



CITY OF
**PALO
ALTO**

CITY OF PALO ALTO
Planning & Transportation Commission
Regular Meeting
Wednesday, February 28, 2024
6:00 PM

Agenda Item

Public Comments

From: [Humphrey, Sonia](#)
Cc: [Abello, Emmanuel](#)
Subject: Now Available - Agenda Packet for the February 7, 2024 LAFCO Meeting at 1:15 PM
Date: Thursday, February 1, 2024 4:40:31 PM

Some people who received this message don't often get email from sonia.humphrey@ceo.sccgov.org. [Learn why this is important](#)

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

The agenda and staff reports for the February 7, 2024 LAFCO Meeting are now available on the LAFCO website at this weblink:

<https://santaclaralafco.org/meetings/commission-meeting-2024-02-07-211500>

Sonia Humphrey, LAFCO Clerk
LAFCO of Santa Clara County
777 North First Street, Suite 410
San Jose, CA 95112
(408) 993-4709



From: [Amie Ashton](#)
To: [Council, City; Planning Commission; Sumpter, Andria; Shikada, Ed; Nordman, Eric; eunmi.choi@dot.ca.gov; Kamhi, Philip; Bhatia, Ripon; Star-Lack, Sylvia; Katherine Dumont; Frank Viggiano; Katie Causey; Ken Kershner; Van Der Zwaag, Minka; McDonough, Melissa; April Webster](#)
Subject: Thank you & Additional ECR FAQs
Date: Monday, February 5, 2024 8:50:09 AM
Attachments: [ECR Repaving FAQ & Info.pdf](#)

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

Hello City and Caltrans Staff, Council Members, and Commissioners,

Thank you to those who met with the Silicon Valley Bicycle Coalition (SVBC) to discuss your concerns regarding the El Camino Re-paving Project. The SVBC El Camino Vision team is working hard to help make El Camino a vibrant, multimodal corridor from San Francisco to San Jose. We want to see it become an inclusive place to live, work, shop, play.

In response to our discussions, we compiled the attached information to help address some of the issues we heard from you.

Additionally, we are talking to El Camino businesses to listen to their concerns. We know that people using bikes ride on sidewalks create dangerous situations with pedestrians and drivers entering El Camino that don't look to their right. There are near-misses daily (and many of those people who bike are children). Business owners want better (and slower) streets, so do cyclists, pedestrians, and drivers.

Note that we are also conducting a general parking assessment in areas where parking will be removed during construction, and potentially permanently as part of the project design. We are also outreaching to Palo Alto TMA staff to hear their ideas on what works locally for getting employees to reduce single-occupant vehicle trips. We will update you with the data we obtain.

We understand construction will begin very soon and Caltrans is already beginning the process of notifying RV-dwellers that will need to move for preliminary intersection work. We are happy to assist with any additional outreach or notification efforts that will be conducted by the city as all the RV-dwellers will need to move for at least the duration of construction activities.

We look forward to supporting the city in whatever way we can as we move towards the project start date.

Thank you,

February 5, 2024

SUBJECT: Bicycle Lanes on El Camino Real in Palo Alto

Dear City Manager Shikada and Transportation Staff,

The City of Palo Alto is being presented with a rare opportunity to build bike lanes on El Camino Real (ECR) at no cost to the city, as a part of a Caltrans repavement project along with the Cities of Los Altos and Mountain View to be implemented in the upcoming year. This marks Caltrans' inaugural project on ECR incorporating infrastructure for people biking, presenting Palo Alto with an opportunity to pioneer the inclusion of green-painted bike lanes, delineating bollards, and bike boxes at intersections along this crucial corridor.

The Silicon Valley Bicycle Coalition (SVBC) supports bike lanes on El Camino to reduce congestion, reduce vehicle miles traveled, support the Housing Element and future residents of new housing developments, improve sight lines and safe systems, and take advantage of this once in a decade opportunity to make El Camino the Grand Boulevard we all want it to become.

Is the Caltrans project perfect? No.

SVBC agrees that this project could be better if schedule and cost were not an object. At the same time we would like to emphasize that this is only the beginning, it is only the first step toward adding necessary infrastructure for bicyclists along this corridor.

SVBC shares the vision of the Grand Boulevard Initiative where El Camino Real is a thriving, vibrant, inclusive corridor that fosters a dynamic community where people can seamlessly live, work, shop, play and connect, prioritizing efficient transit and active transportation to enhance the overall well-being and quality of life for all.

ECR is the **only non-freeway corridor** that connects the Peninsula from Daly City to San José. This, as well as the **concentration of housing and businesses** along this corridor, makes it the **essential North-South route**, not only for the motor vehicles it was mainly designed for but for bicyclists and pedestrians as well. It is also a **high injury roadway** where more bicyclists and pedestrians are getting hit every day - which clearly indicates that in spite of being unsafe, this corridor is already being heavily used by those walking and biking. We also have **thousands of new residents** coming to the El Camino area as part of planned and proposed housing developments, let's give them safe travel options and an amazing, healthy community to call home.

Along with this letter we are including an appendix which talks about past plans and efforts along El Camino Real, crash data, concerns around parallel routes, parking and businesses losing customers and more to provide a more holistic picture of all the benefits this project can provide.

We are positive that the City of Palo Alto will take the necessary steps required to move forward with this project; once again setting a precedent for other cities, much like its leadership in numerous bike policies, programs, and projects in the past. SVBC is happy to answer any questions or concerns you might have.

Thank you,

SVBC's El Camino Real 2030 Campaign Team

APPENDIX

APPENDIX

1. Past Plans Detailing El Camino Real as a Preferred Bicycle Route
2. But We Have Parallel Routes
3. Road Violence Data
4. The Parking Question
5. What about our RV-dweller neighbors?
6. Bike Lanes are Good for Business
7. What About Lane Reduction
8. Palo Alto is Not an Island - It's About Connectivity
9. YES To Even More Future Improvements
10. In Conclusion
11. Additional Data Resources

1. Past Plans Detailing El Camino Real as a Preferred Bicycle Route

This is a short collection of the most recent and most relevant planning documents that look at enhanced bike lanes on El Camino Real in the Palo Alto area.

Grand Boulevard Initiative

[The Grand Boulevard](#) (report completed in 2011) was a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City city limit and ending near the Diridon Caltrain Station in central San Jose. The purpose of the Grand Boulevard Initiative and its associated Complete Streets Program was to develop the El Camino Real Corridor as a multimodal boulevard that was safe and efficient for pedestrians, bicycles, transit, and automobiles of all ages and abilities. A detailed section of El Camino around California Avenue was analyzed in great detail and with specific recommendations, strategies, and alignment options.

Joint Venture Managers Mobility Partnership

In 2019 the [Managers Mobility Partnership](#), a partnership between the managers of four Silicon Valley cities (Palo Alto, Mountain View, Redwood City, and Menlo Park) and Stanford University completed a feasibility study to identify a preferred route for a long-distance, high-quality, separated bikeway that connects these cities. The study identified El Camino Real as the preferred corridor for the Peninsula Bikeway. El Camino Real represents the most cohesive, connected, and appropriate opportunity for implementing this vision based on:

- Increased interest and focused investments along the corridor.

- Increased interest from regional partners including VTA and Caltrans to implement an enhanced bicycle facility along the corridor.
- The corridor's strategic location providing connectivity to activity areas and improved links to existing bicycle networks.
- Availability and consistency of the existing right-of-way.
- The corridor's direct and cohesive route.

VTA Bicycle Superhighway Implementation Plan

[This 2021 plan](#) has identified 17 potential bicycle superhighway alignments. They are divided into two categories based on their feasibility and timeline. El Camino Real is identified as one of the top 9 superhighway alignment locations with so much Planning Work Done and the corridor alignment being fairly certain.

Caltrans District 4 Bike Plan

[The 2018 District 4 Bike Plan](#) identifies existing and proposed trails and separated bikeways along state highway corridors. El Camino Real is identified as a location for Bay Area Bicycle Highway in the plan.

Caltrans Design Standard Decision Document

This document has been prepared for El Camino Real. It is a corridor-wide document that provides justification for design variances from the Highway Design Manual. Specific improvements for El Camino Real include:

- Lane Widths of less than 11 feet
- Net reduction in shoulder width
- Conversion of the on-street parking lane to a bike lane with a raised permanent barrier

Further Related Plans Supporting a Bike Lane on El Camino

Palo Alto Sustainability Climate Action Plan (S/CAP)

Our very own S/CAP also calls for developing regional and local bicycle highways to provide uninterrupted bike commutes. It also calls for implementation of the following policies as part of meeting our climate goals, all of this would be brought together with the addition of bike lanes on El Camino Real:

T1.19.2: Prioritize investments for enhanced pedestrian access and bicycle use within Palo Alto and to/from surrounding communities, including by incorporating improvements from related City plans, for example the 2012 Bicycle + Pedestrian Transportation Plan and the Parks, Trails & Open Space Master Plan, as amended, into the Capital Improvements Program.

T8.8.1: Identify and improve bicycle connections to/from neighboring communities in Santa Clara and San Mateo counties to support local trips that cross city boundaries. Also advocate

for reducing barriers to bicycling and walking at freeway interchanges, expressway intersections, and railroad grade crossings.

These changes to our roadways are anticipated to result in 12-18 million residential vehicle miles traveled (VMT) reduced by 2030 (a 4% to 6% VMT reduction by 2030), 54-63 million commuter VMT reduced by 2030 (16% to 19%), and: 22-36 million VMT reduced by 2030 (6% to 10% VMT reduction by 2030). These anticipated reductions will not happen if we do not give people the opportunity and ability to bike to more places, more often.

2. But We Have Parallel Routes

Yes, the City of Palo Alto has great parallel routes to El Camino Real like the Park Blvd and Bryant blvd. And so do some other cities along the corridor. But, these are disconnected and not always well publicized. As the map below shows, the route is neither direct nor intuitive and neglects the fact that more and more people bike to run errands and need direct and convenient access to business, retail, and services which often lie on El Camino Real and not on the parallel routes.

Our members have specifically flagged the fact that the parallel routes exclude residents of Barron Park and College Terrace, as well as workers at the Stanford Research Park. For these areas, El Camino Real is the most realistic and easy to access connection to businesses, retail, schools, Stanford University, and services.



3. Road Violence Data

El Camino is 0.5% of all streets in Santa Clara County, yet 2% of all roadway collisions and 3% of all collisions involving people walking or biking occurred on El Camino from 2012-2022. From 2012-2022, ECR in Palo Alto alone saw 11.8% of total crashes which included 14% of total fatalities. In total numbers, this is 123 total crashes, two people killed, and 29 injured.

This data indicates indicates two primary things:

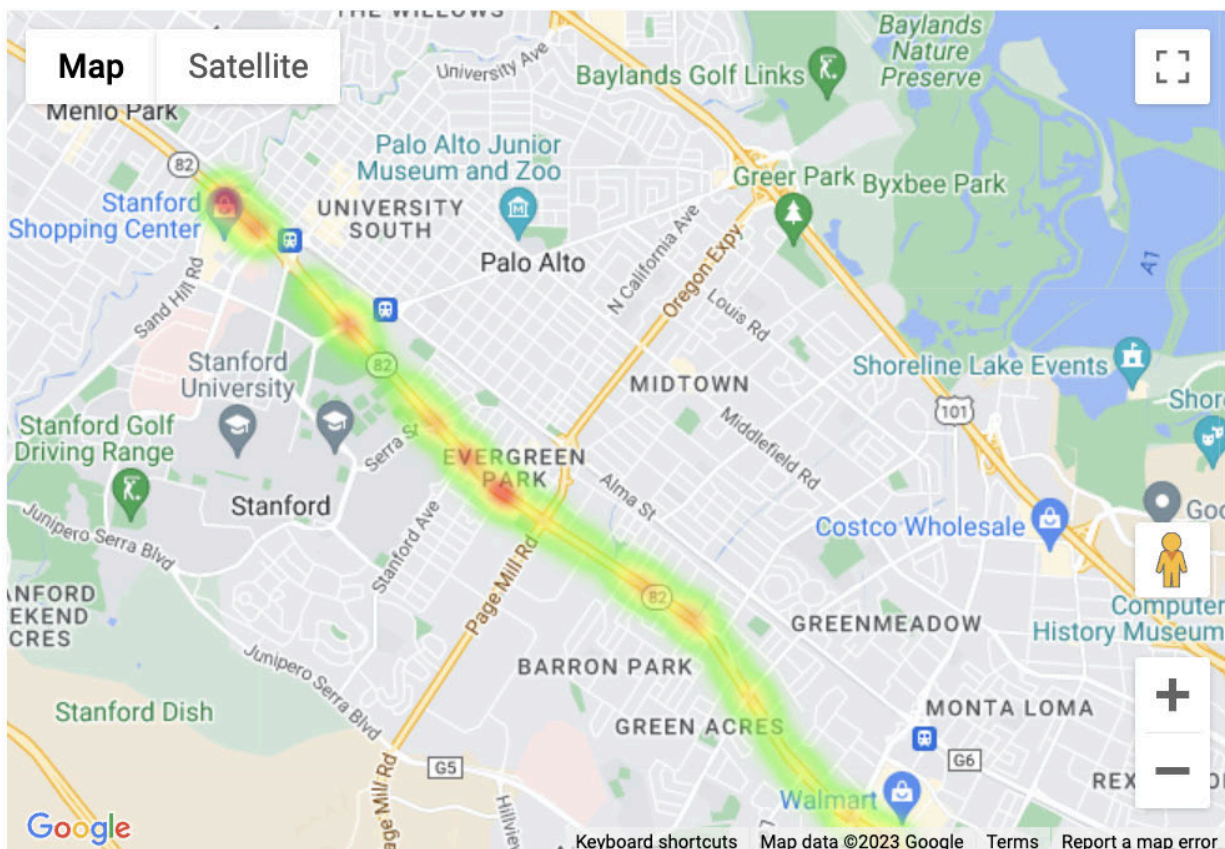
1. In its current condition, ECR is not safe and also not advisable for those walking and biking.
2. At the same time, given the high concentration of bike/ped collisions, it shows people are still walking and biking because of several needs and necessities calling for the urgent need to make this corridor safe.

The collision assessment in the Grand Boulevards Plan says that the four most common crash types along El Camino Real are related to high speed traffic, wrong way bicycling, side streets and driveways, and red-light violations. Solutions to address these collision types include daylighting or green paint at side streets and driveways to improve sight lines and visibility for bicyclists, and traffic calming to reduce speeds - such as what is proposed as part of the Caltrans repaving plan.

Jan 1, 2012 - Dec 31, 2022	Palo Alto	San Mateo County	Santa Clara County
Total number of crashes on ECR	127	2144	1519
Number of fatal crashes	2	35	19
Number of pedestrian crashes	37 (24% of crashes in SCC)	319 (14.9%)	154 (10.1%)
Number of bike crashes	92 (40% of crashes in SCC)	180 (18.4%)	235 (15.5%)

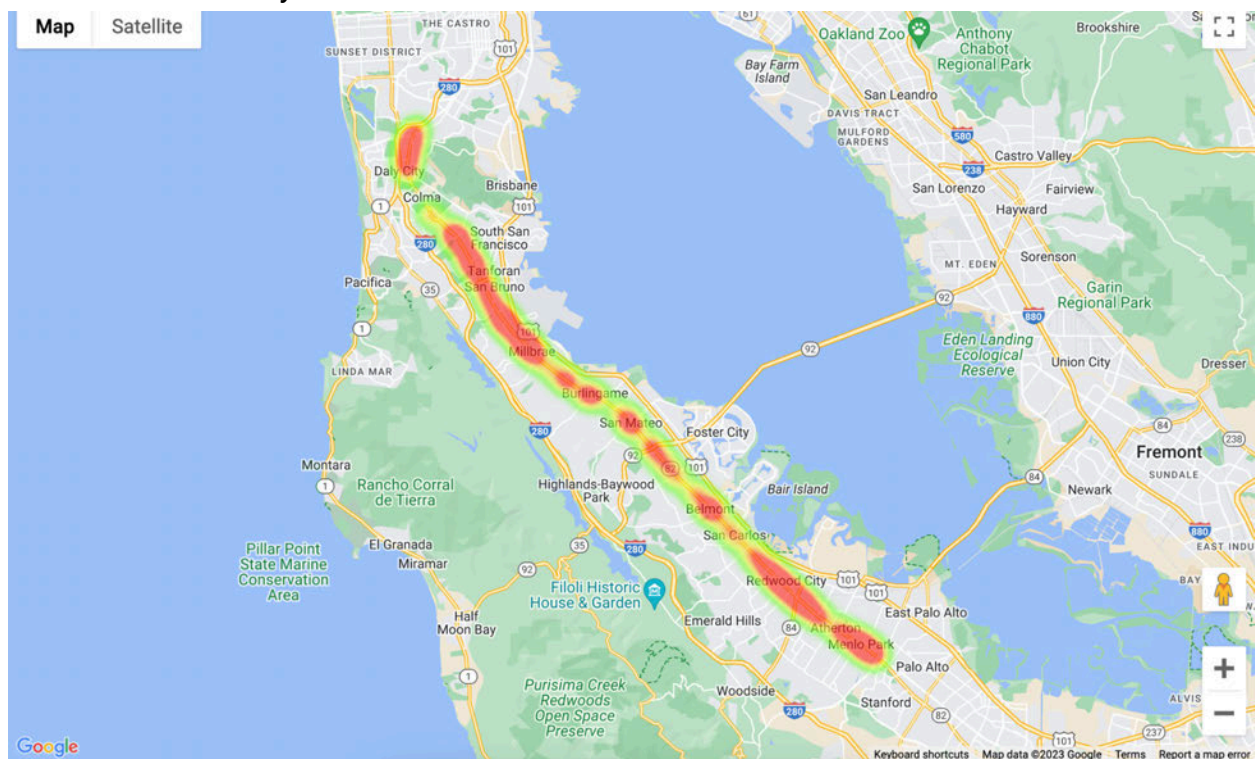
Source: [Tims.berkeley.edu](https://www.tims.berkeley.edu)

The following heat maps show the areas which have seen the most number of crashes.



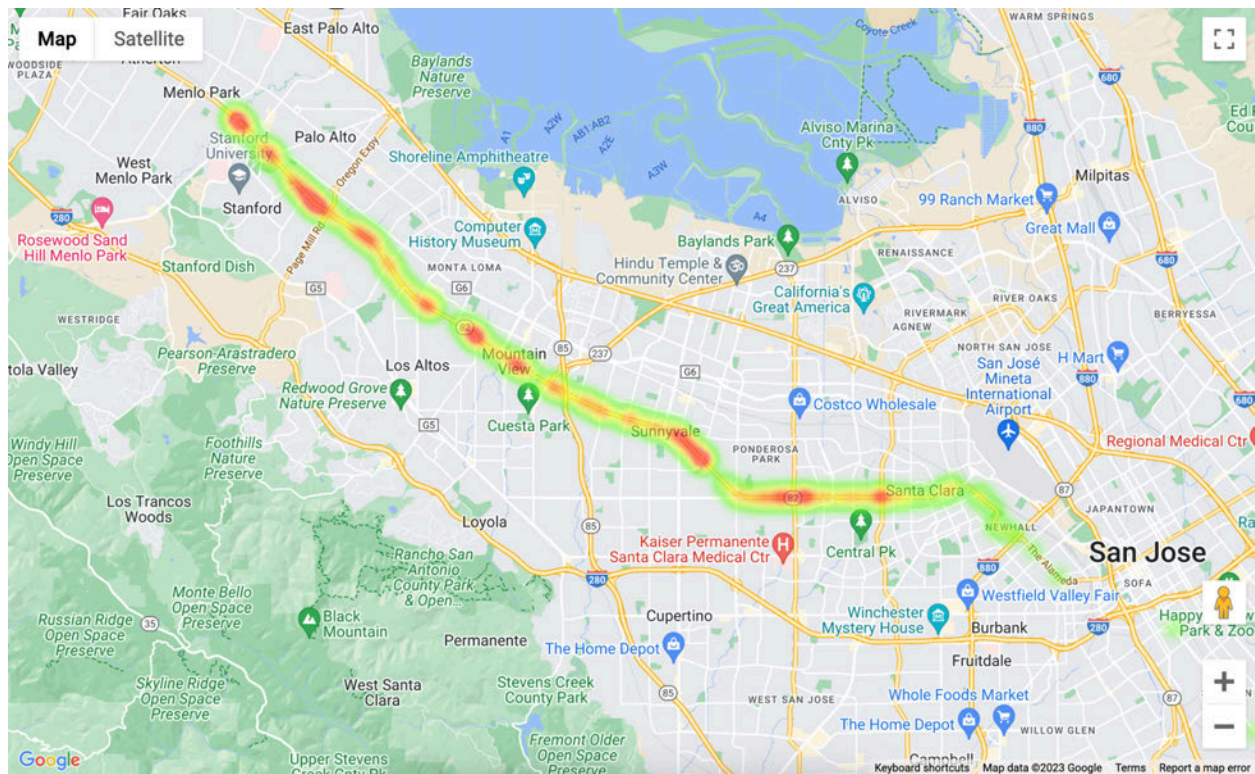
Heat Map for Bike/Ped crashes on El Camino in Palo Alto from 2012-2022.

Source: [Tims.berkeley.edu](https://tims.berkeley.edu)



Heat Map for Bike/Ped crashes on El Camino in San Mateo County from 2012-2022.

Source: *Tims.berkeley.edu*



Heat Map for Bike/Ped crashes on El Camino in Santa Clara County from 2012-2022.

Source: *Tims.berkeley.edu*

4. The Parking Question

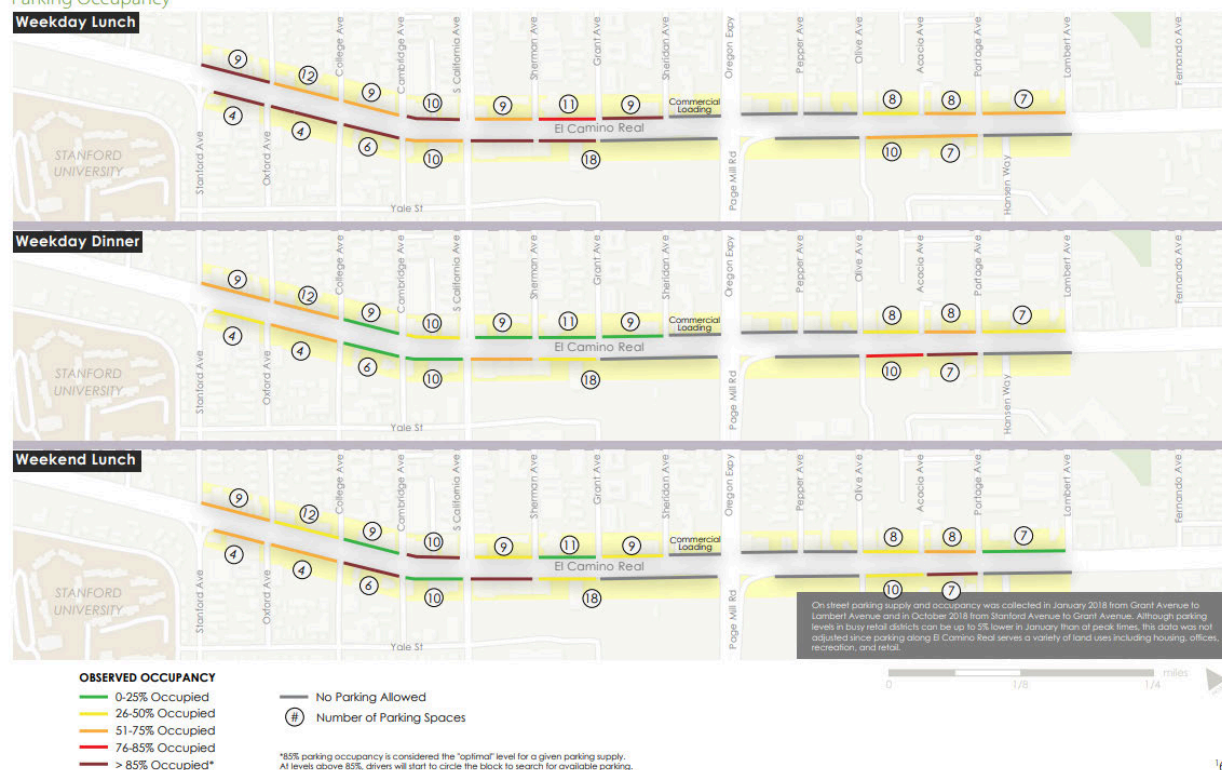
The problem of losing parking and potential pushback from residents and customers is not unique to Palo Alto. In America, people think of parking as their right - something they expect the government to offer to them for free and at their convenience.

But, it does not come for free to the government! It comes at the cost of giving away public land for people's storage of private vehicles. It comes at the cost of giving away public land for people's private use, while it could be put to several other beneficial uses!

ECR in Palo Alto includes about 250 parking spaces. (Please note, at least 100 of these are along Stanford properties, where many of our neighbors live in RVs and where there are no existing businesses). On-street parking on El Camino Real is currently permitted in a patchwork fashion - there are large stretches of red-curb areas designated as no parking zones, several spaces interrupted by driveways along with several off-site parking lots which includes several multi-storey parking lots like the ones along California Avenue which are often underutilized because people want a convenient on-street location to park.

Weekday parking data from VTA's Bus Rapid Transit Corridor Study (from 2011) reveals a midday (12:00 to 2:00 p.m.) peak in utilization of about 70% occupancy for a previously studied area between Page Mill and Stanford Avenue. This data is older and does not include completion of the California Avenue Parking Garage and covid work-from-home patterns.

Figure 6.
Parking Occupancy
Weekday Lunch



16th I

Parking occupancy data for other areas of El Camino are unknown but can be inferred from the Mountain View and [Los Altos studies](#) conducted. Average weekday parking occupancy was well under 50% and even lower on weekends in both Mountain View and Los Altos.

5. What about our RV-dweller neighbors?

SVBC understands this housing crisis is entrenched and not likely to be solved anytime in the near term. For our neighbors living in RVs, including many who are school-age children, removal of parking along Stanford-owned lands would be devastating. Fortunately, on Southbound ECR from Stanford Ave to Quarry road which is the primary stretch where several motorhomes are parked, there is an existing Class-I trail on the Stanford property. We urge the City and Caltrans to retain the parking for this stretch in the interim until a permanent relocation solution is determined. We should also engage with Caltrans, Stanford, and homeless services partners immediately to begin discussion about how this issue should be tackled (in person and not with letter or email correspondence, this issue is too important).

6. [Bike Lanes are Good for Business](#)

After a protected bike lane was installed in New York City, businesses saw a 49% increase in retail sales with fewer commercial vacancies. A study in Toronto concluded that those who arrive by bike or foot spend more dollars per month on average than those who arrived by car. And more locally, when new bike lanes were installed on Valencia Street in San Francisco, 2/3 of merchants saw a positive increase in sales. We know that almost half of customers arrive at University Avenue by means other than a car.

7. What About Lane Reduction

The 2007 El Camino Real Master Plan found that based on an analysis of future traffic volumes, no reduction in lanes along El Camino would be feasible within 400 to 600 feet of Page Mill Road. According to VTA, the agency has evaluated many alternatives for a Bus Rapid Transit for the El Camino Real corridor, including various lengths of bus-only lanes. After coordination with many of the jurisdictions along the corridor between 2010 and 2014, including the City of Palo Alto, it became clear that unanimous support for removal of Travel Lanes was insufficient to advance any of the designs. As a result of this discussion and opposition of dedicated transit lanes on El Camino, the City Council called for maintaining a 6-lane cross-section in the City's Comprehensive Plan 2030, which was adopted in November 2017.

8. Palo Alto is Not an Island - It's About Connectivity

Different cities have different proposals and recommendations for El Camino Real. Regional and state agencies also have some projects in the pipeline. The following table is a compilation of all the recommendations and projects in the pipeline along with details and timelines. If things move as scheduled, most of El Camino Real from Daly City to San Jose will have bike lanes before the end of this decade!

City/Town	Proposed bike facility in bike/ped plans	Caltrans – Tentative construction timeline (SHOPP: State Highway Operation and Protection Program)	Non-Caltrans projects
Daly City		Caltrans SHOPP – 2026 construction (# 0Q140)	
Colma		Caltrans SHOPP – 2026 construction (# 0Q140)	SMCTA funded Design of El Camino Real Complete Street Project from Mission Road to City of South San Francisco (Segment B) in 22-23 cycle Colma ECR Plan
South San Francisco		Caltrans SHOPP – 2028 construction. (# 0AA32, # 0Q140)	Pop-up bike lane for 0.5 mile corridor in Summer 2023 as a

			part of Complete Streets Academy
San Bruno		Caltrans Bike Superhighway study 2022	Received funding from Assembly member for planning and implementation
Millbrae		Caltrans SHOPP – 2028 construction. (# 0AA32)	Received funding from Assembly member for planning and implementation
Burlingame	Part of the section has proposed protected bike lanes	Caltrans published an ECR Roadway Renewal Project in 2022 discussing how to make infrastructure improvements around prominent historic Eucalyptus trees in this section. Bike lanes were not incorporated in the final report	
San Mateo		Caltrans can put in bike lanes as a part of 2022 SHOPP if the city passes a resolution to remove parking. (# 4W730)	Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
Belmont			Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
San Carlos			Samtrans planning to work on an ECR corridor Plan from San Mateo to San Carlos
Redwood City	ECR Corridor Plan	Caltrans SHOPP – 2026 construction (# 1W130)	RWC: ECR Corridor Plan SMCTA funded the El Camino Real Corridor Safety Project in 21-22 cycle. City set-aside a budget of \$460k through participatory budget cycle for implementing bike lanes on 3-blocks in 2023-23 Sep'23 - City working with council to figure out next steps for this corridor
North Fair Oaks		Caltrans SHOPP – 2026 construction (# 1W130)	

Atherton		Caltrans SHOPP – 2026 construction (# 1W130)	SMCTA funded El Camino Real Complete Streets Gap Closure application in 2023-24 cycle
Menlo Park			City of Menlo Park is red curbing ECR to remove parking and make space for bike lanes (May 2023)
Palo Alto		Caltrans Repavement Project 2023-24 <i>might include</i> Class IV bike lanes (# 4J89U)	
Los Altos		Caltrans Repavement Project 2023-24 to include separated bike lanes (# 4J89U)	
Mountain View	ECR Streetscape Plan	Caltrans Repavement Project 2023-24 to include buffered bike lanes (# 4J89U)	MV: El Camino Real Pavement Rehabilitation and ADA improvements project
Sunnyvale	ECR specific Plan		
Santa Clara	ECR Specific Plan	Caltrans SHOPP – 2026 construction (# 1W200)	VTA's Central Bikeway Study proposes separated bike lanes
San Jose (The Alameda)			

	Class IV/Class I - Separated bike lane – will include a physical barrier between the vehicle lane and the bicycle lane
	Class II – Buffered Bikelane – will include a painted buffer between the vehicle lane and the bicycle lane

Legend

Schedule

City/Town	Proposed bike facility in bike/ped plans	Caltrans – Tentative construction timeline (SHOPP: State Highway Operation and Protection Program)	
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Colma		Caltrans SHOPP – 2026 construction	
South San Francisco		Caltrans SHOPP – 2028 construction. Pop-up bike lane for 0.5 mile corridor in Summer 2023	
San Bruno		Received funding from Assembly member for planning and implementation	
Millbrae		Received funding from Assembly member for planning and implementation	
Burlingame			
San Mateo		Caltrans can put in bike lanes as a part of 2022 SHOPP if city passes a resolution to remove parking	
Belmont			
San Carlos			
Redwood City + NFO		City implementing 3-blocks in 2023, Caltrans SHOPP – 2026 construction	
Atherton		Caltrans SHOPP – 2026 construction	
Menlo Park			
Palo Alto		Caltrans Repavement Project 2023 proposes Class IV bike lanes	
Los Altos		Caltrans Repavement Project 2023	
Mountain View		Caltrans Repavement Project 2023	
Sunnyvale			
Santa Clara		Caltrans SHOPP – 2026 construction	

Class IV/Class I - Separated bikelane – will include a physical barrier between the vehicle lane and the bicycle lane

Class II – Buffered Bikelane – will include a painted buffer between the vehicle lane and the bicycle lane

9. YES To Even More Future Improvements

Is the Caltrans repaving plan perfect? No.

The lane widths are proposed to be two 11-foot lanes with a 13-foot lane right next to the bike lane. This is EXCESSIVELY wide and puts fast-moving, dangerous traffic right next to cyclists. The proposed protections between bike and vehicle lanes are not ideal.

he plan does not adequately address with a high-level of safe crossing infrastructure intersections that are identified as El Camino Real school crossings in the city's Walk & Roll maps, including:

- Margarita Avenue/Matadero Avenue (Barron Park ES, Fletcher MS, Gunn HS))
- Curtner Avenue (Barron Park ES)
- Ventura Avenue (Barron Park ES)
- Los Robles Avenue/El Camino Way (Barron Park ES, Juana Briones ES, Fletcher MS, Gunn HS)
- Maybell Avenue /El Camino Way (Juana Briones ES, Fletcher MS, Gunn HS)
- Charleston/Arastradero (Juana Briones ES, Fletcher MS, Gunn HS) --Improvements have been approved at this intersection as part of the city's Charleston/Arastradero Complete Street Plan.
- California Avenue (Escondido ES, Green MS)
- Cambridge Avenue (Escondido ES, Palo Alto HS)
- Stanford Avenue (DONE--as a model project in collaboration with Stanford for ECR school crossings)
- Cesano Court (Fletcher MS, Gunn HS)

Let's be proactive and get these improvements into our pedestrian and bicycle plan, which is being updated right now!

10. In Conclusion

Whether you live on El Camino Real or want to use El Camino Real to get from city to city or to access the wealth of small businesses on the strip, we want to help by creating continuous, protected bike lanes on El Camino Real in both counties. We are urging cities to be innovative and create new solutions. In conclusion, SVBC supports El Camino bike lanes because the would provide:

- Best north-south route – provides direct, continuous access
- Access to shops, services, jobs, school, residences
- Access to transit
- Grand Boulevard Initiative, Complete Streets

- Vision Zero - aiming for zero fatalities and major injuries
- People are already using it!

We also have thousands of new residents coming to the El Camino Real area as part of planned and proposed housing developments (especially on El Camino between California Avenue and San Antonio). Let's give them safe travel options and an amazing, healthy community to call home.

11. Additional Data Resources

Caltrans Bicycle Superhighway Report

https://d4bikehighwaystudy.org/wp-content/uploads/2022/06/Caltrans_Bike_Highway_Study_Final_Report_FINAL_WEB.pdf

Caltrans D4 Bike

https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf

VTA

<https://www.vta.org/sites/default/files/2021-09/Bike%20superhighway%20Implementation%20plan%28print%29.pdf>

Grand Boulevard Final Report Palo Alto

https://grandboulevard.net/images/stories/documents/Caltrans_Grant/FinalReport_PA_030419_compressed.pdf

Walk Bike Palo Alto Crash Report

<http://walkbikepaloalto.org/wp-content/uploads/2022/11/crashReport.pdf>

SVBC El Camino Campaign Website

<https://bikesiliconvalley.org/biketivism/connecting-communities/el-camino-real>

Lane Widths and Deaths on Roads

<https://publichealth.jhu.edu/2023/narrower-traffic-lanes-in-cities-could-help-lower-risk-of-traffic-related-collisions>

Los Altos Parking Study

https://www.losaltosca.gov/sites/default/files/fileattachments/complete_streets_commission/meeting/53411/item_4_-_attachment_a_-_los_altos_-_ecr_parking_removal_study_for_bike_lane_installation.pdf

Mountain View Parking Study Data

<https://mountainview.legistar.com/LegislationDetail.aspx?ID=4095743&GUID=CD49D42F-618D-4646-8CE7-C9871BE46441>

From: [Katie Causey](#)
To: [Amie Ashton](#)
Cc: [Council, City; Planning Commission; Sumpter, Andria; Shikada, Ed; Nordman, Eric; eunmi.choi@dot.ca.gov; Kamhi, Philip; Bhatia, Ripon; Star-Lack, Sylvia; Katherine Dumont; Frank Viggiano; Ken Kershner; Van Der Zwaag, Minka; McDonough, Melissa; April Webster](#)
Subject: Re: Thank you & Additional ECR FAQs
Date: Monday, February 5, 2024 11:44:54 AM

You don't often get email from katie@bikesiliconvalley.org. [Learn why this is important](#)

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

Thank you all again!

- and again, if there's any data we can help with, please let us know!

Katie Causey

she/her/hers | 庄可欣//莊可欣

Community Organizer

Together we can make our community better through biking - [Ways to Give](#)



Twitter @bikeSV | Instagram @bikesiliconvalley

On Mon, Feb 5, 2024 at 8:47 AM Amie Ashton <aashton@gmail.com> wrote:

Hello City and Caltrans Staff, Council Members, and Commissioners,

Thank you to those who met with the Silicon Valley Bicycle Coalition (SVBC) to discuss your concerns regarding the El Camino Re-paving Project. The SVBC El Camino Vision team is working hard to help make El Camino a vibrant, multimodal corridor from San Francisco to San Jose. We want to see it become an inclusive place to live, work, shop, play.

In response to our discussions, we compiled the attached information to help address some of the issues we heard from you.

Additionally, we are talking to El Camino businesses to listen to their concerns. We know that people using bikes ride on sidewalks create dangerous situations with pedestrians and drivers entering El Camino that don't look to their right. There are near-misses daily (and many of those people who bike are children). Business owners want better (and slower) streets, so do cyclists, pedestrians, and drivers.

Note that we are also conducting a general parking assessment in areas where parking will be removed during construction, and potentially permanently as part of the project design. We are also outreaching to Palo Alto TMA staff to hear their

ideas on what works locally for getting employees to reduce single-occupant vehicle trips. We will update you with the data we obtain.

We understand construction will begin very soon and Caltrans is already beginning the process of notifying RV-dwellers that will need to move for preliminary intersection work. We are happy to assist with any additional outreach or notification efforts that will be conducted by the city as all the RV-dwellers will need to move for at least the duration of construction activities.

We look forward to supporting the city in whatever way we can as we move towards the project start date.

Thank you,

From: [Amber Shelley](#)
To: [Architectural Review Board; Planning Commission](#)
Subject: RE: School Project 1066 E Meadow Circle, Palo Alto
Date: Wednesday, February 14, 2024 3:17:39 PM

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

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

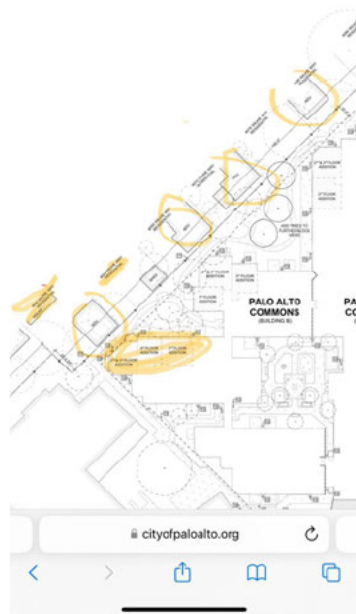
Dear Board Members and Planning Commission,

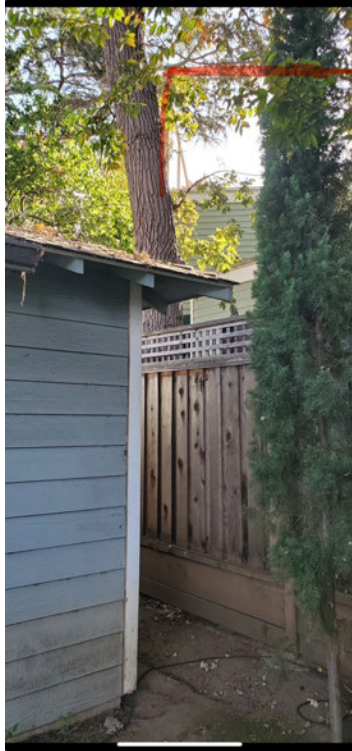
My name is Amber Shelley, and I am the Property Manager for Mozart Development the neighbor at 1068 E Meadow Circle. I am writing to express my concerns about the Proposed School Project at 1066 E Meadow Circle.

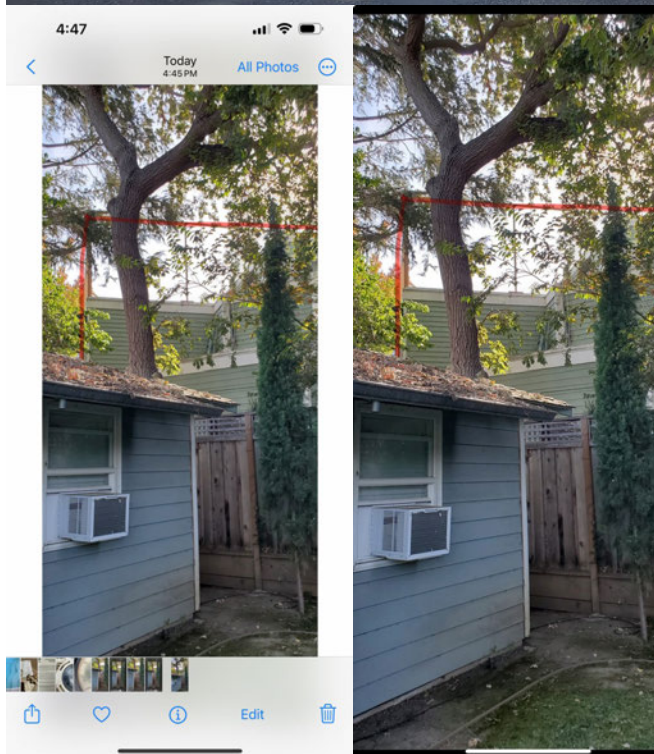
Our major concern is the traffic impact that will occur on this narrow side street if a school is approved at this location. During the presentation by Barbara Greiner on January 18th, she initially stated that they expect to have 160 children attend the school and that 60 children would arrive by bus. Then later in the presentation they stated that they would have 12 classrooms with 18 to 20 children for approximately 240 students attending. That will be a huge impact to the traffic flow on our street twice a day. And we believe that this will cause major disruption for our business. We would like to request the City require the applicant to provide a traffic impact study so that we can get a clear picture of the impact. And perhaps if the school is approved to build at this location, require them to increase the number of students that will arrive by bus each day to 120 students.

Thank you,

Amber Shelley
Commercial Property Manager
The Mozart Development Company
[REDACTED]







Sent from my iPhone

On Nov 9, 2023, at 3:29 PM, Kallas, Emily <Emily.Kallas@cityofpaloalto.org> wrote:

Hi Maria,

Thank you for speaking with me at the Development Center today to express your concerns regarding the proposed project.

As we discussed:

Here is the link to the Project Webpage, it will be updated when revised plans are submitted by the Architect: <https://www.cityofpaloalto.org/Departments/Planning-Development-Services/Current-Planning-Projects/8075-El-Cerrito-Way>

Here is the link to the 8/7/23 Council Staff Report and Minutes:

<https://cityofpaloalto.org/meetings/Agenda/Meeting-Template-17656> (under Study Session)

<https://cityofpaloalto.org/Departments/Planning-Development-Services/Current-Planning-Projects/8075-El-Cerrito-Way>

I will notify you of any future public hearings, and you will also receive a post card in the mail two weeks prior to any scheduled meeting. A flowchart of the expected project process is here: <https://www.cityofpaloalto.org/files/assets/public/22/development-services/learning-reviews/77-map-zoning/planned-community-review-process-02-03-2023.pdf>. We are on the 5th step, waiting for the applicant to revise the plans.

I'm happy to answer any other questions you may have.

Thanks,
Emily



Emily Kallas, AICP
Planner
Planning and Development Services Department
(650) 617-3125 | emily.kallas@cityofpaloalto.org
www.cityofpaloalto.org

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[Parcel Report](#) | [City of Palo Alto Zoning Code](#) | [Online Permitting System](#) | [Planning Forms & Applications](#) | [Planning Applications Mapset](#)

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED]
Date: Tuesday, February 27, 2024 3:27:00 PM
Attachments: [REDACTED]

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

Hi Emily,

Thank you very much for responding to my email and answering some of my questions.

I still like to keep pictures as I like to share with people reading this email how the physical impacts really will be like to people living next to Commons. I attached them again as I copied my email to planning commission@cityofpalmdale.org and all city council members.

1. As of this week, I knew some of our Wilkie Way neighbors had sold their house. One of major reasons is afraid of the Commons expansion. We are really only an individual working families with busy jobs and raising children. How can we have the energy, time, and money to fight and stop a big corporation to infringe, profit, disturb and take away our rights to enjoy our lives, enjoy our own homes and backyard?

2. Also I like to know if current residents of Commons and their guardians if any have been notified the proposed new additions?

3. I still don't understand why the expansion from 14 rooms became 18?

4. Without reaching out to you, I wouldn't be able to find out any detail meeting agenda and access the proposed the plan. I like to suggest that in the future, these information and links should be available on the post cards were sent out. Also it would be nice we can receive email automatically to let us know any information and meetings regarding the Commons plan instead post card only.

5. It looks like during tomorrow meeting, we only about two minutes for public speaking? I don't think it is enough time public to comments and express our concerns. Can we meet in different sections to learn more about the commons expansion and discuss more our concerns?

Please read down below to my comments about your answers.

I am looking forward to hearing from you.

Best regards,

Mom

1:35



* I am sure not an overreaches in the answers.

LEVELS OF ENVIRONMENTAL NOISE IN THE UNITED STATES

In residential areas of the United States, major contributions to outdoor noise come from transportation, industrial construction, human and animal sources. Inside homes, appliances, radio and television, as well as people and animals, are predominant noise sources. On the job, workplace equipment can create moderate to extremely high levels of noise. The daily noise exposure of people depends on how much time they spend in different outdoor and indoor locations and on the noise environments in these places. Typical daily exposure patterns are discussed in this section, following short descriptions of outdoor and indoor levels of environmental noise throughout the United States.

Outdoor Levels

The noise environment outside residences in the United States can be highly variable. As seen in Figure 4, outdoor Day-Night Sound Levels in different areas vary over a range of 50 dB. Levels occur as low as Ldn = 30 to 40 dB in wilderness areas and as high as Ldn = 85 to 90 dB in urban areas.

Most Americans live in areas with a much smaller range of outdoor noise levels. Figure 5 shows that for urban dwellers (roughly 135 million people, more than half the U.S. population), 87% live in areas of Ldn = 40 and higher from traffic noise alone. Most of the other 17% of the urban population experience lower noise levels than those of Figure 5. Figure 1 also shows that nearly half of the urban population live in areas exposed to traffic sounds that range over only 5 dB (Ldn = 55 to 60 dB). Rural populations enjoy average outdoor sound levels generally lower than Ldn = 50 dB.

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[NPC Home Page](#)

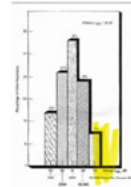
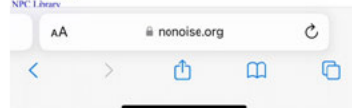
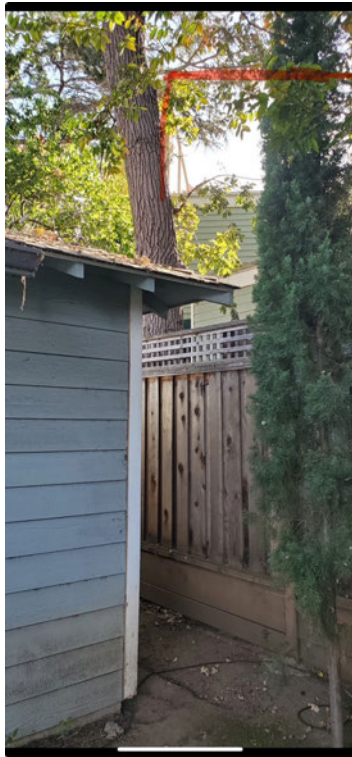
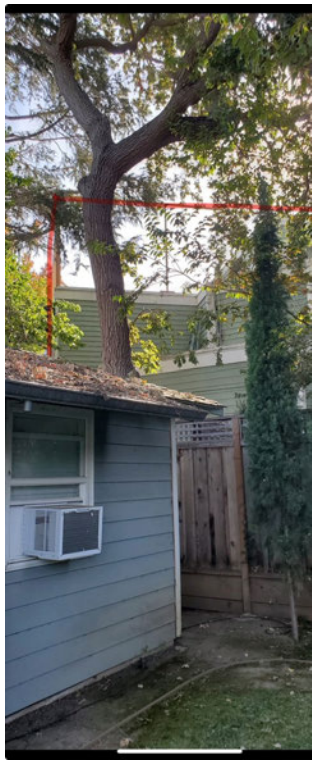


FIGURE 4. DISTRIBUTION OF OUTDOOR SOUND LEVELS (Ldn) IN DIFFERENT AREAS OF THE UNITED STATES. SOURCE: U.S. ENVIRONMENTAL PROTECTION AGENCY, 1991.

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[NPC Library](#)







- 3 Currently Commons and Aventura buildings HVAC have already made very loud noises that is so loud we can open our windows. With new additions, there will be more powerful HVAC added, I can't imagine how we will sleep at night or work from home or just simply sit in our backyard to enjoy our day quietly
- 4 There are cars constantly parked in front of my house on our street and these cars owners are working at Commons and Aventura. I had asked some of them why they were parking their cars at our street. I was told that there were not enough parking spaces for them to park at Commons and Aventura. With 14 (the latest on the website says 187) more rooms added without single parking spaces added, there will be more cars parking our street and we won't be able to park cars on our street
- 5 4 of the 14 proposed rooms will be added right behind my house and my neighbor right next to me (4040, 4050 Wilkie). 13 of 14 (187) proposed rooms addition are all added to the existing buildings right next to our Wilkie Way single family one story houses. Please see attached photos. The new addition is at the price of entire block Wilkie Way residents' enjoyment of our lives. I asked Commons why they won't add forth story to their building facing El Camino or East Meadow. They said it is too costly to them to do so. So naturally, the Wilkie way residents become the victims of their money saving proposal. It is utterly absurd that big corporation want to save and make money at the cost of us, ordinarily working class residents who mostly are long time residents of PAL Alto?
- 6 The new addition next to Wilkie Way all single story houses are very intrusive and the new height felt monstrous in the neighborhood. It doesn't conform our neighborhood appeal
- 7 I took some of the pictures from Palo Alto Commons front and it's parking. There seems if plenty of space for them to expand. They could add more parking space at the underground level and add three or four stories in top of that. It will be facing El Camino. That way, they can add more rooms without put huge negative impact on the neighboring houses and streets
- 8 Ventura neighborhood housing values are Palo Alto most under appreciated. I see my house valued almost the same in the last 10 years vs other neighborhoods have seen tremendous amount of value appreciation in hundred of thousands or in million. With this proposal Commons new additions plan, it will further deprive and decrease our home prices. Commons cannot and shouldn't make money at the cost of our neighborhood home values
- 9 I heard some neighbors talking about selling their homes because of Commons proposal as they feel that they won't be able to enjoy their backyard peacefully after new additions

Sent from my iPhone

On Nov 9, 2023, at 3:29 PM, Kallas, Emily <Emily.Kallas@cityofpaloalto.org> wrote:

Hi Mona,

Thank you for speaking with me at the Development Center today to express your concerns regarding the proposed project

As we discussed:

Here is the link to the Project Webpage, it will be update when revised plans are submitted by the Architect: <https://www.cityofpaloalto.org/Development/Planning-Development-Services/Current-Planning-Projects/9075-El-Camino-Way>

Here is the link to the 8/7/23 Council Staff Report and Minutes: <https://cityofpaloalto.primagov.com/Portal/Meeting/MeetingTemplate?id=12606> (under Study Session)
<https://cityofpaloalto.primagov.com/Portal/Meeting/MeetingTemplate?id=12611&zoomId=12611&zoomIdOutput=1>

I will notify you of any future public hearings, and you will also receive a post card in the mail two weeks prior to any scheduled meeting. A flowchart of the expected project process is here: https://www.cityofpaloalto.org/files/assets/public/v2/development-services/planning-review/7_maps-zoning/planned-community-review-process-03-03-2023.pdf
We are on the 5th step, waiting for the applicant to revise the plans

I'm happy to answer any other questions you may have

Thanks,
Emily

<image001.png> Emily Kallas, AICP
Planner
Planning and Development Services Department
(650) 617-3125 | emily.kallas@cityofpaloalto.org
www.cityofpaloalto.org
.
<image002.png>

[Parcel Report](#) | [Palo Alto Zoning Code](#) | [Online Permitting System](#) | [Planning Forms & Applications](#) | [Planning Applications Maptool](#)

From: [Jayashree Divekar](#)
To: hermesmh1@gmail.com; [Kallas, Emily](#)
Cc: [REDACTED]; [Lait](#),
[Jonathan](#); [Dao, Veronica](#); [Jayashree Divekar](#)
Subject: Re: 4075 El Camino Way - Palo Alto Commons Project
Date: Wednesday, February 28, 2024 8:48:32 AM
Attachments: [image001.png](#)
[image002.png](#)

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Thank you Emily for updating us with the info.

After reading all, I still get the feeling that Palo alto commons and City is going ahead towards the positive steps in the approval of the project.

I personally would like to completely oppose the plan. Mona He has summarized all our reasoning and I second all of those.

Apart from the shadows and structural changes and other technical aspects, one thing is the property value for us as owner. It's significantly going to affect and downgrade the property value.

Just by showing the neighborhood recent property sale values is not going to be a realistic picture.

Thank you

Jayashree Divekar [REDACTED]

On Tuesday, February 27, 2024 at 07:46:13 PM EST, Kallas, Emily <emily.kallas@cityofpaloalto.org> wrote:

Hi Mona and All,

Thank you for the additional information. We will definitely continue this conversation but I wanted to provide the following information prior to tomorrow's hearing:

- I have now created a mailing list with the emails copied here, so that communication can be smoother going forward. Unfortunately, the applicant never shared with me the list collected at the October community meeting.
- 2-3 minutes is standard for public comments at all of our Council, Boards and Commissions meetings, though it is at the Chair's discretion to limit this or grant additional time. I encourage all neighbors who want to provide longer comments or more information to email the PTC/others as appropriate.
- The Cycle 2 plans are the newest plan set and the version the PTC is reviewing. The shadow study on pages A5.09-A5.15 of the plan set (pdf pages 31-37) includes March, June, and December conditions so it does represent year-round conditions. They also outline in red the

difference between the existing and proposed conditions. The daylight plane section diagrams are on page A5.7 and A5.8 (pdf pages 29 and 30). The sections are for different portions of the building as indicated on the keymaps in each section image.

Thank you,

Emily



Emily Kallas, AICP

Planner

Planning and Development Services Department

(650) 617-3125 | emily.kallas@cityofpaloalto.org

www.cityofpaloalto.org

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From: hermesmh1@gmail.com <[REDACTED]>
Sent: Tuesday, February 27, 2024 2:24 PM
To: Kallas, Emily <Emily.Kallas@cityofpaloalto.org>; Planning Commission <Planning.Commission@cityofpaloalto.org>
Cc: [REDACTED]; Jayashree Divekar 4050 Wilkie <[REDACTED]>; [REDACTED]; Lait, Jonathan <Jonathan.Lait@CityofPaloAlto.org>; Dao, Veronica <Veronica.Dao@CityofPaloAlto.org>; Burt, Patrick <Pat.Burt@CityofPaloAlto.org>; Kou, Lydia <Lydia.Kou@CityofPaloAlto.org>; Lauing, Ed <Ed.Lauing@CityofPaloAlto.org>; Lythcott-Haims, Julie <Julie.LythcottHaims@CityofPaloAlto.org>; Stone, Greer <Greer.Stone@CityofPaloAlto.org>; Tanaka, Greg <Greg.Tanaka@CityofPaloAlto.org>; Hermes Mh [REDACTED]
Subject: Re: 4075 El Camino Way - Palo Alto Commons Project

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

Hi Emily,

Thank you very much for responding my email and answered some of my questions.

I still like to keep pictures as I like to share with people reading this email how the physical impacts really will be like to people living next to Commons. I attached them again as I copied my email to planning.commission@cityofpal Alto.org and all city council members.

1. As of this week, I knew some of our Wilkie Way neighbors had sold their house. One of major reasons is afraid of the Commons expansion. We are really only an individual working families with busy jobs and raising children. How can we have the energy, time, and money to fight and stop a big corporation to infringe, profit, disturb and take away our rights to enjoy our lives, enjoy our own houses and backyard?

2. Also I like to know if current residents of Commons and their guardians if any have been notified the proposed new additions?

3. I still don't understand why the expansion from 14 rooms became 18?

4. Without reaching out to you, I wouldn't be able to find out any detail meeting agenda and access the proposed the plan. I like to suggest that in the future, these information and links should be available on the post cards were sent out. Also it would be nice we can receive email automatically to let us know any information and meetings regarding the Commons plan instead post card only.

5. It looks like during tomorrow meeting, we only about two minutes for public speaking? I don't think it is enough time public to comments and express our concerns. Can we meet in different sections to learn more about the commons expansion and discuss more our concerns?

Please read down below to my comments about your answers.

I am looking forward to hearing from you.

Best regards,

Mona

Sent from my iPhone

On Feb 26, 2024, at 11:32 AM, Kallas, Emily <Emily.Kallas@cityofpaloalto.org> wrote:

Hi Mona,

Thank you for sending the photos. I have saved them, but removed them from this email response to prevent issues with the file size.

The meeting is located in the City Council Chambers at City Hall (250 Hamilton Ave.) The most updated plans, available on the Project Webpage, are the Cycle 2 plans which were submitted to the City on 12/4/23. A summary of the changes made since the Council meeting is included in the PTC Staff Report, available here:

Agenda: <https://www.cityofpaloalto.org/files/assets/public/v/1/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2024/ptc-2.28-public-agenda.pdf>

Direct link to staff report: <https://www.cityofpaloalto.org/files/assets/public/v/1/agendas-minutes-reports/agendas-minutes/planning-and-transportation-commission/2024/ptc-2.28-4075-el-camino-wy.pdf>

I have directed your comments below to be forwarded to the PTC, though I do have responses to some of them.

1. Afternoon sun: The applicant has prepared a shadow study showing the increase in afternoon shadows, this is on pages A5.09-A5.15 of the plan set (pdf pages 31-37)

[MH] The shadows plans are only for March 21. You know we have 365 days. Sun comes different angles on every day and different amount of day light time. My problem is the proposed building height. It will completely block my backyard view to sky. I won't be able to see any backyard sky at all. Please see the pictures where highlighted where the building would be. It would be a tower over my ADU and backyard.

- 2.
3. Earthquake risk: The expansion will be required to meet all regulations of the California State Building Code, which includes structural and earthquake safety. However, this engineering occurs after the planning entitlement phase as a part of the building permit application.

[MH] How many stories the building foundation was originally designed for? The building with the underground parking is the most unsafe structure if it was build long time ago with older building code which has very weak earthquake requirements

- 4.
5. HVAC noise: All HVAC equipment, existing and proposed is required to meet the

requirements of the noise ordinance. Noise is limited to 73 dba measured at the property line adjacent to the single-family houses. A Noise study is being prepared.

[MH] 73 DBA is equivalent you living in the room has a washing machine and drying running 24 hours a day. "Most Americans live in areas with a much smaller range of outdoor noise levels. Figure 5 shows that for urban dwellers (roughly 135 million people, more than half the U.S. population), 87% live in areas of Ldn = 48 and higher from traffic noise alone. Most of the other 13% of the urban population experience lower noise levels than those of Figure 5. Figure 5 also shows that nearly half of the urban population live in areas exposed to traffic sounds that range over only 5 dB (Ldn = 55 to 60 dB). Rural populations enjoy average outdoor sound levels generally lower than Ldn = 50 dB." Many study point out that people exposed to noise level 70dba over 24 hours consistently is dangerous to people's health. It could cause hearing lose, and other damage to people's health. The Commons is right next to our houses. Will anyone want live a house surround with 73dba noise?

- 6.
7. Parking: A parking study is being prepared.
8. Fourth floor option: The staff report includes a document prepared by the applicant explaining why it is not feasible to add a fourth floor. In summary, the building is not structurally engineered to support it, and the existing stairs and elevators would need to be relocated. This change of scope would also displace existing residents during construction.

[MH] The building is not structurally engineered to support four floor. Does it structurally engineered to support third floor? What report or study say is not supported fourth floor but third floor? Actually my pictures showing they can build a brand new building at the current frong and parking area with new foundation to support fourth floor and more parking spaces, etc. Or they should consider purchase next lot from Goodwell to expand.

- 9.
10. Neighborhood scale: The plans have significantly reduced the daylight plane intrusion compared to the first submittal. The maximum daylight plane intrusion is now 1'10".

[MH] I didn't find where the reductions are. Would you mind elaborating more in detail?

- 11.

I would also like to clarify that the meeting this week is not seeking PTC approval, it is only seeking PTC feedback and referral to the Architectural Review Board at this time. The project will then get ARB feedback and approval, before returning for PTC approval. Last, the City Council will be asked to consider the project.

Thanks,

Emily



Emily Kallas, AICP

Planner

Planning and Development Services Department

(650) 617-3125 | emily.kallas@cityofpaloalto.org

www.cityofpaloalto.org

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From: hermesmh1 He [REDACTED]
Sent: Friday, February 23, 2024 5:33 PM
To: Kallas, Emily <Emily.Kallas@cityofpaloalto.org>
Cc: [REDACTED]; Jayashree Divekar 4050 Wilkie <[REDACTED]>;
[REDACTED]; Lait, Jonathan
<Jonathan.Lait@CityofPaloAlto.org>
Subject: Re: 4075 El Camino Way - Palo Alto Commons Project

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

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

Hi Emily,

I reviewed a post card regarding public next Wednesday public meeting. I am planning to attend it in person. Would you please let me know exactly where the meeting is at?

I used the link your provided from last email regarding Palo Alto Commons Expansion. But I couldn't tell which was the most updated the plan and what are the changes since the last city council meeting. Would you please send me the most up to day information about their proposal and how they have addressed planning department comments and last city council meeting to do list for them?

From what I can see the plan was dated for 10/27/2022.

As you knew, during our last meeting on November 7, 2023, I am strongly oppose Palo Alto Commons new expansion plan.

Here are some of the reasons:

1. The Commons expansion proposal is in violation of my real property right of enjoyment by completely blocking my property afternoon sun. Which I have already be greatly limited by Commons current second story building about 15 feet apart from my ADU. If proposed third story is built, my ADU and house will lost sun in the afternoon starting at 12:30om. My backyard grass and plants and trees will die due to lack of sun. With my house and ADU are very close to the existing building, the third story is overpowering my property and I will lost entire skylight which I have been enjoying. All I will see from my backyard would have been an over towering block of wall with many windows that people can over looking my windows. I will have no privacy at inside my house and backyard at all and a total lost of my privacy and enjoyment of my property. Please see attached pictures.
2. The current building has underground parking and it was designed over thirty years ago, with adding new extra two more stories are huge publicly safety concerns. Can it withstand a major earthquake (according USGS, Bay Area is over due for a major earthquake) There are five ADUs at the backyard of Wilkie Way block which next to the proposed expansion building. The distance from the building will be as close as 15' apart(that's my ADU). If during the earthquake, the three story building were clapped, my ADU will be the direct hit by the 30' tall building. Who is responsible to the people living in my ADU and my ADU building itself? Who is responsible the lives who live in the Commons clapped three story building? We are living in the earthquake zone and we have major earthquake overdue to happen in northern California. For Palo Alto single family resident backyard setback requirement is 20 feet. What's the setback requirements for three story building?
3. Currently Commons and Avent buildings HAVC have already made very loud noises that is so loud we can open our windows. With new additions, there will be more powerful HVAC added, I can't imagine how we will sleep at night or work from home or just simply sit in our backyard to enjoy our day quietly.
4. There are cars constantly parking at front of my house on our street and these cars owners are working at Commons and Avant. I had asked some of them why they were parking their cars at our street. I was told that there were not enough parking spaces for them to park at Commons and Avant. With 14 (the latest on the website says 18?) more rooms added without single parking spaces added, there will be more cars parking our street and we won't be able to park cars on our street.
5. 4 of the 14 proposed rooms will be added right behind my house and my neighbor right next to me(4040, 4050 Wilkie). 13 of 14(18?) proposed rooms addition are all added to the existing buildings right next to our Wilkie Way single family one story houses. Please see attached photos. The new addition is at the price of entire block Wilkie Way residents' enjoyment of our lives. I asked Commons why they won't add forth story to their building facing El Comino or East Meadow. They said it is too costly to them to do so. So naturally , the Wilkie way residents become the victims of their money saving proposal! It is utterly absurd that big corporation want to save and make money at the cost of us, ordinarily working class residents who mostly are long time residents of PAL Alto?
6. The new addition next to Wilkie Way all single story houses are very intrusive and the new height felt monstrous in the neighborhood. It doesn't conform our

neighborhood appeal.

7. I took some of the pictures from Palo Alto Commons front and it's parking. There seems if plenty of space for them to expand. They could add more parking space at the underground level and add three or four stories in top of that. It will be facing El Camino. That way, they can add more rooms without put huge negative impact on the neighboring houses and streets.
8. Ventura neighborhood housing values are Palo Alto most under appreciated. I see my house valued almost the same in the last 10 years vs other neighborhoods have seen tremendous amount of value appreciation in hundred of thousands or in million. With this proposal Commons new additions plan, it will further deprive and decrease our home prices. Commons cannot and shouldn't make money at the loss of our neighborhood home values
9. I heard some neighbors talking about selling their homes because of Commons proposal as they feel that they won't be able to enjoy their backyard peacefully after new additions.

Sent from my iPhone

On Nov 9, 2023, at 3:29 PM, Kallas, Emily <Emily.Kallas@cityofpaloalto.org> wrote:

Hi Mona,

Thank you for speaking with me at the Development Center today to express your concerns regarding the proposed project.

As we discussed:

Here is the link to the Project Webpage, it will be update when revised plans are submitted by the Architect:

<https://www.cityofpaloalto.org/Departments/Planning-Development-Services/Current-Planning/Projects/4075-El-Camino-Way>

Here is the link to the 8/7/23 Council Staff Report and Minutes:

<https://cityofpaloalto.primegov.com/Portal/Meeting?meetingTemplateId=12606> (under Study Session)

<https://cityofpaloalto.primegov.com/Public/CompiledDocument?>

[meetingTemplateId=12611&compileOutputType=1](#)

I will notify you of any future public hearings, and you will also receive a post card in the mail two weeks prior to any scheduled meeting. A flowchart of the expected project process is here:

<https://www.cityofpaloalto.org/files/assets/public/v/2/development-services/planning-review/7.-maps-zoning/planned-community-review-process-02-03-2023.pdf>. We are on the 5th step, waiting for the applicant to revise the plans.

I'm happy to answer any other questions you may have.

Thanks,

Emily

<image001.png> **Emily Kallas, AICP**

Planner

Planning and Development Services
Department

(650) 617-3125

| emily.kallas@cityofpaloalto.org

www.cityofpaloalto.org

[<image002.png>](#)

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From: [Kallas, Emily](#)
To: [Dao, Veronica](#)
Subject: FW: We oppose the proposed Palo Alto Commons project
Date: Wednesday, February 28, 2024 8:58:02 AM
Attachments: [image001.png](#)
[image002.png](#)



Emily Kallas, AICP
Planner
Planning and Development Services Department
(650) 617-3125 | emily.kallas@cityofpaloalto.org
www.cityofpaloalto.org

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From: Lily Lee <[REDACTED]>
Sent: Tuesday, February 27, 2024 10:00 PM
To: Kallas, Emily <Emily.Kallas@cityofpaloalto.org>
Cc: JamesYahoo Porter <[REDACTED]>; [REDACTED]; Nia Porter
<[REDACTED]>
Subject: We oppose the proposed Palo Alto Commons project

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

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

Hello Emily,

We met you at a meeting to discuss the Palo Alto Commons project. Thank you for sending us information about the new public hearing Wednesday, 2/28, 6:55 pm. I will be coming from my office in San Francisco, so I may not get to the meeting by then.

In case I am late, I wanted to let you know that my family (3 adults + 1 high school student) opposes this project. We have lived here since 2003. We already feel that the current building is too tall and obstructs light and views. We also feel our privacy violated. We also understand that this substantial addition violates the original agreement with respect to size and scope.

At a meeting, we asked if the developer could plant more screening vegetation. That could help. However, we see very little room to be able to fit in new screening trees or bushes. Therefore we do not support this project. Please let us know any other way we should express our opinion.

Thank you very much.

Sincerely,

Lily Lee

James Porter

Kai Porter

Nia Porter

[REDACTED]

Palo Alto, CA 94306

[REDACTED]