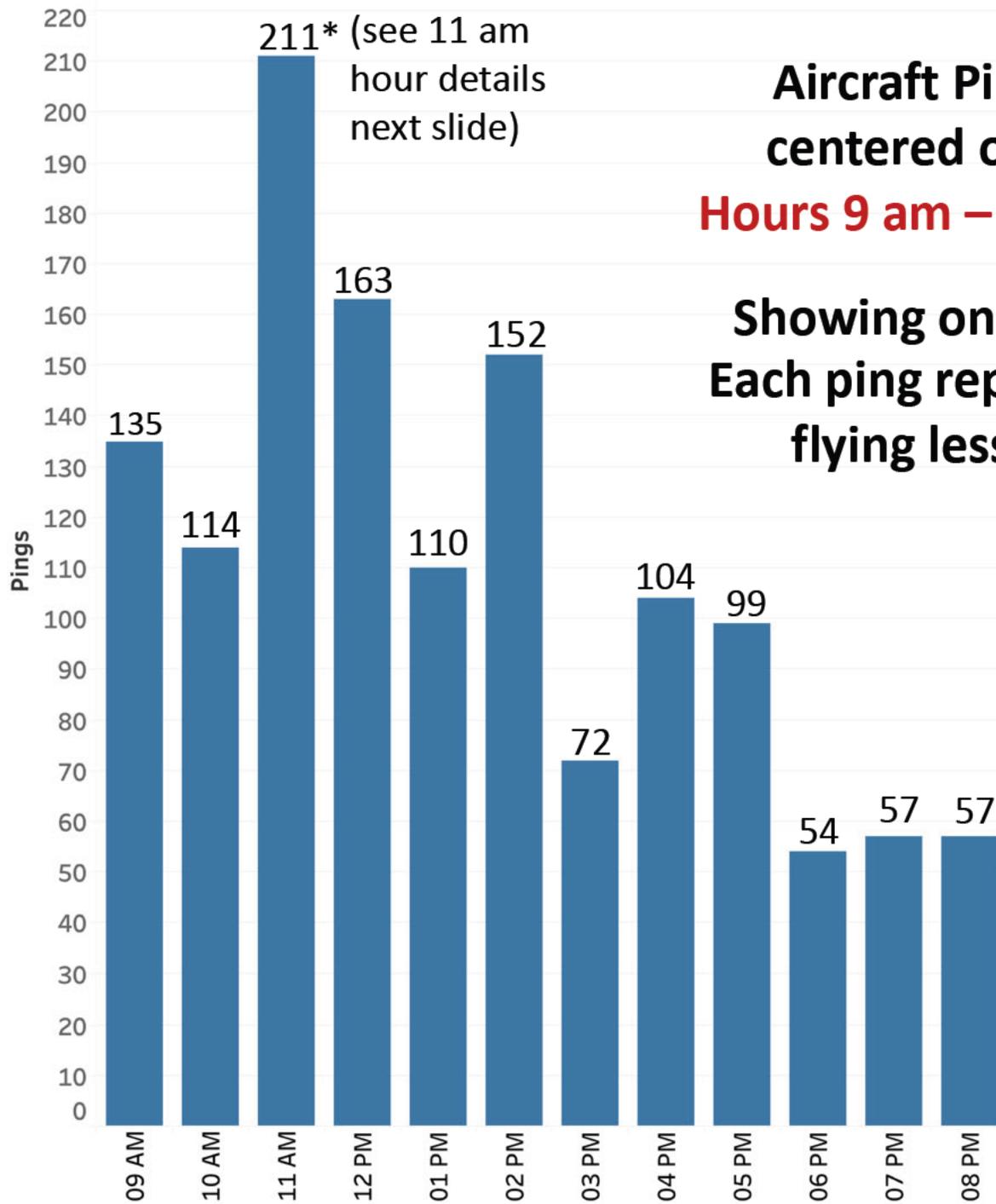
3000 pings = 200 min of flight

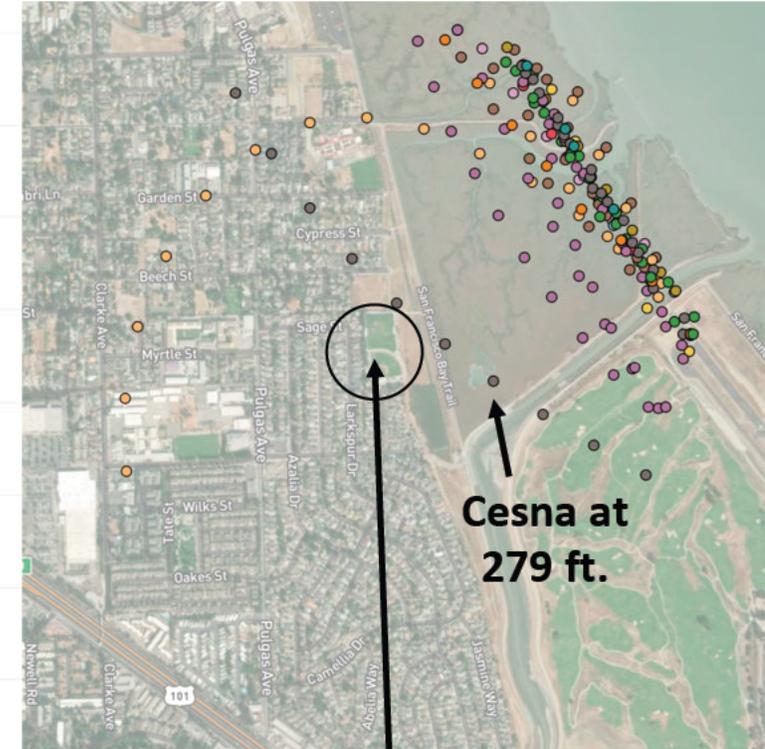
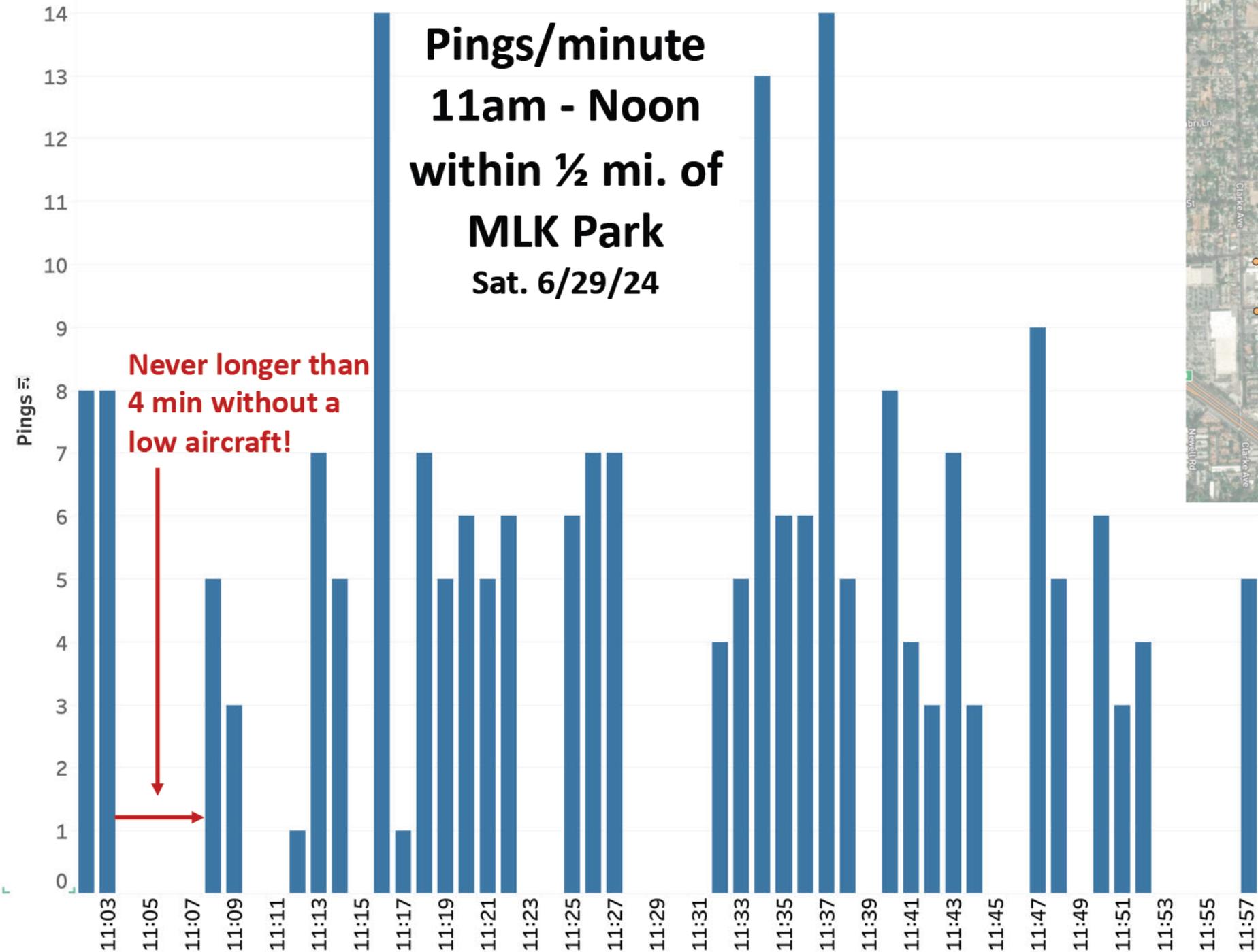


Summary

10 rows 2 fields

ID	Count of ID
N739TW	6,349
N168Y	4,126
N361L	3,923
N715MT	3,828
N268Z	3,815
N363K	3,787
N152UF	3,662
N669TW	3,626
N748SP	3,253
N60745	3,059





**MLK Park
East Palo Alto**

**Counting only aircraft
below 1000 ft.**

**Most are actually
below 500 ft in region
shown.**

From: [Lee Christel](#)
To: [Council, City](#)
Subject: #3: Update and Receive Council Input on Airport Long-Range Plan Project
Date: Sunday, September 15, 2024 12:03:06 PM

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

Dear City Council,

I want to express my opposition to any expansion of the Palo Alto airport. Our area is already burdened by an enormous amount of air traffic noise.

Stop taking FAA grants that tie the city's hands. Make the airport stand on its own economically. Make users pay for their own new terminal – do not spend our taxpayer dollars to benefit a few. Tax leaded fuel at the airport so that the cost is at least as high as the unleaded alternatives.

I attended the June 20, 2024 community meeting. It was pretty clear that there are two camps: (1) the majority of the public that opposes expansion and is already overburdened by the noise and pollution of the airport and (2) a minority of aviation advocates that see the airport as a benefit (and status symbol) for the city. In particular residents of East Palo Alto expressed their frustration with environmental injustice of planes taking off low over their neighborhoods, with one recalling the crashes that killed several people in the last decade.

I have nothing against the life flights and medical transport operations that utilize the airport. But these flights are a small minority and can continue as is.

The voluntary noise abatement procedures are ineffective. Almost every day there are small planes below the 1500 ft limit over my midtown neighborhood. We don't want more and larger planes added to the mix.

The city is not obligated to adopt a plan that meets the suggested FAA safety criteria. The alternatives were developed with FAA criteria in mind. However, those criteria are not requirements.

Per the staff report, aircraft operations are not expected to increase more than 1-1.5% per year and even in 2042 will be less than the peak number of operations that occurred in 1992. Therefore there is no 'demand' reason for expansion.

As part of the analysis, the 'critical aircraft' of the airport was determined to be the Pilatus PC-12, which is a larger single engine turboprop aircraft. It is this aircraft which is supposedly driving the discussion about longer runways (although these planes already use the airport). This is primarily an 'executive' aircraft for the elite as evidenced by these descriptions from the Pilatus Website:

PC-12 – The ultimate aerial SUV

Most versatile and valued business aircraft in the world

Executive seats feature full recline, taller seat backs, and even more seated headroom. Fine European leather, custom hand-stitching, and a wealth of designs to appeal to a multitude of personalities.

You'll appreciate the Swiss craftsmanship and attention to detail presented in the form of custom hand-sewn leather, exclusive hardwood cabinetry and fine upholstery that abound throughout the aircraft.

Designed to allow a fork-lift to load a standard size pallet directly into the cabin, it can surely fit your luggage, your motorbike, and your surfboard.

Expanding to a 3500 ft runway will also open up the airport to these additional **jet** aircraft (<https://simpleflying.com/top-business-jets-short-runways/>) and contribute to an inexorable march toward more annoying jet traffic:

7 passenger HondaJet (3500 ft required)

7 passenger Cessna Citation M2 (3210 ft required)

7 passenger Embraer Phenom 100 (3190 ft required)

10 passenger Pilatus LPC-24 (2900 ft required)

The community survey result was that 43.3% chose the 'No Action' alternative, with Alternative 4 a distant second at 22.1%. When asked which alternative contained their preferred runway length and location without consideration for the rest of the elements, 51.2% of the responders chose Alternative 1 – No Action

Of the five sustainability and resilience focus areas presented for consideration, 'Maintaining Harmony with the Baylands' received the most number 1 (or most important) votes at 51.4%

Alternatives 2 – 5 included the levee location considered by Valley Water and the USACE as part of the South San Francisco Bay Shoreline Phase II Investigations. However, in April 2024, the USACE concluded that there was **no federal interest in the project** (too few people affected).

There were no cost estimates for any of the alternatives.

Please support the 'no action' Alternative #1 that the vast majority of residents desire.

Sincerely,

Lee Christel

Midtown

From: [Hartmut Sadrozinski](#)
To: [Council, City](#)
Subject: Airport planning
Date: Sunday, September 15, 2024 11:14:12 AM

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

The City needs to emphasize noise from airport operations as the most problematic concern to be addressed and managed.

Hartmut Sadrozinski

From: [Briggs Nisbet](#)
To: [Council, City](#)
Subject: Airport Planning & eVTOLs
Date: Sunday, September 15, 2024 10:18:25 AM

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

As a Palo Alto resident living not far from the baylands and the Palo Alto airport I am concerned that Council is considering changes to the municipal airport that could include commercial flights or air taxis such as eVTOLs. Already my neighborhood is subject to low-flying aircraft from SFO, San Jose airport and helicopter overflights as well as private aircraft from PAO.

eVTOL noise has been compared to helicopter noise and the FAA and airports ignore, among other things, their *low frequency vibrations* which is critical to consider because these vehicles are being sold for taxi services, portending traffic levels and lower altitudes that can negatively affect residential neighborhoods and the Baylands.

It is important for the City to present a feasibility and cost analysis of noise assessments and permanent noise tracking options for planning purposes for the PAO. Many of the questions from the community at the airport's June public outreach meeting were about noise impacts. At the time, the City's consultant said an FAA process in future would address our concerns about noise but we know that FAA does not regulate noise—only the City has the obligation to address noise issues for a facility that it owns. This is why the City needs to provide a regulatory review that would establish a framework for addressing noise issues.

Thank you,

Briggs Nisbet



Palo Alto

From: [Sky Posse Post](#)
To: [Council, City; Shikada, Ed](#)
Cc: [PAO Planning](#)
Subject: eVTOL noise is NOT a good idea to pursue in the airport preferred planning alternative
Date: Sunday, September 15, 2024 10:01:37 AM

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

Dear Council, City Manager,

We are alarmed that the staff report for your upcoming study session on Airport Long-Range Planning does not address one of the most problematic concerns from airport operations - noise; particularly eVtoL which we caution is NOT a good idea to pursue in the preferred planning alternative, and not until the community is fully aware of the risks with eVTOL,

Please consider that it is premature to plan for eVTOLS for PAO, or for the City's name to be used to promote these vehicles. As you are aware, **eVTOL noise is comparable to helicopter noise** and the FAA and airports ignore, among other things, their *low frequency vibrations* which is critical to consider because these vehicles are being sold for taxi services, portending traffic levels and lower altitudes that can very negatively affect residential neighborhoods and the natural environment.

eVTOLs would permanently bring NEW noise that is not mitigated even by physical barriers. The FAA guidance that the City has been using to guide planning do not consider noise impacts because as you know, even brutal levels of noise such as the Nextgen noise problem get a *Finding of No Significant Impact* from the FAA. Moreover, the 1.07% forecasted annual increase in operations for Palo Alto Airport is NOT an indication of potential noise impacts. For example, Nextgen noise erupted in Palo Alto when SFO operations were down, and a historical assessment commissioned by the City in 2015 showed that SFO operations grew by 9% over an eight year period, or roughly 1% annually but the increase in levels of noise in that time frame, and the growth in number of people affected is massive. The problems with FAA guidance is why you led on [Council's joint advocacy with the Town of Los Altos Hills, Cities of East Palo Alto, Los Altos, Menlo Park and Mountain View](#) to among other things replace the DNL metric with the NAbove metric.

Before committing to a plan that incorporates aviation and eVTOL priorities, please establish an understanding with the community about how the City plans to assess, track, and report noise - and who will pay for this. It is your

fiduciary duty to plan for all potential costs; credible noise assessment being essential to be responsive and transparent with residents and neighbors. Thus our request for the City to present a feasibility and cost analysis of what modern day noise assessments and permanent noise tracking options can provide. Many of the questions from the community at the airport's June public outreach meeting were about noise impacts. At the time, the City's consultant said an FAA process in future would address our concerns about noise but this is misleading, and it is why we also ask the City to provide a regulatory review that would establish a framework for addressing noise issues.

Lastly, City staff compiled City policy statements and guiding documents to ensure that the airport planning process is consistent with various City positions, but there are also City guiding principles about aircraft noise. Namely the statement at the top of the City's Regional SFO Airport Coordination/Airplane Noise, link [here](#).

The City is committed to working with our citizens, Congress, the Federal Aviation Administration (FAA), SFO, SFO's Community Roundtable, neighboring city and county agencies, regional airports, noise groups, and all stakeholders associated with air traffic in Silicon Valley to find solutions which restore the quality of life of our community.

This type of commitment is missing from the airport planning staff reports and the City should not have double standards for how to address aircraft noise concerns. Noise does not happen in siloes, or airport by airport. All airspace related actions - from safety to noise - are interrelated and interdependent. Furthermore, there are regional policy positions on aircraft noise that were voted on during the Select Committee, by three counties and accepted by three Congressional districts that should also be incorporated in the planning process.

Please ensure that the City's positions on aircraft noise are added to the documents guiding airport planning,

Thank you,

Sky Posse Palo Alto

From: [Bette](#)
To: [Council, City](#)
Subject: Palo Alto Airport
Date: Sunday, September 15, 2024 7:23:13 AM

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

On Sunday, September 15, 2024, 7:01 AM, Bette <betteuk@aol.com> wrote:

Honorable Council Members:

It is perplexing the relationship of aircraft emissions to global climate change is apparently ignored as discussions of Palo Alto Airport expansion continue.

The research of Dr. Arline Bronzaft, airline noise and resultant stress expert, are also highly relevant on a different level. Even those who are sleeping endure negative physiological impacts from aviation noise.

Much more review is essential before decisions are made that are likely to impact local population's wellbeing and negatively change global atmosphere.

Sincerely,

Bette Kiernan

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box covering the signature area.

www.betteconsulting.com

[Confidentiality Notice:](#)

The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential information and may be legally protected

From: [Bette](#)
To: [Council, City](#)
Subject: Contribution of aircraft emissions to climate change
Date: Sunday, September 15, 2024 7:01:56 AM

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

Honorable Council Members:

It is perplexing the relationship of aircraft emissions to global climate change is apparently ignored as discussions of Palo Alto Airport expansion continue.

The research of Dr. Arline Bronzaft, airline noise and resultant stress expert, are also highly relevant on a different level. Even those who are sleeping endure negative physiological impacts from aviation noise.

Much more review is essential before decisions are made that are likely to impact local population's wellbeing and negatively change global atmosphere.

Sincerely,

Bette Kiernan

Bette Kiernan

[Redacted signature]

[Redacted signature]

www.betteconsulting.com

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From: [Jo Ann Mandinach](#)
To: [Council, City](#)
Subject: Fwd: Airport NOISE / SKYPOSSE
Date: Saturday, September 14, 2024 2:39:00 PM

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

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

From: **Jo Ann Mandinach** <joann@needtoknow.com>
Date: Sat, Sep 14, 2024 at 2:37 PM
Subject: Airport NOISE / SKYPOSSE
To: City Council <city.council@palto.org>
Cc: City Mgr <CityMgr@cityofpalto.org>

Dear Mayor and City Council Members,

Yet again the City issued a survey that totally ignored residents' concerns as they did with Cal Ave where there were no cost-effective ideas or simple practical solutions like finally putting up signs saying PARKING THIS WAY/

This time the airport survey totally ignored the BIG ISSUE for most taxpayers:
AIRPORT NOISE.

As we've complained for years, NOISE is a huge problem, especially the frequent late evening and early morning flights that disrupt our sleep and are sometimes so loud I've woken up and looked out the window expecting the low-flying plane to come through the window.

Articles have been written about how harmful to kids' health sleep disruption is.

So in a city where mental health is supposed to be a priority, how about working to protect ours and working to control the noise and protect the Baylands.

It's an election year so we'll be watching to see if you'll fight for US, the residents, or cave yet again to the big money interests as described by Sky Posse.

Most sincerely,
Jo Ann Mandinach



On Monday September 16, there is a Council study session where City staff “recommends that Council receive an update on the Airport Long-Range Planning process and *provide input to support development of a preferred alternative.*” The staff report is [here](#). The Palo Alto Weekly has published a story on the topic, [here](#).

Our review of the staff report is that the current planned “next steps” and commitments from the City sideline noise by not presenting how the airport will address and manage arguably one of the most problematic concerns from airport operations - noise.

The staff report reveals that eVTOL planning on behalf of commercial interests may be a key driver for the pursuit of FAA grants to change the airport. eVTOL noise is comparable to helicopter noise. And the FAA and airports ignore, among other things, their low frequency vibrations which is critical to consider because these vehicles are being sold for taxi services, portending traffic levels and lower altitudes that can very negatively affect residential neighborhoods and the natural environment.

Per the staff report,

"Staff has met with several companies interested in partnering with the City to introduce eVTOL aircraft at the airport. Other companies have approached the airport in support of eVTOL operations by providing sustainable alternative fuels like charging stations and possibly hydrogen. **These companies have identified the Bay Area, and specifically the airport as an ideal location for eVTOL operations in the future.**"

eVTOL companies lobbying our local officials are a formidable lobby, some with former FAA Administrators on their boards. The Palo Alto Weekly quotes the president of the California Pilots Association who helps airports acquire federal grants suggesting, misleadingly, that “the city is already considering the environmental impacts of any alternatives *and that it would be required to fully assess these impacts before any construction occurs.*” **Per the staff report, the City has no steps to consider noise impacts in planning;** if the retort is that FAA’s environmental rules for noise are being followed, that also means that they are not considering noise impacts because even brutal levels of noise such as the Nextgen noise problem get a *Finding of No Significant Impact* from the FAA. Moreover, the 1.07% forecasted annual increase in operations for Palo Alto Airport is NOT an indication of potential noise impacts. For example, Nextgen noise erupted in Palo Alto when SFO operations were down, and a historical assessment commissioned by the City in 2015 showed that SFO operations grew by 9% over an eight year period, or roughly 1% annually but the increase in levels of noise in that time frame, and the growth in number of people affected is massive.

Council must consider that it is premature to plan for eVTOLS for PAO, or for the City’s name to be used to promote these vehicles. It is Council’s duty to first thoroughly understand how inviting eVTOLS would *permanently* bring NEW noise that is not mitigated even by physical barriers. The flaws with Nextgen implementation show that aviation companies, the FAA, and airports have not modernized their tools or metrics to evaluate noise impacts. At the same time, there are various options and metrics to assess noise; it is reasonable to ask for progress on assessments to better communicate about aviation

noise, and before launching new problems.

Before committing to a plan that incorporates aviation and eVTOL priorities, the City needs to have an understanding with the community about how the City plans to assess, track, and report noise - and who will pay for this. It is a fiduciary duty to plan for all potential costs; credible noise assessment being essential to be responsive and transparent with residents and neighbors. Currently, Bay Area airports escape expenses to “fully assess” noise with artifacts such as the FAA’s 65 DNL. Thus our request for the City to present a feasibility and cost analysis of what modern day noise assessments and permanent noise tracking options can provide. Many of the questions from the community at the airport’s June public outreach meeting were about noise impacts. At the time, the City’s consultant said an FAA process in the future would address our concerns about noise but this is misleading, and it is why we also ask the City to provide a regulatory review that would establish a framework for addressing noise issues.

City Policy statements for managing aircraft noise:

City staff has compiled City policy statements and guiding documents to ensure that the airport planning process is consistent with various City positions, but it disregarded the body of position statements and guiding principles about aircraft noise. Namely the statement at the top of the City’s Regional SFO Airport Coordination/Airplane Noise, link [here](#).

"The City is committed to working with our citizens, Congress, the Federal Aviation Administration (FAA), SFO, SFO’s Community Roundtable, neighboring city and county agencies, regional airports, noise groups, and all stakeholders associated with air traffic in Silicon Valley to find solutions which restore the quality of life of our community."

This type of commitment is missing from the airport planning staff reports and the City should not have double standards for how to address aircraft noise concerns. Noise does not happen in siloes, or airport by airport. All airspace related actions - from safety to noise - are interrelated and interdependent. Furthermore, there are regional policy positions on aircraft noise that were voted on during the Select Committee, by three counties and accepted by three Congressional districts that should also be incorporated in the planning process.

The City’s various positions on aircraft noise need to be added to the documents guiding airport planning, including [Council’s joint advocacy with the Town of Los Altos Hills, Cities of East Palo Alto, Los Altos, Menlo Park and Mountain View](#) to among other things replace the DNL metric with the NAbove metric.

From: [Diane McCoy](#)
To: [Council, City](#)
Subject: Preserve the preserve!
Date: Saturday, September 14, 2024 2:30:23 PM

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

Hi,

Please do not expand the airport. There is so much peace and wildlife at the Palo Alto Baylands. I and many others often enjoy walking the area.

With so much focus on expanding the salt marshes to offset rising tides I can't fathom why this one would be diminished, especially given the impact to endangered species such as the Salt Marsh Harvest mouse and Ridgeway Rail.

All of the above are far more valuable than some additional planes that benefit very few.

Thanks,
Cristina Schryver

Sent from my iPhone

From: [Larry Alton](#)
To: [Council, City](#)
Subject: Council must consider that it is premature to plan for eVTOLS for PAO,
Date: Saturday, September 14, 2024 2:22:25 PM

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

Council must consider that it is premature to plan for eVTOLS for PAO, or for the City's name to be used to promote these vehicles. It is Council's duty to first thoroughly understand how inviting eVTOLS would *permanently* bring NEW noise that is not mitigated even by physical barriers. The flaws with Nextgen implementation show that aviation companies, the FAA, and airports have not modernized their tools or metrics to evaluate noise impacts. At the same time, there are various options and metrics to assess noise; it is reasonable to ask for progress on assessments to better communicate about aviation noise, and before launching new problems.

Before committing to a plan that incorporates aviation and eVTOL priorities, the City needs to have an understanding with the community about how the City plans to assess, track, and report noise - and who will pay for this. Also this type of VTOL has a record of crashing and is hazardous to residents until proven reliable.

Larry Alton NASA retiree
[REDACTED]

From: [C Schryver](#)
To: [Council, City](#)
Subject: PA Airport Expansion
Date: Saturday, September 14, 2024 1:48:39 PM

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

Hi,

Please do not expand the airport. There is so much peace and wildlife at the Palo Alto Baylands. I and many others often enjoy walking the area.

With so much focus on expanding the salt marshes to offset rising tides I can't fathom why this one would be diminished, especially given the impact to endangered species such as the Salt Marsh Harvest mouse and Ridgeway Rail.

All of the above are far more valuable than some additional planes that benefit very few.

Thanks,

Cristina Schryver

From: [Barbara Lindsay](#)
To: [Council, City](#)
Cc: [Barbara Lindsay](#)
Subject: Save the Palo Alto Baylands Preserve
Date: Saturday, September 14, 2024 10:56:17 AM

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

Dear Council Members,

I have lived in Palo Alto since 1980 and that means I have had decades to enjoy our wonderful Baylands, including many outings to the Duck Pond with my children as they grew up in the 80s. During my time as a PAUSD teacher, the Baylands played a key role in our science education curriculum, with annual field trips in partnership with the Junior Museum educators. As a senior adult, one of my favorite ways to recreate is to walk at the Baylands or Byxbee, and now I also do that with my grandchildren. I am writing to urge the council to protect our Baylands and say no to any airport expansion that would harm our wetlands and wildlife. With so much of our wetlands disappearing, it is vital to protect what we have, for now and for the future.

Thank you,
Barbara Lindsay

From: [Yoshiki, Jared](#)
To: [Council, City](#)
Subject: Study Session Item #3 - Palo Alto Airport Support
Date: Saturday, September 14, 2024 10:50:54 AM
Attachments: [Outlook-pzaiqkmv.png](#)
[Outlook-ahlhbftx.png](#)
[Outlook-3ifyuari.png](#)
[Outlook-e33h1rmk.png](#)
[Outlook-tolk05if.png](#)
[Outlook-v4ut53hh.png](#)
[Outlook-2qwofvm0.png](#)
[Outlook-kzqtbzbs.png](#)
[PAO Airport Improvements9_24.pdf](#)

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

Good Afternoon,

Please find attached a letter of support for Study Session Item #3 concerning the future of the Palo Alto Airport. It is a vital resource for the community and the Bay Area region and we encourage support for future improvements to the airport and its use as an airport.

-Jared

JARED YOSHIKI

Regional Manager, Western Pacific, AOPA

Aircraft Owners & Pilots Association

p: 202.851.7513

██████████
a: 601 Pennsylvania Ave NW, Suite 250, Washington, DC 20004

www.aopa.org



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601 Pennsylvania Ave NW, Suite 250
Washington, D.C. 20001
T. 202-853-7513
C. 916-761-3519

www.aopa.org

September 3, 2024

Hon. Greer Stone, Mayor
City of Palo Alto
250 Hamilton Ave.
Palo Alto, CA, 94301

SUBMITTED VIA ELECTRONIC SUBMISSION
RE: Study Session Item #3 – Support for Palo Alto Airport

The Aircraft Owners and Pilots Association (AOPA) is the largest general aviation membership organization in the world, representing over 300,000 pilots and aircraft owners, and write to express our strongest support for the Palo Alto Airport and the positive improvements proposed for its future.

The Palo Alto Airport has been a vital part of the community for almost a century, and it continues to play a crucial role in the Bay Area region. It serves as a hub for testing and developing the future of aviation, cementing its position as an essential part of the city. Furthermore, the airport's expansion and growth offer numerous economic opportunities that will greatly benefit the residents and surrounding communities. These opportunities include creating jobs and providing a platform for the next generation of aviators and entrepreneurs, while also generating additional revenue to support high-quality services for the city's residents.

Aside from its obvious benefits, the airport plays a crucial role as an emergency services center during natural disasters and has a zero-density footprint, making it ideal for environmentally sensitive areas. Without the airport, these natural habitats would be vulnerable to development. Therefore, the airport plays a vital protective role for these areas and acts as a necessary buffer for the city's growth. Finally, the aviation industry is making significant progress towards sustainability through alternative fuels while also supporting the continued preservation of zero to low-density land-use through the preservation of airports.

For these reasons, AOPA urges the Palo Alto City Council to maintain its support for the airport and its smart growth options. Embracing the airport as a hub demonstrates forward thinking and is essential for ensuring the airport's safety, modernization, and its role as a vital component of the community's prosperity.

Respectfully,

Jared Yoshiki
Western Pacific Regional Manager – AOPA

CC: Members, Palo Alto City Council

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

From: [Renee Punian](#)
To: [Council, City](#)
Subject: Airport Expansion into the Palo Alto Baylands Preserve
Date: Friday, September 13, 2024 8:59:34 PM

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

To the City Council of Palo Alto:

I have lived in the Bay Area since 1986 and have seen many changes in our valley. I have enjoyed our growth as well as benefited from our economy. Since retiring a few years ago, I have had many opportunities to hike and learn about the flora and fauna in the Palo Alto Baylands among many other special locations in our beautiful part of the world. I have also spent several visits the past year taking pictures of the many birds that live in this area either year-round or during spring or fall migrations. The Palo Alto Baylands is definitely the kind of magical place where every time you visit, there is something new and beautiful to experience.

I understand that there is now a decision around whether the airport needs to expand into the natural area to accommodate more planes and traffic. The noise and frequent interruptions by the current airport traffic is honestly very jarring already. I understand that it may not be possible to completely move the airport to a less fragile location but I can't fathom why anyone would think it would be a good idea to make the airport larger by taking away land in this special location. For the animals and birds that use these lands, and for the ongoing use of this land by us as well as our children and grandchildren, we must choose to not sacrifice these baylands to accommodate more airport traffic.

Thank you,

Renee Punian

From: [Connie Nelson](#)
To: [Council, City](#)
Subject: Oppose Expansion of the Airport
Date: Friday, September 13, 2024 6:01:11 PM

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

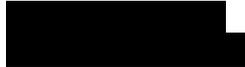
Mayor Stone and City Council Members:

As a well known hotspot for birds and other wildlife, I visit the Palo Alto Baylands Preserve and Byxbee Park multiple times a month to walk the trails and go birding. These parklands and wetlands provide critical habitat for hundreds of local and migratory bird species, and provide a natural buffer against sea level rise.

Expanding the Palo Alto airport runs counter to the current goals to restore wetlands around San Francisco Bay. Habitat loss is already having a huge impact on wildlife. The current noise levels are an annoyance so any expansion will only make it worse.

Please keep the existing footprint of the airport and runway: do not expand or move them closer to the wetlands and do not add more asphalt!

Sincerely,
Connie Nelson



From: [James Feichtl](#)
To: [Council, City](#)
Subject: Airport Expansion Proposals
Date: Friday, September 13, 2024 4:28:42 PM

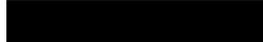
CAUTION: This email originated from outside of the organization. Be cautious of opening attachments and clicking on links.

Dear City Council,

As an Environmental Volunteer I use the Baylands and Duck Pond nearly every week. This natural area needs protection and should not be encroached upon in order to expand the airport. Please do not expand the airport.

Thank you

James Feichtl



From: [Dashiell Leeds](#)
To: [Council, City](#)
Subject: Joint letter regarding Item 3 on the 9/16 Agenda: Update and Receive Council Input on Airport Long-Range Plan
Date: Friday, September 13, 2024 10:56:27 AM
Attachments: [Joint Letter re PA Airport Sept 13 2024.pdf](#)

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

Dear Mayor Stone and Palo Alto City Council Members,

The Sierra Club Loma Prieta Chapter Bay Alive Campaign, Palo Alto Student Climate Coalition, Santa Clara Valley Bird Alliance (Formerly Santa Clara Valley Audubon Society), Green Foothills, Acterra, Citizens Committee to Complete the Refuge, Concerned Residents of Palo Alto, Youth United For Community Action, Climate Resilient Communities, 350 Silicon Valley Palo Alto Climate Action, 350 Silicon Valley, 350 Bay Area, and the California Native Plant Society Santa Clara Valley Chapter join the Honorable Enid Pearson and Honorable Emily Renzel in deep concern over the proposed alternatives for the Airport Long-Range Plan. Our organizations include thousands of members in Palo Alto and neighboring communities who care deeply about Palo Alto's Baylands Nature Preserve and the benefits it bestows on community members and our native plants, birds and wildlife. Our members also care about the health, livability and peace of mind of residents in Palo Alto as well as in neighboring communities. For these reasons, our members are extremely apprehensive about any planning efforts that could lead to the airport's expansion in footprint or in operations.

Please read the attached letter for our full comments.

Respectfully,

Hon. Enid Pearson
Palo Alto Councilmember 1965-75
Former Palo Alto Vice Mayor

Hon. Emily Renzel
Palo Alto Councilmember 1979-91
Baylands Conservation Committee

Matthew Dodder
Executive Director
Santa Clara Valley Bird Alliance

Susan DesJardin
Chair, Bay Alive Campaign
Sierra Club Loma Prieta Chapter

Avroh Shah
Head of Outreach
Palo Alto Student Climate Coalition

Darlene Yaplee
Co-founder

Concerned Residents of Palo Alto

Filiberto Zaragoza
Environmental Justice Campaign Organizer
Youth United for Community Action

Violet Wulf-Saena
Founder and Executive Director
Climate Resilient Communities

Lauren Weston
Executive Director
Acterra: Action for a Healthy Planet

Alice Kaufman
Policy and Advocacy Director
Green Foothills

Mila Berkele
Co-Lead, Nature Based Solutions Team
Silicon Valley Youth Climate Action

Eileen McLaughlin
Board Member
Citizens Committee to Complete the Refuge

Judy Fenerty
Conservation Chair
CNPS Santa Clara Valley Chapter

Cheryl Weiden
350 Silicon Valley Steering Committee

Andrea Gara
Co-leader
350SV Palo Alto Climate Action

Hilary Glann
Co-leader
350SV Palo Alto Climate Action

Zoe Jonick
Lead Organizer
350 Bay Area



SIERRA CLUB
BAY ALIVE
LOMA PRIETA CHAPTER



SCVBA
Santa Clara Valley
BIRD ALLIANCE



CITIZENS COMMITTEE TO
COMPLETE THE REFUGE



**green
foothills**



Acterra

ACTION FOR A
HEALTHY PLANET



Santa Clara Valley Chapter
CALIFORNIA NATIVE PLANT SOCIETY



PALO ALTO CLIMATE ACTION



CLIMATE JUSTICE NOW



SILICON VALLEY
YOUTH CLIMATE ACTION



CLIMATE RESILIENT COMMUNITIES



CONCERNED RESIDENTS OF PALO ALTO

September 13, 2024

Re: Item 3 on the 9/16 Agenda: Update and Receive Council Input on Airport Long-Range Plan

Dear Mayor Stone and Palo Alto City Council Members,

The Sierra Club Loma Prieta Chapter Bay Alive Campaign, Palo Alto Student Climate Coalition, Santa Clara Valley Bird Alliance (Formerly Santa Clara Valley Audubon Society), Green Foothills, Acterra, Citizens Committee to Complete the Refuge, Concerned Residents of Palo Alto, Youth United For Community Action, Climate Resilient Communities, 350 Silicon Valley Palo Alto Climate Action, 350 Silicon Valley, 350 Bay Area, and the California Native Plant Society Santa Clara Valley Chapter join the Honorable Enid Pearson and Honorable Emily Renzel in deep concern over the proposed alternatives for the Airport Long-Range Plan. Our organizations include thousands of members in Palo Alto and neighboring communities who care deeply about Palo Alto's Baylands Nature Preserve and the benefits it bestows on community members and our native plants, birds and wildlife. Our members also care about the health, livability and peace of mind of residents in Palo Alto as well as in neighboring communities. For these reasons, our members are extremely apprehensive about any planning efforts that could lead to the airport's expansion in footprint or in operations.

Our organizations therefore oppose planning elements that would allow the airport to expand in space or air traffic (including eVTOL) or even move the runways north, as this would increase conflicts with birds and other wildlife in the adjacent wetlands. Palo Alto should not un-dedicate parkland, fill wetlands, increase the risk to birds or the need to deter them from using the adjacent wetlands, exacerbate noise, or perpetuate lead deposition and greenhouse gas emissions. We are supportive of adding solar panels over existing asphalt areas, and of creating a path to reduce the footprint, both physical and operational, of the airport in the future.

Protection of Palo Alto's Baylands is the most popular option with the public

Responses to the online survey as noted in the staff report¹ show clear preference for the No Action Alternative (Alternative 1). Many responses chose not to choose an alternative, instead expressing a "strong preference for preserving the Baylands and Duck Pond" and a "strong preference for closing the airport." When Alternative 1 and the No Answer votes were combined, more than 58% of votes in the survey expressed a strong preference for preserving the Baylands and opposing airport expansion. Furthermore, of several "Focus Areas" presented for consideration, "Maintaining Harmony with the Baylands" received the most votes with 51.4% of the votes.

It is surprising therefore that the words "Baylands Nature Preserve" (and within it the word "nature") appear only once in the staff report. Identified Key Issues and Needs include, "Integrate facilities with the adjacent Baylands Golf Links and Baylands Nature Preserve, both of which are also city-owned." The word "Park" also appears only once. It seems that preservation and protection of parkland and the nature preserve are not recognized as a Key Issue or Need despite the overwhelming concern expressed by the community in the Airport survey, in letters to the City Council over the past few months, and in grassroots petitions² and outreach efforts. In all these communications the community expressed strong opposition to airport expansion.

Due to the potentially significant impacts of encroaching into the Baylands and of increasing airport operations on wildlife and Bayland ecosystems, the impacts on neighboring communities, and the strong preference of community members to not expand the airport, our organizations recommend that City Council direct staff to proceed with alternative 1 (no-action/no-build). Airport operations should not encroach upon the Baylands directly or indirectly, and parkland should not be paved to accommodate the airport.

¹ Staff Report for Agenda Item 3:

<https://cityofpaloalto.primegov.com/api/compilemeetingattachmenthistory/historyattachment/?historyId=0f6f33be-6159-42d0-980f-a62dfcea2bac>

² Diane McCoy collected 300 signatures from visitors to the baylands on a petition asking the City not to expand. Over 1500 people signed the Palo Alto Student Climate Coalition's petition

https://www.change.org/p/save-the-palo-alto-baylands-from-airport-expansion?utm_medium=custom_url&utm_source=share_petition&recruited_by_id=0c77e730-a48d-11ea-9049-bf7deb9d000a

Please consider the following points in your direction to staff.

1. **Please do not allow the airport to expand into dedicated parkland³.** It is surprising to us that the outreach conducted by the airport has not disclosed to the public that all the expansion alternatives (2,3,4,5) would require the un-dedication of parkland and therefore require a vote of the people. Alternatives 2, 4 and 5 would fill wetlands in the Baylands Nature Preserve, and Alternative 3 would encroach into the Golf Course.
2. **Please do not encroach on wetlands at the Baylands Nature Preserve (Alternatives 2,3,4,5).**

Palo Alto's Baylands are critical wildlife habitat for migratory birds. Two hundred eighty bird species have been recorded in the Palo Alto Baylands Preserve, which is the longest checklist for any birding hot spot in the country. Some of these species depend on the combination of habitats that is available at the lagoon, including imperiled rail species, the lovely Common Yellowthroat, and the Alameda Song Sparrow. Encroaching into this habitat by filling the wetlands and/or by moving airport activity and operations closer to their habitat (Alternatives 2, 3, 4, and 5) would harm these species and the many others who rely for their survival on Palo Alto's preservation of the Baylands.

Palo Alto's 2030 Comprehensive Plan calls for the City to act in accordance with the 2008 Baylands Master Plan (BMP), protecting open spaces as vital sources of public health, natural beauty, and enjoyment. The plan emphasizes the importance of preserving and protecting the Bay, marshlands, sloughs, creeks, and other wetlands as functioning habitats and elements of an interconnected wildlife corridor.

The 2008 BMP expressly forbids intensified airport use or significant intrusion into open space, including the Duck Pond and lagoon. As noted by the Honorable Emily Renzel (letter to City Council dated August 8, 2024), loss of wetlands not only contradicts this plan but also undermines the City's long standing mitigation requirement for historical fill of wetlands by the City of Palo Alto: (BMP on page 67-68).

In 1976, the Army Corps of Engineers (ACOE) granted permission to continue operations and expand the footprint of the landfill. That permission included mitigation measures that are described in the Environmental Impact Report for the Palo Alto Refuse Disposal Area. The lagoon

³ In 1965, Palo Alto dedicated the Baylands as conservation parkland. Article VIII of the Palo Alto city charter stipulates that dedicated parkland cannot be sold, disposed of, or its use abandoned or discontinued without a majority vote of the electorate. It further states, "No substantial building, construction, reconstruction or development upon or with respect to any lands so dedicated shall be made except pursuant to ordinance subject to referendum."

that envelopes the Duck Pond (and where fill is proposed) is an important mitigation area⁴, intended to serve in perpetuity to mitigate unpermitted fill of wetlands at Byxbee Park decades ago. It currently provides open water and mudflats and supports a native plant community that supports migratory birds and locally endangered species.

The Palo Alto Airport, like all airports, must adhere to a Wildlife Hazard Management Plan (WHMP) mandated by the FAA, which allows for the removal of birds and wildlife from the airfield using lethal methods if necessary. Currently, a 320-ft buffer separates the runway from the lagoon and wetlands, enabling birds to use the nearby duck pond and lagoon while still allowing public enjoyment from the San Francisquito Creek Trail. However, WHMPs also prohibit enhancing habitats that could attract birds to the runways. Shifting the runway, as proposed in Alternatives 2, 3, 4, and 5, would necessitate a new WHMP, likely leading to increased efforts to deter birds from the Palo Alto Baylands, which would be detrimental to birds and other local wildlife. To avoid worsening conflicts between aircraft and wildlife, and to preserve the natural habitat, we strongly oppose relocating airport infrastructure towards the Baylands Nature Preserve.

3. We support the placement of solar panels on existing paved areas.

Adding solar panels over existing paved areas will not expand the footprint or operational capacity of the airport while providing a sustainability benefit.

4. Please do not expand the operational capacity or increase the air traffic of the airport.

Expanding airport operations could exacerbate existing impacts of the airport on nearby ecosystems and communities. Increased air traffic could lead to increased noise pollution, air pollution, and greenhouse gas emissions. We are concerned about the impacts of airport operations on communities such as those in East Palo Alto and Menlo Park's Belle Haven Neighborhoods. We also have concerns with eVTOL aircraft, as the frequent use of this aircraft could lead to increased disturbances for local birds and other wildlife, as the majority of eVTOL operations will occur at lower altitudes where bird strikes are more common.

We believe that Palo Alto must start moving infrastructure away from the Bay. Land near the Bay, including the airport, should transition over time and serve to protect the community from the impacts of sea level rise, and to provide upland habitat to allow migration habitat for native species of plants and animals.

⁴ The "Lagoon Mitigation Project" was a required mitigation for the fill of wetlands. It installed two culverts underneath Embarcadero Road to allow tidal flow into the lagoon in order to sustain its ecological function and to restore wetlands impacted by previous developments. This mitigation is mentioned multiple times in City records. For example, on page 28 of the City [Council Minutes of Oct 21, 1974](#), in reference to the Solid Waste Disposal.

5. Palo Alto should expedite a ban on the sale of leaded AVGAS in anticipation of the State and Federal Government legislative process.

The sale of leaded aviation fuel may be banned in California beginning in 2031 under a bill approved by the legislature and headed to Gov. Gavin Newsom. A federal ban could come as soon as 2030. The Palo Alto Airport should ready itself for a regulatory environment in which leaded aviation fuel is illegal. The negative human and environmental health impacts of leaded aircraft fuel are well known,⁵ and Palo Alto has the opportunity to be a global trailblazer in pollution standards by expediting a leaded AVGAS ban and by promoting aviation fuel alternatives.

Respectfully,

Hon. Enid Pearson
Palo Alto Councilmember 1965-75
Former Palo Alto Vice Mayor

Hon. Emily Renzel
Palo Alto Councilmember 1979-91
Baylands Conservation Committee

Matthew Dodder
Executive Director
Santa Clara Valley Bird Alliance

Susan DesJardin
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Sierra Club Loma Prieta Chapter

Avroh Shah
Head of Outreach
Palo Alto Student Climate Coalition

Darlene Yaplee
Co-founder
Concerned Residents of Palo Alto

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Youth United for Community Action

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Founder and Executive Director
Climate Resilient Communities

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Executive Director
Acterra: Action for a Healthy Planet

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Policy and Advocacy Director
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Co-Lead, Nature Based Solutions Team
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Board Member
Citizens Committee to Complete the Refuge

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Conservation Chair
CNPS Santa Clara Valley Chapter

Cheryl Weiden
350 Silicon Valley Steering Committee

Andrea Gara
Co-leader
350SV Palo Alto Climate Action

Hilary Glann
Co-leader
350SV Palo Alto Climate Action

Zoe Jonick
Lead Organizer
350 Bay Area

From: [Michael Morganstern](#)
To: [Council, City](#)
Subject: PLEASE do not expand the Palo Alto Airport
Date: Thursday, September 12, 2024 7:32:23 PM

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

My name is Michael Morganstern and I have lived in Palo Alto since 1980. I regularly bike and hike the baylands for exercise and to observe the variety of wildlife. These lands are important to quality of life in our city. Expanding the airport in any way will reduce parkland and will add to the noise pollution with more airplanes taking off and landing.

Frankly, I would be happy if the airport closed entirely. I think it would add to the quality of life in our city. That said, to add to any runway to allow more and larger airplanes would be a big mistake.

Please, please do not expand the Palo Alto Airport.

Sincerely,
Michael Morganstern Ph.D

[REDACTED]

From: [M Harris](#)
To: [Council, City](#)
Subject: Please do not expand the Palo Alto Airport
Date: Thursday, September 12, 2024 4:00:51 PM

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

Hello,

I am a frequent visitor to the Baylands Nature Preserve (for birdwatching and walking) and I'm seriously concerned how expanding the Palo Alto Airport will affect this lovely area. I'm sure you've heard from other nature walkers so I don't need to list all the ways the wildlife, including migrating birds, will be detrimentally affected.

Please vote NO on expanding the Palo Alto Airport.

Thank You,
Maureen Harris

Please Contact the Clerk's Office
to View Additional Pages,
Attachments, or Images Related

From: [City Mgr](#)
To: [Council, City](#); [Shikada, Ed](#)
Cc: [Executive Leadership Team](#); [City Mgr](#); [Clerk, City](#)
Subject: City Council Bundle_September 12
Date: Thursday, September 12, 2024 3:55:19 PM
Attachments: [image001.png](#)
[image002.png](#)
[RE Dangerous crosswalk at Charleston and Sutherland + proposed solutions.msg](#)
[RE Unleaded Aviation fuel at PAO.msg](#)
[RE EPA announces violation of airborne lead standards at two California airports yet continues to delay action on toxic effects of lead in aviation fuel.msg](#)
[RE Churchill Intersection.msg](#)
[RE Parklet Encroachment at 281 University Avenue.msg](#)
[RE Road repair.msg](#)
[RE Uncontrolled \(unsafe\) intersections along Suggested Routes to school.msg](#)
[RE Manufactured Housing.msg](#)
[FW Unhoused on Clemo Avenue Juana Briones Park.msg](#)
[RE Churchill ave construction closure - photos of student backup.msg](#)
[RE Continued Lack of Gas Leaf Blower Enforcement.msg](#)
Importance: High

Dear Mayor and Council Members,

On behalf of City Manager Ed Shikada, please see the attached staff responses to emails received in the City.Council inbox through September 12.

Respectfully,
Danille



Danille Rice

Administrative Assistant
City Manager's Office | Human Resources | Transportation
(650) 329-2229 | danille.rice@cityofpaloalto.org
www.cityofpaloalto.org

Please click here to provide feedback on our City's services

From: [Caryn Huberman](#)
To: [Council, City](#)
Subject: PLEASE DO NOT EXPAND THE AIRPORT!!!
Date: Thursday, September 12, 2024 1:53:05 PM

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

Mayor Stone and Members of the City Council:

I urge you NOT to expand the airport, NOT to create more paved areas, NOT to open the door to more fossil fuel pollution from additional and/or larger planes.

The Baylands, Duck Pond, wetlands, Bixby Park and that entire area is a precious natural resource we should NOT destroy in any way. It calls for PROTECTION, not nibbling away.

For over fifty years I have hiked, studied, photographed and generally enjoyed and respected this glorious resource as have many, many others.

Why would you want to, for the sake of a few dozen plane owners/pilots, destroy even *one inch* of the seed corn that is the Baylands? Eat it up and it's GONE. Your children and grandchildren will never know what treasure you stole from them. Can you live what that?

It is not replaceable! It is precious! To the wildlife, to the air we breathe, to the beauty so many of us respect, seek and cherish.

Please do not be blindsided by wealthy interests (a la a certain private girls' school) into acts you will regret and for which you will lose the respect of this community.

The FDA is not asking you to expand, local citizens are begging you NOT to expand.

I'm beseeching you: PROTECT EVERY INCH OF THIS TREASURE!!

DO NOT EXPAND THE AIRPORT. NOT ONE INCH!

Respectfully,
Caryn Huberman

[REDACTED]
[REDACTED]

[REDACTED]

From: [Juliana Manoliu](#)
To: [Council, City](#)
Subject: Palo Alto airport expansion
Date: Thursday, September 12, 2024 1:18:55 PM

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

Dear Palo Alto City Council,

I have lived in and around Palo Alto for the last 55 years. Of those 48 years have been in Palo Alto proper and am currently a Palo Alto resident.

I have been an avid birder and bird photographer and have been going to the Baylands and Byxbee parks on a regular basis, at least once a week. These parks are extremely rich in birdlife especially during bird migration and winter seasons.

Please do not reduce these valuable natural resources for an airport expansion. For the last 2-3 years there has been a rare winter visitor which likes the area behind the duck pond- it is a **curlew sandpiper**. The duck pond itself at times is a resting place for **Bonaparte's gulls**.

I watched in horror when the city of Palo Alto decided on its own to build an earth hill to protect the Palo Alto golf course from flooding.. After 2 1/2 years of Palo Alto costs associated with this endeavor the money came through for the joint powers project which flattened the Palo Alto built hill. Please don't burden us with more expenses for a few peoples' benefit.

Sincerely yours,

Juliana Manoliu

From: [jeannie duisenberg](#)
To: [Council, City](#)
Subject: Airport expansion
Date: Thursday, September 12, 2024 10:05:20 AM

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

Dear City Council,

Please consider voting against the expansion of the PA airport. It is really of no benefit to the vast majority of PA dwellers. Why would we want to increase air traffic when we have had so little satisfaction with the FAA in tamping down the air traffic noise inflicted on us for the last decade?

No on airport expansion.

Thank you,
Jeannie Duisenberg
Channing Ave

From: [Alice Smith](#)
To: [Council, City](#)
Subject: Airport Expansion
Date: Thursday, September 12, 2024 8:03:12 AM

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

I have written several times to the City Council about my opposition to the expansion of the airport. This is the perfect time for the City Council to stand up for our birds and the open space we so need in the baylands and stop any expansion of the airport and work on getting the airport removed from our baylands.

--

Alice Schaffer Smith



Your vote is your voice: use it or lose it.

From: [Ramaseshan Iyengar](#)
To: [Council, City](#)
Subject: Urgent Request to Protect the Baylands and Preserve Our Community's Well-Being
Date: Wednesday, September 11, 2024 8:54:28 PM

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

Dear Mayor Stone and Palo Alto City Council Members,

My name is Ram, and I am a proud resident of the Bay Area and a former resident of Palo Alto. I'm writing to you today to express my deep concern about the potential expansion of the Palo Alto Airport and its impact on our cherished Baylands Nature Preserve.

I have lived in and around Palo Alto for 10+ years, and the Baylands has always been a special place for me. I've spent countless hours exploring its trails, birdwatching, and appreciating its natural beauty. The Baylands serves as a critical habitat for migratory birds and offers invaluable educational programs for our community. The trails and other park amenities provide recreational opportunities for people of all ages and abilities.

Unfortunately, the airport's presence already affects this neighborhood through noise pollution and concerns about air quality. The idea of any expansion or intensification of airport operations is deeply troubling.

I urge you to protect the Baylands and our community by:

- **Not expanding the airport into the Palo Alto Baylands or any other designated parkland.**
- **Not moving the runway closer to the wetlands.**
- **Not introducing any new asphalt, both within and outside of the airport property.**
- **Not taking any action that may intensify the operations and the number of flights at the airport, or allow larger planes to use the runways.**

The Baylands is an irreplaceable natural treasure that deserves our utmost protection. Please make decisions that prioritize the preservation of this vital ecosystem and the well-being of our community.

Thank you for your time and consideration.

Sincerely,

Ram Iyengar

Santa Clara, CA



From: [Craig Fisk](#)
To: [Council, City](#)
Subject: Please do not expand the Palo Alto airport
Date: Wednesday, September 11, 2024 7:45:01 PM

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

Preserving the Charleston Slough and the birding sites at the Bayland Nature Preserve are more important than expanding the Palo Alto airport. I say this 1) as someone who has gone on many, many birding hikes -- with friends, solo, or with the Santa Clara Audubon society -- to those areas. We've already greatly reduced the support for migratory birds in the Bay Area, and 2) as someone who has taken people from San Jose to all three Bay Area airports as a Lyft driver, I realize it is just not necessary to expand the airport -- SFO or San Jose are close enough.

Thank you!

Best,

Craig Fisk



From: [Emily Renzel](#)
To: [Council, City](#)
Subject: My more complete letter to you re Airport
Date: Wednesday, September 11, 2024 6:54:17 PM
Attachments: [CC re airport.pdf](#)

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

Dear Mayor Stone and City Council: I just re-sent you a letter I wrote about a month ago, but now realize that it was a draft. The FINAL version is attached below. Please limit any new airport activities to the current site. Thanks.

Emily Renzel, Councilmember 1979-91

August 8, 2024

Dear Mayor Stone & Members of the City Council:

I have just read Alice Mansell's letter to you with her perspective on Palo Alto's decisions about our treasured baylands. There is considerable mixing of facts and opinions and I would like to straighten out the record a little.

First of all, when John Fletcher Byxbee, City Engineer, set out to acquire some 1900 acres of Baylands, he regarded all of it as potential *reclaimed* land. Due to similar thinking all around the Bay, over 90% of the Bay's wetlands were lost. With each loss, the options to restore the natural areas were reduced. Each City Council had fewer options to course correct. Highway 101 became known as the "Bayshore Freeway".

The City of Palo Alto owned a lot of land that was in San Mateo County and to correct that, the City re-routed the San Francisquito Creek, then considered the County boundary, to bring the Palo Alto owned land into Santa Clara County. Grand plans for the Airport and the Yacht Harbor were too expensive for Palo Alto, so the city leased those facilities to the County of Santa Clara. Re-routing of the Creek created some remnant sloughs. One of these is the lagoon that still envelopes the Duck Pond.

In 1964, the Voters of Palo Alto, by a 90-10 margin, approved the Park Dedication Charter Amendment. Parklands may not be converted to other uses without a vote of the public. There have been fewer than 10 such amendments in subsequent years. One of these amendments undedicated three parcels to allow expansion of the airport.

The City also kept expanding the "dump" into 126 acres of wetlands. By the early 1970's the approved footprint of the dump was completely filled. The City, however, continued to fill new wetlands. By that time the Clean Water Act had been adopted by Congress and there was a new permit process required to fill wetlands. In 1975, the City was required to mitigate unpermitted fill by 1) installing pipes to one remnant of San Francisquito Creek (now commonly known as the Lagoon) to improve water quality and create a marshy fringe, and 2) installing a flexible tide gate in the 600-acre Flood Basin to also improve water quality and create marshland. **Those mitigation requirements are a permanent obligation of the City of Palo Alto.**

Also in 1975, the 109 Boaters berthed in the Palo Alto Yacht Harbor were seeking to dredge the channel to the Bay. They argued that re-routing the Creek had caused the harbor to fill in. In fact, the Harbor was filling in because with each dredging, wetlands

were filled and the natural twice daily tidal prisms that kept the channel open, were obstructed. The Bay Conservation and Development Commission had jurisdiction and required a Comprehensive Baylands Master Plan as part of that approval. The City spent a couple of years to adopt the Baylands Master Plan which was subsequently revised and adopted in 2008. The Yacht Harbor was closed around 1980 and through natural tidal action, at least 20 acres of wetlands have been restored.

Since the 1970's, the City has recognized the environmental value of having a nearby natural marshland and has resisted additional fill and incompatible uses. The 2008 Adopted Baylands Master Plan proscribed expansion of the Airport and also acknowledged the protected areas surrounding it. The three parcels that were undedicated in 1969 were incorporated into the airport and the Regional Water Quality Control Plant. The airport paved some of this land for parking cars and airplanes. But much of that land remains unpaved. The City should consider rededicating this land as parkland instead of allowing the airport to expand.

Byxbee's vision of a Salt water swimming pool did not last long as it became a haven for the Bay's wildlife and soon became the beloved Duck Pond. It continues to be a favorite place to take children for an outing. The lagoon that envelopes the Duck Pond continues to provide important habitat for migratory birds as envisioned in the 1975 mitigation.

There have been many policy decisions made in the last fifty years, each with more and more constraints. Councils have done their best but not every decision was perfect. **The 2008 Baylands Master Plan provides a comprehensive history of each of the major areas of the Baylands and I urge you to respect its conclusions - especially those protecting and enhancing wetlands.**

Please protect our very special Baylands and encourage the Airport to operate within the confines of its existing footprint and flight limitations.

Sincerely,

Emily M. Renzel, Planning Commissioner 1973-79 & Councilmember 1979-91

P.S. The 2008 Baylands Master Plan is available at <<https://www.cityofpaloalto.org/files/assets/public/v/1/planning-amp-development-services/file-migration/current-planning/forms-and-guidelines/baylands-master-plan.pdf>>

From: [Emily Renzel](#)
To: [Council, City](#)
Subject: Please reject Airport expansion
Date: Wednesday, September 11, 2024 6:03:53 PM
Attachments: [CC re airport.docx](#)

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

Dear Mayor Stone and members of the City Council:

Please limit the Airport operations to those which can be reasonably accommodated on its existing footprint. The Airport already has a significant impact on the surrounding park and open space and the ability of Palo Alto residents and our native wildlife to enjoy the tranquility of this nearby habitat.

Attached is a letter I sent you a few weeks ago regarding the legal basis upon which you should reject expansion into our natural Baylands. Thank you.

Emily M. Renzel
Councilmember 1979-91
[REDACTED]
Palo Alto, CA 94301

From: [Tom Bria](#)
To: [Council, City](#)
Subject: Palo Alto Airport
Date: Monday, September 9, 2024 4:01:03 PM

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

Greetings.

I have flown out of your airport for over 50 years and have always enjoyed the beautiful and safe facility your city has provided.

Although I understand how easy it is to complain about its presence, for you to bend to these pressures and close your excellent airport would be a terrible shame.

Respectfully,

Thomas Bria

In 2020, San Francisco voters passed Supervisor Walton's Proposition D, which resulted in the formation of the Sheriff's Department Oversight Board and the Office of the Inspector General. The primary function of these entities is to provide independent oversight for the Sheriff's Office. On December 20, 2023, the board appointed Inspector General Wiley, who officially assumed his role on January 8, 2024.

We appreciate your patience and support as Inspector General Wiley builds the Office of the Inspector General to become operational. While the Inspector General seeks funds through the budget process to serve the people of San Francisco and deliver on the promise of Proposition D, the Department of Police Accountability will continue to provide independent investigations into complaints of serious misconduct against San Francisco Sheriff deputies and in-custody deaths pursuant to existing agreements.

Please stay tuned for updates about the transition of this work.

San Francisco Office of the Inspector General website: [Office of the Inspector General | San Francisco \(sf.gov\)](#)

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