



VIA ELECTRONIC MAIL
rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Reduction Project
Reconsideration of MTC Approval of VTA Grant for Same

Mollie Stone's Markets, the owner and operator of a full-service grocery store at 164 S. California Avenue in the City of Palo Alto requests that your Subcommittee recommend reconsideration of the prior Commission approval of the Valley Transportation Authority (VTA) approval of a City of Palo Alto proposal--the California Avenue Transit Hub Corridor Improvements (the Project) to either deny approval of the Project or to refer it back to VTA and the City for an analysis on the Project's economic impact on existing businesses and reduced claimed benefit because of reductions in train and bus transit services.

Mollie Stone's California Avenue store operates seven days a week and has a customer base which reaches the store by driving. A lane reduction would greatly restrict this access three times every day--during the commute hours and during times when deliveries are being made to the store.

Not only do we own and operate the grocery store, but my partner and I own the property. I am speaking from a business owner and one of the largest property owners on the Avenue.

I attended 2 of the public meetings which the City held concerning the Project and indicated that a lane reduction would interfere with deliveries because there simply is no physical location where they can be accomplished on adjacent allies or cross streets because of the lack of space to do so. Although the City Staff represented they would address these issues, the Project does not do so.

The City has proposed a lane reduction from four lanes to two lanes before this Project on at least two occasions, which Mollie Stone opposed because they did not address what is needed--resurfacing of the street.

Referring the matter back to the VTA and the City for a more comprehensive analysis that will actually help preserve existing businesses and employment would be a more prudent use of the involved federal funds.

Mollie Stone's is proud of its organic products and its long-standing recycling programs. Re-evaluation of the Project is needed to address impacts of the Project including its short term (construction impacts were not addressed by Staff) and long term impacts--the loss of businesses and existing employment--something which should not be pursued by any government in the present economic environment.

Sincerely yours,

A handwritten signature in black ink, appearing to read "D. M. Bennett".

David M. Bennett

Owner
Mollie Stone's Markets

cc: Kinsey's Marin County Board of Supervisors' Office

150 Shoreline Highway, Building D ■ Mill Valley, CA 94941 ■ Phone (415) 289-5720 ■ Fax (415) 289-0141

SAUSALITO ■ SAN FRANCISCO ■ PALO ALTO ■ GREENBRAE ■ SAN BRUNO ■ BURLINGAME ■ SAN MATEO

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs and Allocations Committee
Metropolitatn Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: California Avenue Lane Project,
Reconsideration of MTC Approval of VTA Grant

Dear Commission Members:

I am a business owner in Palo Alto, and have been dismayed at the progress of the above referenced project, both from the merits of the project and also the process under which the project was approved. It appears very clear to me that many businesses and residents in the California Avenue area are strongly opposed to the project, for the simple reason that it will introduce inconvenience for customers of California Avenue businesses and for residents. My impression is that Palo Alto City officials want to push this project through solely for the purpose of obtaining the TVA grant, rather than to improve the environment for the businesses in the area, and that they have therefore chosen to ignore the input given from businesses and residents in the area.

I would strongly urge you to reconsider the MTC approval of the VTA grant in question. It is an unnecessary alteration of the local landscape, and would be very disruptive, both during the implementation phase as well as afterwards.

Sincerely yours,



Gunnar Carlsson
President, Ayasdi Inc.

Louis J. Borrego
3931 Ventura Ct
Palo Alto, California 94306
February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Tom Bates, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Opposition to Lane Reduction California Avenue (Avenue)
City of Palo Alto; VTA Grant Funding

Board Members:

As a resident of Palo Alto California for more than forty five years and a customer of the businesses on the Avenue for the same amount of years, I oppose the approval of the VTA Grant which partially pays for the lane reduction.

The proposal to reduce the four lanes (4) to two (2) lanes on the Avenue is not reasonable. As an estimate, 90% of the customers frequenting the businesses on the Avenue drive their vehicles to do shopping or visiting restaurants. There are very few bicyclists because they do not use the Avenue as a path to other parts of the City. There are bicycle lanes that go around the Avenue that are used for this purpose. Vehicle traffic is safer in four (4) lanes rather than (two) .

Because the Avenue is being visited by customers that drive their vehicles, the reductions in lanes will cause less traffic to frequent businesses reducing the their income and revenue to the City of Palo Alto. The decision to reduce the lanes will be devastating to the small businesses on the Avenue.

Of major concern is the continuous method of operating by the City. It seems that they feel that they have the sole authority to make final decisions on major issues that affect the lives of city citizens and businesses without prior concurrence. A prime example of this, is the action they took in cutting down all the trees that lined California Avenue without concurrence from any of parties affected. This destroyed the esthetic value of the Avenue and wasted money.

Best regards

Antonio's Nut House
321 South California
Palo Alto, CA 94306
January 27, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

-

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Widening Project;
Reconsideration of MTC Approval of VTA Grant for Same

Gentlemen:

I have been doing business on California Avenue in Palo Alto for over 3 decades.

Antonio's Nut House has a large and loyal clientele who come for bar and restaurant services by car. Very few of our customers (except those that live nearby) ride their bicycles to our bar and restaurant.

I attended at least two of the meetings noticed by the City of Palo Alto and its traffic official concerning the lane reduction. The overall impression was even though many businesses oppose the lane reduction for the same reasons that I opposed it – most of their customers come by car. City Officials did not seem interested and in fact said, the project, which I understand to be funded by a Grant from VTA, would not go forward unless the lanes were reduced.

I strongly urge your committee to reconsider the MTC approval of the VTA Grant for the simple reason that it is not needed and it would be very disruptive on business. In fact, the City did not even address the impact on business for construction that the wish to pursue. Something which I thought was common for any street project.

Sincerely,

Antonio Montooth

Cho's Dim Sum

213 South California Avenue

Palo Alto, California 94306

February 5, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

-

Rosy Leyva, Commission Secretary

The Honorable Steve Kinsey, Chairman

Programs & Allocations Committee

Metropolitan Transportation Commission

101 Eighth Street

Oakland, California 94607

Re: Opposition to VTA Grant Funding
for California Avenue Land Reduction

Dear Commissioner Kinsey and Members of the Commission Subcommittee:

Our family has operated our restaurant in the City of Palo Alto on California Avenue for over 35 years.

We understand that the City of Palo Alto proposal to reduce the traffic lanes on California Avenue is subject to a grant approval, first approved by the Valley Transportation Authority and secondly by the Metropolitan Transportation Commission ("MTC").

One or more members of our family have participated in all the public meetings on this matter and can say that, the City always represented publicly that the grant was subject to modification, meaning that there would not have to be two lanes.

In fact, when the matter came up for final City approval, different from the presentations in the public meetings, it was indicated that the only way the project would go forward was with two lanes.

The City has never discussed the impact of construction on our business nor the impact of our customers – which almost exclusively – come by car would have.

We have done business in Palo Alto long enough to know that a lane reduction like that which occurred on University Avenue, will have severe impact on almost all businesses. Simply because we are service oriented and our customers drive to our restaurant. We have opposed the concept of a lane reduction for over four years and believe it is a matter of substantial controversy which was not addressed by the City and will affect the profitability of our business.

We urge the Commission to recommend that the MTC approval be rescinded and that the matter be sent back to the City so that they can honestly assess the economic impact on our restaurant and other businesses.

Sincerely,

Cho Yam Yu

Know Knew Books
415 South California Avenue
Palo Alto, California 94306
February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Committee Meeting Date: February 9, 2011; Consent Item 2b.;
California Avenue Lane Reduction Project, City of Palo Alto

Dear Chairman Kinsey and Members of the Commission Subcommittee:

Know Knew Books is one of the longest operating businesses on California Avenue in the City of Palo Alto ("City") – at least three decades.

We are opposed to the lane reduction which the City has been proposing for several years, but most recently is the subject of the VTA Grant to the City which, as we understand it, the Metropolitan Transportation Commission (MTC) must review and approve part of Consent Item No. 2b.

Because the City has not considered the impact of this project on how longstanding businesses like ours operate – we depend on access by car, by our customers, as well as the temporary construction impacts, I would request that your subcommittee recommend that the matter be referred back to VTA and the City for further study. The idea that this would be beneficial to existing businesses and its employees is just wrong.

Although I do not know precise percentages or amounts, it can be fairly stated that there is substantial opposition to this project which the City has ignored. It would seem that they are begging for a lawsuit from someone.

Finally, I do not understand the need for creating a "transit corridor" when the two types of transit that are involved – buses and trains, have been permanently reduced, thereby reducing usage of the "transit corridor".

There has been continued opposition to the lane reduction over several years, a fact that apparently has not been made known to either the VPA or the MTC.

The involved Federal money would be better spent in providing for extensive parking which is needed for the existing businesses and uses along California.

Thank you for a review of this matter.

Sincerely,

Owner Bill Burruss

Lotus Thai Bistro
425 South California Avenue
Palo Alto, California 94306
February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting, Consent Item 2b;
Opposition to Lane Reduction California Avenue
City of Palo Alto; VTA Grant Funding

Board Members:

Lotus Thai Bistro has an established customer clientele and new customers from time-to-time in the City of Palo Alto. We are aware of the City proposal to reduce the number of lanes on California Avenue from 4 to 2 that would be funded by a grant from the VTA. Because most of our customers access our business by car, this would not be a good idea for our business.

Originally, the City proposed to beautify California Avenue with only a lane re-striping. The City has not made a commitment to repave the street even though the sidewalks will be extended and the lanes reduced.

The City's cutting down of all the shade trees that existed on California Avenue seems to have been the start of actions which are not adequately explained to the businesses and are not in the businesses' best interest.

We urge your reconsideration of the approval of the VTA Grant which partially pays for the lane reduction – it will be detrimental to California Avenue businesses.

Sincerely

Rungsiri Tantavirojn, Owner
Lotus Thai Bistro

Maximart Pharmacy
240 South Cambridge Avenue
Palo Alto, California 94305
February 2, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: California Avenue Lane Reduction;
MTC Approval of VTA Grant Funding;
Request for Reconsideration and Denial

Dear Chairman Kinsey and Members of the Commission Subcommittee:

Our family has owned Maximart Pharmacy at its current location on South Cambridge Avenue for over 35 years. Cambridge Avenue is one block West of California Avenue and on a regular basis California Avenue traffic eliminates substantial possibility for parking near our business.

Had we received notice, we would have appeared and protested the lane reduction. As it can only make worse the negative impact it has on existing businesses by reducing parking opportunities. 90% to 100% of our customers come to our store by car. The only exception would be people who live within 1 or 2 blocks.

We would emphasize the lack of notice to businesses like ours, which are long time members of the business community in the City on such a critical capital project. Finally, we would note the idea of facilitating use of rapid transit at a time when rapid transit capacity both buses and trains is being permanently reduced, seems to be an inefficient and unwise use of federal funds.

We hope you reconsider MTC approval of the VTA Grant funding on California Avenue improvements, as they are certainly against the existing businesses, existing jobs and also the adjacent commercial area, which includes our business.

Very truly yours,

Robin Kwong



California Ave. Norge Village
240 California Ave
Palo Alto, CA 94306

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

-
Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street,
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting
Reconsideration of MTC Approval of VTA Grant
California Avenue Lane Reduction Project

Our family has operated Norge Village Cleaners since 1985 on South California Avenue in the City of Palo Alto (City). We are not against the City proposal to clean-up or fix California Avenue. We are AGAINST THE LANE REDUCTION proposed in the City Grant Application which the Valley Transportation Authority (VTA) approved and which is being reconsidered as Consent Item 2b (See Attachment B, page 3 to the Commission Staff Report).

We request your Subcommittee either eliminate the City of Palo Alto project in the list of projects in proposed MTC Revised Resolution 3925, or recommend that the matter be referred back to VTA for further action because of the lack of public involvement in hearings on the project, the lack of need for the lane reduction and because of the potential for and actual harm to existing businesses ---whose customers come by car.

I would not be writing this letter or taking the time during the work day to come to your meeting to raise this issue if the City had done its job and actually listened to the businesses and residents that appeared at the public meetings---many of which were scheduled in the middle of the day and could not be attended by business owners.

I attended each of the public meetings held by the City--where almost all of the people present--stated they were opposed to the lane reduction. This opposition was not acknowledged by the City even though it was raised continually before them - including at the December

6, 2010 City Council meeting where the Grant application was approved.

Also, City officials contracted themselves by saying that the lane reduction was not part of the Grant when concern was expressed about it, but then stated that absolutely the Grant had to have the lane reduction.

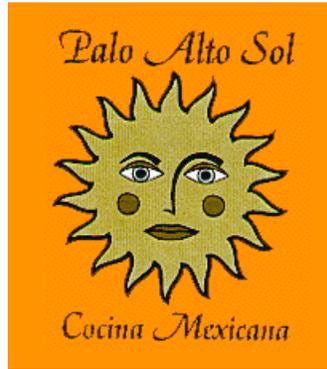
Our customers come to our shop by car. If that ability is limited because of the resulting congestion, which can be personally observed--at commute times and at noon--something which the lane reduction will cause--our business, along with other businesses, will be threatened, if not, eliminated.

The need for a lane reduction to encourage transit oriented activities on California also makes no sense (especially with the reduction in bus trips and train trips by VTA and Caltrain to the area) and because doesn't bring customers to California Avenue now--something that was also continually overlooked, or ignored, by the City.

In closing, I respectfully request your thoughtful review of this matter. Because the lane reduction project won't contribute to increased use of the now reduced transit available and would be harmful if not destructive of California Avenue businesses it should not be recommended for approval to the entire Commission, or it should be referred back to VTA for further consideration. These federal funds shouldn't be used to endanger existing businesses and existing jobs for everyday needs.

Sincerely,

BW Cho



Palo Alto Sol Mexican Restaurant

408 South California

Palo Alto, CA 94306

February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

-

Rosy Leyva, Commission Secretary

The Honorable Steve Kinsey, Chairman

Programs & Allocations Committee

Metropolitan Transportation Commission

101 Eighth Street,

Oakland, California 94607

Re: Subcommittee Meeting Date February 9, 2011; Consent Item No. 2b,

City of Palo Alto California Avenue Lane Reduction Project;

Reconsideration of MTC Approval of VTA Grant

Dear Chairman Kinsey and Members of the Commission Subcommittee:

I have had my restaurant on California Avenue for 20 years. I have observed several controversies with the City of Palo Alto concerning California Avenue including the removal of street trees which was not authorized and over the last four years several efforts to resurface California Avenue which have not taken place.

I am **opposed** to the VTA Grant for a City of Palo Alto application and lane reduction because it will not accomplish a resurfacing of California Avenue which has been needed for several years and the lane reduction will discourage cars driving to California Avenue which is the main way customers arrive at my restaurant.

I attended several of the "meetings" that the City held concerning the issue where the City Transportation Director said that the reduction

would make more parking available. He said the Project would have loading zones which could only be done on California Avenue as the alleys are not big enough. But, the issue of loading zones wasn't addressed in the plan. So where will the traffic go when the trucks park in the one reduced traffic lane available? Keeping four lanes will avoid this problem.

Also not addressed was the impact that construction of the lane reduction will have on businesses and particularly my business. There is a history of the negative effect (business closings) a lane reduction will have as took place in the City on University Avenue, that mistake should not be repeated. The City is supposed to encourage existing businesses and their employees – not discourage them, something this Grant will do if it is approved.

The most obvious example of the City's failure to listen--all the hearings had the appearance that no matter what was said, the City was going to approve it anyway--is the City's complete failure to say **HOW** construction for the lane reduction would interfere with customers getting to the various businesses on California Avenue even though that concern was brought up in every meeting.

The Subcommittee may not know or recall but a little over a year ago--a City official without approval authorized cutting down all the fully grown shade trees on California Avenue--something which had created a very pleasant charming business environment. Reducing the lanes will make the business environment even more unpleasant.

Many of the City Staff and VTA employees do not call California Ave. their home as I and many others on this street do. We are here day and night and know what is BEST for this street. We want California Ave. to be well landscaped without forcing lane changes. We understand the needs of other businesses, customers and residents and reasons why California Ave area is frequented. We co-exist serving these needs. Isn't the City suppose to act in the best interests for the community (particularly long time existing businesses and residents) not for what the City Transportation Department "thinks" is the best?

As I understand the process, I recommend the MTC refuse to approve the VTA's Grant approval of the City program to reduce the lanes on California Avenue.

Sincerely,

Hector Sol

Onwer

William D. Ross
Kypros G. Hostetter
Karin A. Briggs
Matthew S. Schuman

Law Offices of
William D. Ross
520 South Grand Avenue, Suite 300
Los Angeles, CA 90071-2610
Telephone: (213) 892-1592
Facsimile: (213) 892-1519

Palo Alto Office:
400 Lambert Street
Palo Alto, California 94306
Telephone: (650) 843-8080
Facsimile: (650) 843-8093

File No: 1/10

February 8, 2011

VIA ELECTRONIC MAIL

Khughes@mtc.ca.gov

The Honorable Steve Kinsey, Chairman
And Members of the Programs and Allocations Subcommittee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Subcommittee Meeting Date, February 9, 2011; Consent Agenda Item No. 2b;
Reconsideration of Commission Resolution No. 3925; City of Palo Alto
California Avenue Transit Hub Corridor Improvements Project

Dear Chairman Kinsey and Members of the Subcommittee:

This office represents several merchants along California Avenue in the City of Palo Alto ("City") and residents and taxpayers within the City. This communication sets forth reasons why the Subcommittee should recommend *either* deletion of that particular Grant Application of the Valley Transportation Authority ("VTA") from the City with respect to the California Transit Hub Corridor Improvements Project (the "Project")¹ from Revised Resolution No. 3925 in its entirety in your recommendation to the Commission or that it be recommended for reconsideration by VTA because neither the record before the City nor the record before VTA reflect compliance with the standards for obtaining the grant or compliance with applicable law.

At each of the City public meetings, the proposal for lane-reduction was opposed by a substantial majority of individuals present and certainly by a substantial majority of the businesses on California Avenue. Concerns were raised because customers of the involved businesses access those businesses primarily by automobile for which there is no transit alternative and for which a lane-reduction would limit and discourage access.

¹ See attachment B to MTC Staff Report, page 3.

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 2

There was no response by City staff to those comments other than to maintain that the Project would be economically beneficial for the area. Indeed, even the issue of construction impacts associated with the Project was not discussed.

The Project, which was approved by City Council Resolution 9118 on December 6, 2010, a copy of which is enclosed as Exhibit "A", is the subject of potential litigation because of the failure of the City to comply with applicable law. More specifically, the City failed to provide adequate notification of the Project or a determination of consistency of the Project with the City's General Plan, which is termed the Comprehensive Plan. The City also failed to timely comply with the California Environmental Quality Act (Public Resources Code section 21000 *et seq.*, "CEQA") and failed to include the Project within the City Capital Improvement Program.

Finally, pragmatically and practically, there is no demonstrated need for the Project especially in view of reduction of transit service by the VTA, Caltrain, and the City for transit services in and around California Avenue within the City, as well as the reality that it will be reduced further.

FACTUAL SUMMARY

A. The History of California Avenue

After unsuccessfully pursuing a prior VTA Grant for lane-reduction on California Avenue, the City staff responded to a VTA notice for projects under the Community Design for Transportation Program on August 6, 2010. Although the City received notice at that time, notice of any community meetings concerning the proposed Grant and lane-reduction were not sent out until September 3, 2010 and even then were inconsistent in content – one including an indication of restriping of California Avenue and only indicating a Grant proposal of the lane-reduction from four lanes to two lanes. One of the public meetings was noticed for a major religious holiday (September 8, 2010) and those meetings scheduled near California Avenue for the merchants were held during mid-day as opposed to other times during the business day that would have been more convenient for full public participation, certainly participation by businesses. City staff throughout these meetings contradicted itself on whether there would be a lane reduction on California Avenue with the City transportation officer, Mr. Jaime Rodriguez, indicating on several occasions that "there would be no Grant Application unless there was a lane-reduction from four lanes to two lanes."

The matter came before the City Council on October 4, 2010 to authorize the Grant

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 3

Application, a copy of which is enclosed as Exhibit B. The application, in several instances, refers to the required lane-reduction from four to two lanes and does not refer to the possibility of not having a lane-reduction, a matter inconsistent again with the representation of the City transportation officer.

Among other things, the application indicates that

“The *amount of regional transit activity* in Palo Alto through [this Project] provides a unique opportunity to transform California Avenue into a bicycle and pedestrian corridor with local and regional amenities that continue to promote transit use, support local growth and business, and provides a safer environment for commuters as transit activity in and around the region intensifies.” (Emphasis added) Grant Application, page 2.²

At the time of Application, the lane-reduction had not been the subjected of a consistency analysis under the judicially confirmed General Plan Guidelines standard nor was there an adopted and completed Bicycle Plan as a component of the City Comprehensive Plan. At the October 4, 2010 City Council hearing, individuals appeared and expressed opposition to the lane-reduction proposal because of its negative impact on existing businesses and lack of consistency with the City Comprehensive Plan.

Subsequently, City staff returned to the City Council on December 6, 2010 requesting a City resolution authorizing the filing of the application for a federal Surface Transportation Project (“STP”) and/or Congestion Mitigation and Air Quality Improvement (“CMAQ”) funding for the California Avenue Transit Hub Quarter Project and “stating the assurance to complete the Project.” Again, see enclosed Exhibit “A”. A copy of the Staff Report for the City Council action inconsistently portrays the lane-reduction from four lanes to two lanes on California Avenue as a permissive as opposed to required action of the Grant Application (see Exhibit “C”, December 6, 2010 Staff Report). Again, individuals appeared and expressed opposition to the proposed lane reduction because of its negative impact on existing businesses and lack of consistency with the City Comprehensive Plan and the lack of analysis under CEQA.

² As noted, *infra*, if anything, transit activity in and around the regions, specifically around the Project area has **decreased**.

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 4

Subsequently, the matter was addressed at the Planning Commission on January 12, 2011 for approval of a proposed negative declaration for the "California Avenue Streetscape Project" and a Capital Improvements Program to fund the Project improvements. The Staff Report, which is attached as Exhibit "D", references the Grant Application but does not include the Grant Application within the Project definition in the proposed negative declaration Project description. The consideration of the proposed Negative Declaration has been continued to the City Council hearing of February 14, 2011.

B. Inadequate Notification of the Project

Notification of the Project from its outset was sent only to property owners, businesses on California Avenue and individuals requesting notice from the City. Notice was not sent to businesses or residences located on Sherman Avenue or Cambridge Avenue (streets immediately parallel to California Avenue) or businesses located on the cross-streets Birch and Ash.

C. Lack Of a Consistency Analysis with the City Comprehensive Plan

It is well established in California that the General Plan (here, the "City Comprehensive Plan") is the constitution for *all future* development; *any decision* by a City affecting land use and development must be consistent with the General Plan. *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 570-571. "An action, program or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment." General Plan Guidelines p. 164 (2003). This method for determining General Plan consistency has been judicially confirmed. *See, Corona-Norco Unified Sch. Dist. v. City of Corona* (1993) 17 Cal. App. 4th 985, 994. Nowhere in the record before the City, in the original Grant Application to VTA or in the documentation advanced to VTA by the City is there evidence of consistency of the proposed Project with the Comprehensive Plan consistent with the judicially applicable standard just stated.

Moreover, there is no "balancing" of any Comprehensive Plan policies favoring relief of traffic congestion with that of preserving existing businesses and their existing and actual employment capabilities.

The issue of General Plan consistency was raised consistently with the City concerning the proposed lane-reduction on California Avenue not only with respect to *this* Project, but also in prior communications to the City in prior efforts of the City to accomplish

a lane-reduction.³

The lack of consistency with the General Plan bears on the lack of evidence supporting City Resolution 9118 specifically with respect to Section 5, representing that there is no legal impediment to the City making the application for the funds and Section 6 with respect to the lack of threatened litigation that might, in any way, adversely affect the Project.

D. Failure to Timely Comply With CEQA

The City has not complied with timely environmental review of the Project under CEQA. In *Save Tara v. City of West Hollywood* (2009) 45 Cal. 4th 116 (“*Save Tara*”) the California Supreme Court *clarified what constitutes a project and when evaluation of a project should commence as when an action is taken by a public agency in the land use context that:*

“...commits the public agency as a practical matter to the project, the simple insertion of a CEQA compliance condition will not save the action from being considered an approval requiring environmental review.” *Save Tara, supra*, 45 Cal. 4th at 132.

Here, the adoption, on December 6, 2010 of City Resolution 9118 firmly committed the City to the Grant Application Project, which does constitute a Project under CEQA.

The statute of limitations for challenging the City’s assertion that CEQA compliance was not needed is subject to a 180-day statute of limitations under the provisions of Public Resources Code section 21167.

E. Failure to Comply with the Intent of the Federal Surface Transportation Program

Consistently throughout the review of this Project, whether in informal public meetings or formal public meetings, the issue of the economic impact on existing business on California Avenue was raised by individuals, residents and business owners. It is well established in the enabling Federal legislation – Surface Transportation Program – that it is in the National interest to, among other things, “foster economic growth and development within and between states and urbanized area.” This planning function has been held to

³ See April 14, 2010 communication to City Planning Director, attached as Exhibit “D”.

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 6

require a metropolitan planning organization such as the MTC and by analogy Congestion Management Agency like VTA to support the economic vitality of the metropolitan area. *See, Darensburg v. Metropolitan Transportation Commission* (2009) 611 F. Supp. 2d 994, 1005.

Concerned businesses, residents and taxpayers would advance that without response or analysis to the continual representation of both existing businesses, their customers and taxpayers as to the issue of a negative impact on the principle means of access to those businesses presently – personal vehicles, with no transit substitute, there would be a negative impact on the economic vitality of the urbanized metropolitan area known as California Avenue. Enclosed as Exhibit “F” is a petition listing 250 individuals in opposition to the lane-reduction.

Presently, the record does not support evidentiary compliance with this legislative intent in the approval of the Grant either by the City, VTA or previously by the Executive Director of the Commission. The lack of economic analysis is confirmed by several letters addressed to your Subcommittee which are attached as collective Exhibit “G”.

It is respectfully submitted that such an analysis needs to be accomplished prior to the Commission approving funding for the specific Project involving California Avenue. The same would be true with respect to VTA in implementing that policy intent of the Federal act. This is especially true in view of the changed circumstances with regard to the availability of transit opportunities funded by VTA and Caltrain which are at either end of California Avenue as developed *supra*.

F. Pragmatic Considerations; Changed Circumstances; Permanent Reductions in Transit Opportunities

Hand in hand with the lack of an economic analysis on the actual impact of the reduction in the ability of vehicular traffic to the businesses on California Avenue is the reduction in transit capability by VTA and Caltrain.⁴ This affects both the El Camino/California Avenue intersection because of reduction in bus-line service at that location and the Caltrain service aspect because of reduction in Caltrain capability at that

⁴ The VTA has implemented service reductions, including in the City of Palo Alto, *available at* http://www.vta.org/service_modifications/changes_by_city.html. *See also* http://www.vta.org/service_modifications/faq.html. CalTrain is also considering service reductions *available at* http://www.caltrain.com/about/News_354/Caltrain_Sets_Public_Hearings_Proposed_Service_Reductions_Station_Closures_Fare_increases_and_Declaration_of_Fiscal_Emergency.html.

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 7

location. Even though this reduction occurred incrementally, after the time of the Grant Application it has not been acknowledged or referenced at all by City staff or VTA.

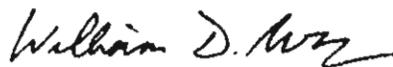
Accordingly, impacted businesses, residents and taxpayers can justifiably question why a project would be pursued "as transit activity intensifies" as represented in the Grant when, in fact, it has not.

CONCLUSION

It is requested that your Subcommittee in its recommendation to the entire Commission either delete the reference to the City of Palo Alto California Avenue Transit Hub Corridor Improvements Project or, in the alternative, refer the matter back to VTA and the City for further analysis to demonstrate compliance with the requirements for a timely consideration of consistency of the Project with the City Comprehensive Plan as well as an analysis of the economic impact of the Project consistent with the Surface Transportation Program so that existing businesses are not negatively impacted.

Thank you for your consideration of the matters set forth in this communication.

Very truly yours,



William D. Ross

WDR:dns

Exhibits (see Appendix)

- "A" City of Palo Alto December 6, 2010 Resolution No. 9118
- "B" Grant Application
- "C" December 6, 2010 City Council Staff Report
- "D" January 12, 2011 Planning Commission Staff Report
- "E" April 14, 2010 communication to City of Palo Alto Planning Director
- "F" Petition of individuals opposing lane-reduction
- "G" Letters of Opposition to Subcommittee

The Honorable Steve Kinsey, Chairman
Metropolitan Transportation Commission
February 8, 2011
Page 8

cc:

Adrienne D. Weil, General Counsel
aweil@mtc.ca.gov

APPENDIX

EXHIBIT "A"

Resolution No. 9118

Resolution of the Council of the City of Palo Alto
Authorizing the Filing of an Application for Federal Surface
Transportation Program (STP) and/or Congestion Mitigation
and Air Quality Improvement (CMAQ) Funding for the
California Avenue Transit Hub Corridor Project and
Committing the Necessary Non-Federal Match and
Stating the Assurance to Complete the Project

WHEREAS, the City of Palo Alto (herein referred to as CITY) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,175,200 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the California Avenue – Transit Hub Corridor Improvements (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continued the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

WHEREAS, SAFETEA has been extended pursuant to Public Law 11-118 and may be subsequently extended pending enactment of successor legislation for continued funding; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, CITY is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

//

- 1) A commitment of necessary local matching funds of at least 11.47%; and
- 2) The sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) The project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 4) The assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) That the project will comply with all the project-specific requirements as set forth in the PROGRAM.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Palo Alto as follows:

SECTION 1. The officers of the CITY are authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding.

SECTION 2. The CITY by adopting this resolution does hereby state that:

1. CITY will provide \$550,000 in non-federal matching funds; and
2. CITY understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the CITY from other funds, and that CITY does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. Applicant understands that \$(N/A) is greater than the Applicant's (STP/CMAQ Amount) Regional Local Streets & Roads formula share of Local Streets & Roads programming, and that the Applicant will forgo future programming shares until the amount of the overage \$(N/A) is reached. (This requirement does not apply to CITY, only to applicants who received an "augmentation" greater than \$100,000 in the Local Streets & Roads program only)
4. CITY understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
5. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
6. CITY and the PROJECT will comply with the requirements as set forth in the program; and

SECTION 3. CITY is an eligible sponsor of STP/CMAQ funded projects.

SECTION 4. CITY is authorized to submit an application for STP/CMAQ funds for the PROJECT.

SECTION 5. There is no legal impediment to CITY making applications for the funds.

SECTION 6. There is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of CITY to deliver such PROJECT.

SECTION 7. The CITY authorizes its City Manager or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution.

SECTION 8. That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application.

SECTION 9. MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP.

SECTION 10. The Council finds that this resolution is not a project under the California Environmental Quality Act and, therefore, no environmental impact assessment is necessary.

INTRODUCED AND PASSED: December 6, 2010

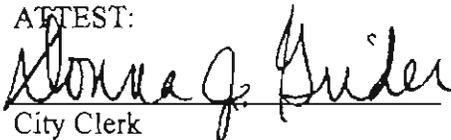
AYES: BURT, ESPINOSA, HOLMAN, KLEIN, PRICE, SCHARFF, SCHMID,
SHEPHERD, YEH

NOES:

ABSENT:

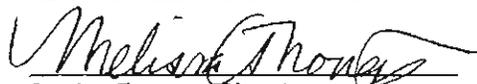
ABSTENTIONS:

ATTEST:

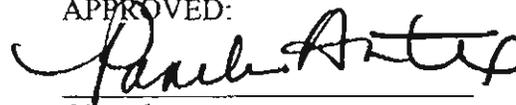

City Clerk


Mayor

APPROVED AS TO FORM:


Senior Deputy City Attorney

APPROVED:


City Manager


Director of Planning and Community
Environment

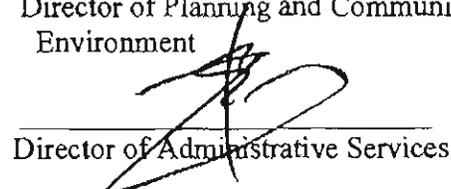
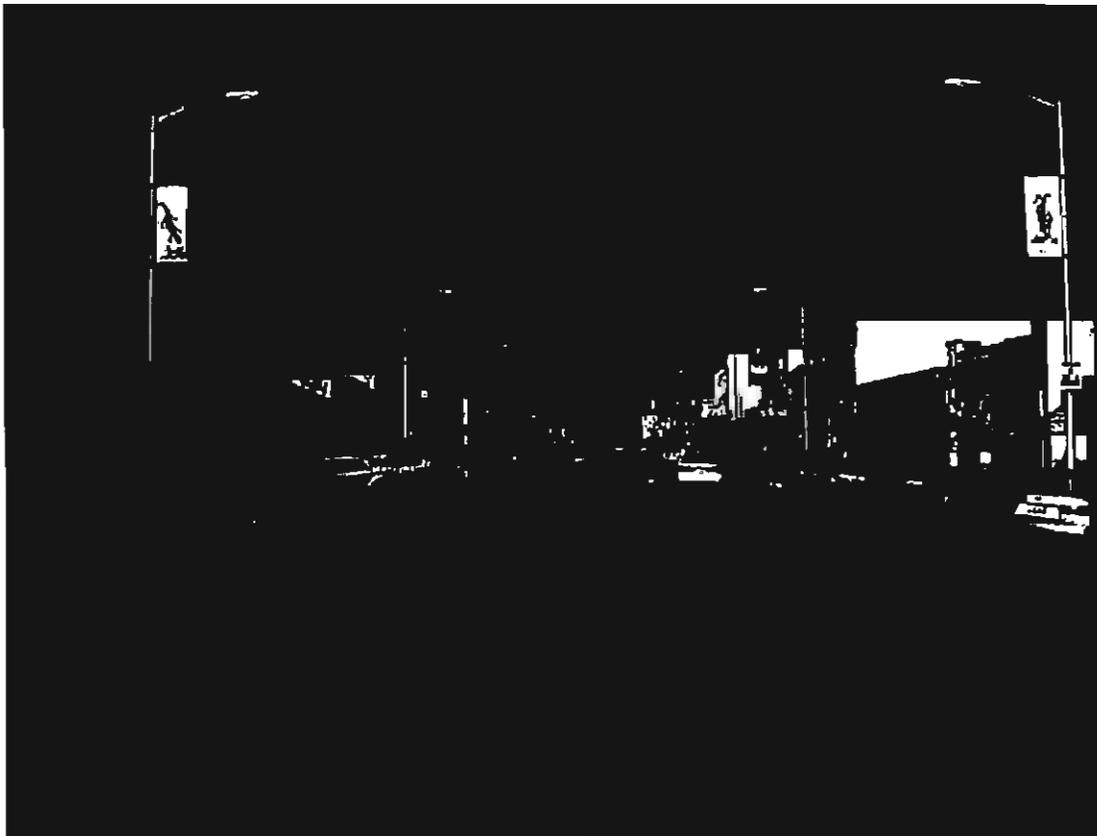

Director of Administrative Services

EXHIBIT "B"

Community Design & Transportation

CAPITAL GRANT APPLICATION

California Avenue-Transit Hub Corridor Improvements
Palo Alto, California



*California Avenue Business District
(View toward Caltrain station)*

Submitted to the **Valley Transportation Authority**
by the Planning and Transportation Department,
City of Palo Alto

October 4, 2010



VTA. SANTA CLARA Valley Transportation Authority
COMMUNITY DESIGN AND TRANSPORTATION (CDT)
BLOCK GRANT CAPITAL FUNDS APPLICATION

SECTION ONE: PROJECT SUMMARY

Project Title	California Avenue -Transit Hub Corridor Enhancement
Project Description	The California Avenue-Transit Hub Corridor Enhancement project between El Camino Real and the California Avenue Caltrain Station includes the implementation of new community identity markers; bicycle-parking and community focused Improvements at the California Ave - Caltrain Plaza; transit-stop focused improvements; traffic calming Improvements such as 4-to 2-traffic lane reduction & raised table crosswalks, enhanced roadway delineation and parking stations, high visibility pedestrian-activated flashing beacons, and bulb-out Improvements throughout the corridor that also function as outdoor dining areas, and a new outdoor community stage.
Grant Funds Requested	<input checked="" type="checkbox"/> CMAQ \$ 1,175,200 <input type="checkbox"/> TE \$ _____ (Construction Phase Only)
Local Match (20% Min/phase)	\$550,000
Total Project Cost	\$1,725,200
Member Agency	City of Palo Alto
Contact Person	Jaime O. Rodriguez, Chief Transportation official
Address	Department of Planning and Community Environment 250 Hamilton Avenue Palo Alto, CA 94301
Email Address	jaime.rodriquez@cityofpaloalto.org
Phone	(650) 329-2136
Fax	(650) 617-3108
Other Project Partners	



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

SECTION ONE: PROJECT SUMMARY

1. *Issue statement that clearly identifies the purpose, need and expected outcome(s) of the project.*

The California Avenue-Transit Hub Corridor Enhancement project will transform California Avenue between El Camino Real and California Avenue Caltrain station into a community corridor with transit, bicycle and pedestrian focused transportation treatments; renovate the California Avenue Caltrain Plaza into a vibrant hub for bicycle-commuters and visitors; and provide best-practice pedestrian-scaled improvements throughout the corridor to spur on-going economic development activity and growth. The proposed project Plan Line Concept is provided in *Attachment 2 – California Avenue – Transit Hub Corridor Enhancement – Plan Line*.

PROSTRAIS
LAUS
RIZALISTA

2. *Include a map and/or photos showing the location of the project within 1/3 mile of a transit station, core and/or corridor; Current and proposed land uses.*

California Avenue – Regional Influence

California Avenue is identified by the VTA as a significant Transit Corridor and Station Area linking El Camino Real with the California Avenue Caltrain station. Located at west end of the project area at El Camino Real is the future Bus Rapid Transit station identified as part of the VTA's efforts to comply with the Grand Boulevard Initiative project. The VTA is currently completing the design phase of the Bus Rapid Transit project and the City of Palo Alto is an active participant in that process. A strong pedestrian and bicycle focused corridor along California Avenue as proposed through this project will provide the final link between the Bus Rapid Transit and the California Avenue Caltrain station. Within the same track right-of-way as the Caltrain facility is the future California High Speed Rail project.

The California Avenue Caltrain station serves the Stanford University Research Park, adjacent nationally-recognized high tech centers with companies such as Hewlett-Packard, Facebook, and Genencor, VMWare, and a transit-oriented conscious community adjacent to the station area with Palo Alto Central Condominiums serving as the first transit-oriented development in the region. The California Avenue Caltrain station boasts some of the highest bicycle activity in the County of Santa Clara with over 100 peak hour boarding; this is echoed with the high amount of bicycle activity on California Avenue throughout the day.

Palo Alto is participating in the VTA's Bike Share program that will continue to enhance activity at the California Avenue Caltrain station. In addition, the City is entering into discussions with adjacent high-tech centers to sponsor additional Bike Share pod stations to be located at private facilities to further expand the Bike Share program and specifically, to promote bicycle ridership to California Avenue.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

With the amount of regional transit activity in Palo Alto, this project provides a unique opportunity to transform California Avenue into a bicycle and pedestrian corridor with local and regional amenities that continue to promote transit use, support local growth and business, and provide a safer environment for commuters as transit activity in and around the region intensifies. This will be accomplished by deemphasizing vehicle transportation modes through a 4- to 2-vehicle lane reduction, redevelopment of the California Plaza into a bicycle and pedestrian hub, installation of decorative crosswalk speed tables with pedestrian-activated flashing beacon warning systems, and bulb-out treatments that will house unique California Avenue markers and landscape treatments.

Bisecting California Avenue along the project corridor are significant bicycle routes including El Camino Real, identified on the VTA and City bicycle plans, and Park Blvd, an existing Class 2 bike route that is also identified as a future Bike Boulevard on the Palo Alto Bicycle Transportation Plan.

California Avenue – Local Background

California Avenue is currently designated as "Regional/Community Commercial" under Palo Alto's Comprehensive plan and provides Community focused land uses including dining, personal-service retail, grocery markets, and small office commercial. The project area is surrounded by single-family and multi-unit housing and commercial uses. The City's Comprehensive Plan includes policies for expanded high-density residential uses on and along the corridor that will benefit from the proposed project by helping to create a unique residential district unlike any other in Palo Alto with distinctive community markers that will be located along El Camino Real and along California Avenue. The markers will provide identify for the community as well as serve to promote community activities and events for visitors, and provide historical information about the community and the city.

Figure 1 – Project Area Map





California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

Provided in Attachment 3 is a more detailed *Project Area Map with Transit Overlay*. Attachment 4 includes a *Local Land Use and Development Activity Map* on and along California Avenue.

A Plan Line of the proposed *California Avenue - Transit Plaza project* is provided in Attachment 1 and highlights public transit connections & improvements, traffic calming treatments, and pedestrian-bicycle enhancements.

3. *Proposed project cost estimate and schedule*

The California Avenue -Transit Hub Corridor Enhancement project is estimated to cost approximately \$1.7M for design & construction. The city is proposing a local match of \$550,000 for the overall project.

The environmental and design stages of the project, estimated at \$225,000, will be covered one hundred percent by the City to help expedite the project readiness of the project. The construction phase is estimated to cost \$1.5M and the City is proposing a \$325,000 local match or 22% for the construction phase.

To help expedite the project readiness, the City is only requesting funds for the construction stage of the project. The environmental and design stages will be funded 100% by the City as will the street resurfacing component of the project and therefore not included in the project estimates.

The requested VTA - *Project Schedule and Cost Estimate Form* is provided in *Attachment 5*. A more detailed project schedule by task is also provided in *Attachment 6– City of Palo Alto Project Schedule*.

4. *Any ancillary information and Letters of Support that will inform the evaluation process.*

Included in Attachment 10 are Letters of Support for the project from the following agencies or organizations:

- Palo Alto Bicycle Advisory Committee
- Palo Alto Housing Corporation



SECTION TWO: PROJECT NARRATIVE

(Use Section Two to respond to the Project Evaluation sections of CDT Program Goals, Project Context and Setting, Project Readiness, and Project Benefit)

1. CDT PROGRAM GOALS

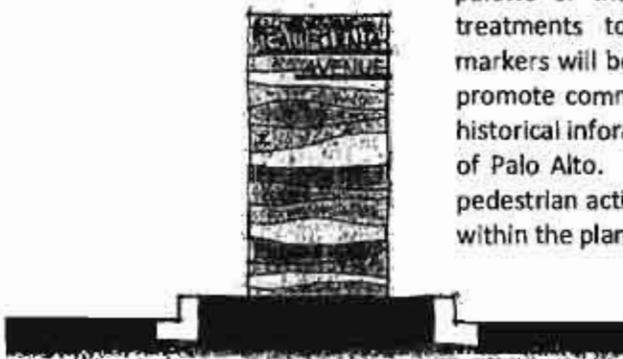
The proposed California Avenue Transit Plaza project is a great example of the City's efforts to implement the Valley Transportation Authority's (VTA) – Community Design & Transportation (CDT) policies – Manual of Best Practices. The project includes elements that touch on every aspect of the CDT Program and have been developed through an extensive community outreach process to ensure community support.

The California Avenue Transit Hub Corridor Enhancements project is an extension of the City's Comprehensive Plan and consistent with the policy recommendations of our Bicycle Transportation Plan. Specific elements consistent with the goals of the CDT program include:

• *Place Making:*

Each of the elements in the proposed plan includes features that will help to make California Avenue a unique district within the City of Palo Alto, Santa Clara County and the Peninsula. On El Camino Real new identify markers, shown in concept as made of *Rammed Earth* structures, are proposed to bring attention to California Avenue and to distinguish the area. The structures serve as both identify markers and establish color patterns and palettes that are continued throughout the project area.

Within the right-of-way of California Avenue each section of the street will be distinctively separated from one another including marked Sharrow travel lanes to be shared between vehicles and bicyclists. Separating the travel lanes and parking lanes will be new 3-ft decorative bands that break up the street and continue the color palette of the identifying markers. To tie the street treatments to the pedestrian new pedestrian-scaled markers will be installed at selected new planter areas to promote community activities and events and to provide historical information about California Avenue and the City of Palo Alto. Large shade trees to encourage continued pedestrian activity along the corridor will also be provided within the planter areas.



Rammed earth entry sign - El Camino Real median



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

- *Access by Proximity:*

Proposed Cal Av Plaza
Bicycle Rack w/Bike Map Kiosk



California Avenue is accessed by thousands of travelers on a daily basis as California Avenue is the only entry point to the Caltrain – California Avenue Station. This project will promote continued access to the station and include *Place Making* ties back to El Camino Real where the future Bus Rapid Transit station will serve as a hub for travelers back to Caltrain, enhanced bicycle-focused parking features at the redeveloped California Avenue Plaza will strengthen this tie.

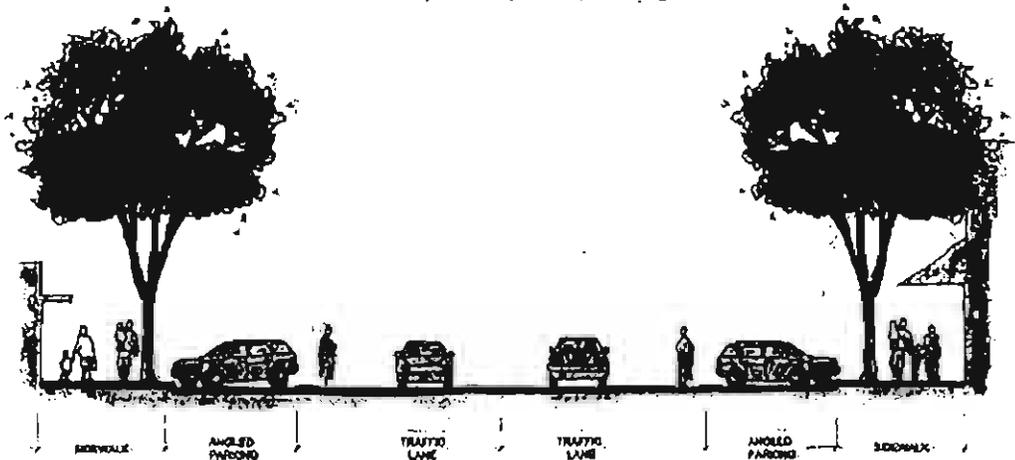
California Avenue is a regional core for transit activity as defined by the VTA and is serviced directly by both the VTA Line 89, Deer Creek Caltrain shuttle and the free Stanford Marguerite Shuttles that connect Caltrain commuters with the Stanford Research Center, the Stanford University Campus and adjacent business centers.

- *Interconnection:*

The California Avenue – Transit Plaza project will tie together adjacent land uses and public transit facilities in a cohesive street environment that encourages dwelling by travelers while promoting livability. The consistent use of elements from each end of the project including El Camino Real markers and planned California Avenue/Caltrain Plaza improvements will tie together the two major transit hubs through a series of improvements for each mode of travel in a consistent and unified manner.

- *Choice:*

There is a variety of existing housing along California Avenue including apartments, condos, and single-family homes all within two city blocks. A senior housing complex exists immediately adjacent to the site as well. Higher densities are envisioned on and along California Avenue due to adoption of a Pedestrian Transit Oriented Development (PTOD) zoning overlay in 2006.





California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

The proposed project is consistent with the California Avenue PTOD by contributing to a street environment that encourages use of alternative modes of transportation.

2. PROJECT CONTEXT AND SETTING

Project Scope

The California Avenue – Transit Hub Corridor Enhancement project ties together the transit facilities on El Camino Real and the California Avenue Caltrain Station. The project includes the following elements:

- Identity Markers along El Camino Real and throughout California Avenue,
- Redevelopment of the California Avenue Caltrain Plaza that serves as an entrance to the Caltrain Station and undercrossing,
- A 4- to 2-lane vehicle lane reduction to promote a safer bicycle and pedestrian environment,
- Use of unique color palettes in both the street surface and above-ground structures to promote the development of a Sense of Place within the community,
- Traffic Calming treatments including bulb-out to reduce crosswalk lengths at select intersections to promote mobility choice,
- Raised table crosswalks made of colored concrete with decorative scoring treatments and supplemented by high-visibility pedestrian-activated flashing beacons to promote awareness of pedestrian activity,
- Pedestrian-level streetscape furniture throughout the street, and
- A more efficient use of public parking space to promote continued economic vitality.

Land Use Development

The Palo Alto Central development built in early 1980s at California Avenue and Park Blvd was the first transit-oriented development in Santa Clara County. The recently adopted California Avenue PTOD continues to promote mixed-use activity on and along California Avenue; over 400 residential units are planned or were recently built. This project will serve as a catalyst towards continued redevelopment by providing an environment that is conducive towards pedestrian and bicycle activities.

Table 1 highlights the private development projects immediately within the project area and their status. *Attachment 4* also demonstrates *Housing Density & Occupancy by Block Group and Locations of Proposed Housing Development Activity*.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

Table 1: Residential & Mixed-Use Development in the Project Area

1	Sunrise Senior Housing	Built	81	1000
2	195 Page Mill (Apts)	Planning	84	1400
3	2051 El Camino Real (Apts)	Built	2	1100
4	Stanford Mayfield (Condos)	Planning	70	200
5	Stanford Mayfield (SFH)	Planning	180	3000
7	2650 Birch St (Condos)	Planning	4	850
8	385 Sherman St (Condos)	Planning	3	400
9	420 Cambridge Av (townhomes)	Planning	4	400

Total Planned Residential Units: 428

Public Transportation Connectivity

The project area is located immediately adjacent to existing and future transit facilities of regional significance including the existing Caltrain – California Avenue Station, the existing El Camino Real Transit Routes, future El Camino Real Bus Rapid Transit Station, and local Stanford University Marguerite and VTA routes. These existing public transit uses provide direct transit access to some of the most influential and renowned private facilities in the world including Stanford University Research Park, Hewlett-Packard and Facebook to name just a few. Planned business expansion from companies such as Facebook, America Online, and Hewlett-Packard are anticipated in 2011 near California Avenue.

The funding of the California Avenue Trans Hub Corridor Enhancement project will help to sustain and promote growth of public transit activities by providing a comfortable and safe plaza for traveling between transit stations while at the same time helping to build a new identity for the California Avenue PTOD community. California Avenue provides the highest

Proposed Cal Av
Pedestrian Alley Enhancements



amount of bicycle boarding's to a Caltrain station in the region with over 60 peak hour bike trips and another on-going 30 non-peak bike trips on a daily basis (Aug 2010 data). Weekend bicycle activity is even higher with regular Farmer's Market activities on California Avenue between El Camino Real and Ash Street within the project area; an optional Community Stage near Ash Street will help to promote these types of continued activities and provide opportunities for longer-term street closure to sustain community and economic development activities.

Enhancements to alleys along the corridor will be provided to help enhance pedestrian connections to existing surface parking lots and to link and promote redevelopment to adjacent streets.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

3. PROJECT READINESS

The City has developed the California Avenue Transit Hub Corridor Enhancement project through an on-going dialogue with the California Avenue business and residential communities. The project is ready to move forward into the environmental and design stages if the construction phase is funded by the VTA CDT program. Historical information regarding the City's public outreach process for the project is available at:

<http://www.cityofpaloalto.org/depts/pwd/news/details.asp?NewsID=1394&TargetID=145>

The environmental stage is envisioned to be a relatively minor process with a focus on a transportation study to validate the proposed 4- to 2-lane reduction and provide recommendations for traffic improvements to adjacent streets. Traffic counts collected by the City do not show any significant impact with the lane reduction on California Avenue. Upon award of grant funding for the project, the City will complete all necessary CEQA and NEPA clearances to satisfy the requirements of the Caltrans Environmental Review process.

There are also no drainage or tree impacts to existing facilities and the project provides an increase in on-street parking availability. The project is entirely within the City right-of-way and no new permits or easements are needed.

To expedite the project, the City will fund both the environmental and design stages of the project so that when funding becomes available in February 2012 the City can immediately move forward with construction.

4. PROJECT BENEFIT

The City conducted an extensive community outreach process for the development of this project with merchants, property owners and local residents. The concept plans were developed with input from the City's Bicycle Advisory Committee and with the general public through citywide community meetings. Pending environmental review, the project is supported largely by the public.

Our project sponsor, Caltrain, identifies the benefits of the project through the continued promotion of the California Avenue Station and its ties to existing and regional transit facilities including Bus Rapid Transit, local community shuttles, and the California High Speed Rail connection.



Stationed south entry sign, California Avenue station



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

The following is a partial list of most important benefits that the project will provide consistent with the CDT Program – Best Practice Principles and local planning documents:

- *Integrate Transit and Create a Multimodal Transportation System*

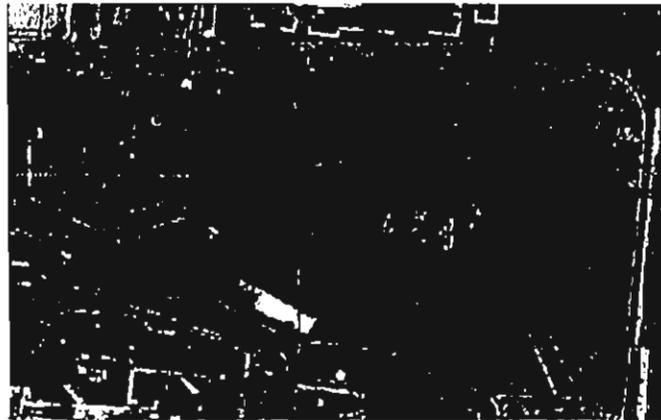
The project links existing public transit facilities along El Camino Real with the existing California Avenue Caltrain Station both visually and functionally through aesthetic and functional traffic calming treatments along California Avenue. These improvements will be extremely important as the VTA's Bus Rapid Transit project, promoted in the regional Grand Boulevard Initiative project vision.

Of the 34 train stations along the Peninsula, the California Avenue Caltrain station ranks 11th in ridership. Caltrain recently completed platform improvements at the station along with adding a pedestrian tunnel that allows passengers to safely access platforms on both sides of the tracks. This has allowed Caltrain to increase the number of train stops at the California Avenue station and for the bus line activity on California to increase as well, increasing inter-modal transit opportunities.

Existing transit and shuttle facilities on California Avenue are maintained and enhanced by the addition of concrete bus pads, custom preformed thermoplastic markers with VTA and Stanford Marguerite logos, and shelter enhancements at Park Avenue.

- *Intensify Land use and Activities – Pedestrian Plaza*

Proposed within the project is the redevelopment of the California Avenue Plaza that provides direct access to the Caltrain station and a pedestrian and bicycle undercrossing connection to the east side of Alma Street.



The city views the redevelopment of the plaza as a significant community feature to that will both help to promote land use activities and promote continued use of public transit including Caltrain, VTA and the Stanford – Marguerite shuttle.

The city has budgeted approximately \$300,000 in the project budget for the renovation of the plaza as part of this project. The City and Caltrain have been in discussion designed to seek cooperative service improvements such as the relocation of the 42 bike lockers that are owned and managed by Caltrain off of the existing plaza and onto



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

the Caltrain surface lot or the station platforms providing for unique opportunities to revitalize the plaza into a pedestrian and bicycle focused amenity for the community. The City plans to implement decorative bike lockers with canopy shelters and information kiosks to bring awareness and use of local and regional bicycle facilities.

The tunnel at the plaza connects North California Avenue to California Avenue serving over 2,000 pedestrians and bicyclists per day, including many school-aged children whom walk or bike to school. Angled parking along the plaza will be relocated creating opportunities to redistribute the existing bike racks and additional ones around a mature grove of trees complimented with game tables and seating areas that will help the plaza to become a vibrant pedestrian plaza and gateway feature for this end of California Avenue.

- *Establish Streets as Places - Traffic Calming*

The project provides for a 4- to 2-vehicle travel lane reduction that is supplemented by visual separation of street uses including travel lanes and parking lanes through the use of 3-ft wide colored concrete or paver bands. This decorative band also serves to continue the promotion of a unique “sense of place” for the transit corridor through the continuation of color palettes used in the new markers.

The project corridor has four existing mid-block crossing locations, three of those locations will be upgraded to raised crosswalk tables that will be constructed out of colored concrete that matches the paver band colors separating the vehicle travel lanes from the parking lanes. The raised crosswalk tables will include decorative score marks and patterns that will be developed through a community process as part of the ongoing design of the project. The raised table crosswalks will also include pedestrian-activated flashing beacon warning systems for enhanced pedestrian awareness, visibility and safety.

- *Focus on Existing Areas and Design In Context*

The project will install Sharrow bicycle facilities to promote the continued sharing of travel lanes between vehicles and bicyclists. The Sharrow use with proposed angled parking along California Avenue was proposed by the City due to the significant amount of bicycle activity to and from the Caltrain Station. To further ensure bicycle safety for the corridor, the decorative 3-ft paver band that separates the vehicle travel lanes from the parking lanes and raised concrete crosswalk tables will help to reduced vehicle speeds and provide constant reminders to motorists as to the presence of bicycle activity in the roadway. A removal or conversion of angled parking to accommodate bicycle lanes facilities was not supported by the community or the City’s PABAC. PABAC is in support of the Sharrow with angled parking concept.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

Pedestrian-scaled improvements include bulb-outs throughout the corridor that will help to reduce vehicle speeds, provide locations for the installation of unique elements for pedestrians such as the illuminated markers or large shade trees to provide a more comfortable environment for travelers between transit stations.



Rammed earth illuminated monument

Throughout the corridor there are also additional amenities that will be provided within the existing sidewalk zones including decorative park benches, trash/recycle receptacles, consolidating news racks and information kiosks.

- *Manage Parking*

This project provides for strategic place making elements while better managing and increasing parking availability, uses that would typically conflict with one another. The proposed project provides an additional 24 on-street parking spaces throughout the project area.

- *Public Art*

California Avenue has 14 distinctive pieces of public art including a fountain that is currently undergoing redevelopment through a separate project. The pieces are in good condition and will help to promote California Avenue as an attractive transit corridor. Where public art seating treatments can be expanded as part of the proposed street plan line.

- *Sustainability*

The City of Palo Alto is committed to sustainability and has adopted "green" policies and cost-benefit analysis to achieve environmental benefits. Accordingly, the City intends to include as many sustainable design features as possible in the project including drought-resistant landscaping, "smart" irrigation systems, benches made from recycle materials, and recycling containers.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

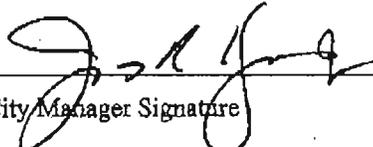
SECTION THREE: ATTACHMENTS

Attachment	Description
1	CDT Grants Project Review Checklist
2	California Avenue Transit Hub Corridor Enhancements – Plan Line
3	Project Map with Transit Overlay
4	Local Land Use and Development Activity Map
5	VTA Project Schedule and Cost Estimate Form
6	City of Palo Alto Project Schedule
7	Photographs Depicting Existing Conditions
8	Illustrations of Proposed Street furniture
9	Illustrations of Park Blvd Plaza Improvements
10	Letters of Support

ATTACHMENT 1 - CDT GRANTS PROJECT REVIEW CHECKLIST

VTA is required to review and approve the final project designs for CDT Capital Grants projects to ensure that projects are consistent with the conceptual designs submitted as part of a sponsor's application to VTA. Please initial the following and have the City Manager sign off and date at the end of the checklist.

1. Project Sponsor will provide VTA with an adopted council resolution within 3 months after CDT Program approval. JL
2. Project Sponsor will invite VTA to all design development meetings. JL
3. Project Sponsor will obtain CEQA and NEPA clearance for the project. JL
4. Project Sponsor will complete a field review through Caltrans Local Assistance within 6 months of VTA grant approval. JL
5. Project Sponsor will provide VTA with photographs of the existing conditions of the project. JL
6. Project Sponsor will meet with VTA to review project design at 35%, 65%, and 100% and allow VTA to comment on the plans. JL
7. Project Sponsor will send a final PS & E package to VTA for design review approval and Caltrans Local Assistance for final approval. JL
8. Project Sponsor will obligate all federal funds by February 1, of the year of programming. To obligate funds, Project Sponsor must receive an E-76 for construction. JL
9. Project Sponsor will advertise the project and award a construction contract immediately after receipt of E-76 for construction. JL
10. Project Sponsor will construct the project within 2 years after receipt of E-76 for construction. JL
11. Project Sponsor will invite VTA to participate in any public ceremonies held in connection with the project. JL
12. Project Sponsor will acknowledge VTA's funding contribution on all on-site project signage and on all printed materials distributed to the public that are related to the project. JL



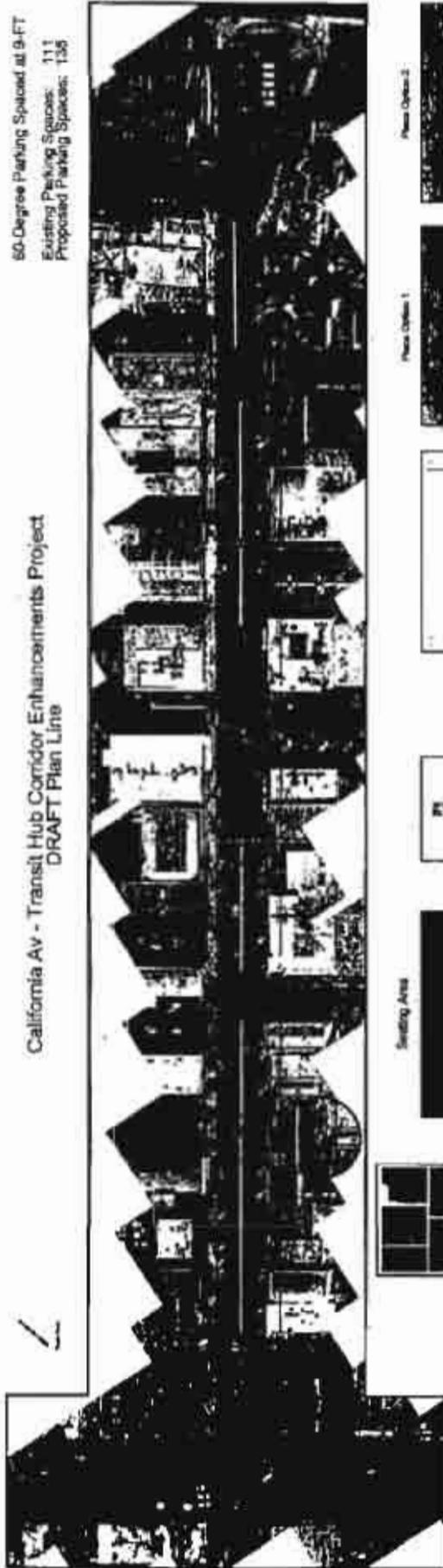
City Manager Signature

 9.30.10
Date



California Av - Transit Hub Corridor Enhancements Project
DRAFT Plan Line

50-Degree Parking Spaced at 9-FT
Existing Parking Spaces: 111
Proposed Parking Spaces: 135



Seating Area



Paved Option 1



Paved Option 2

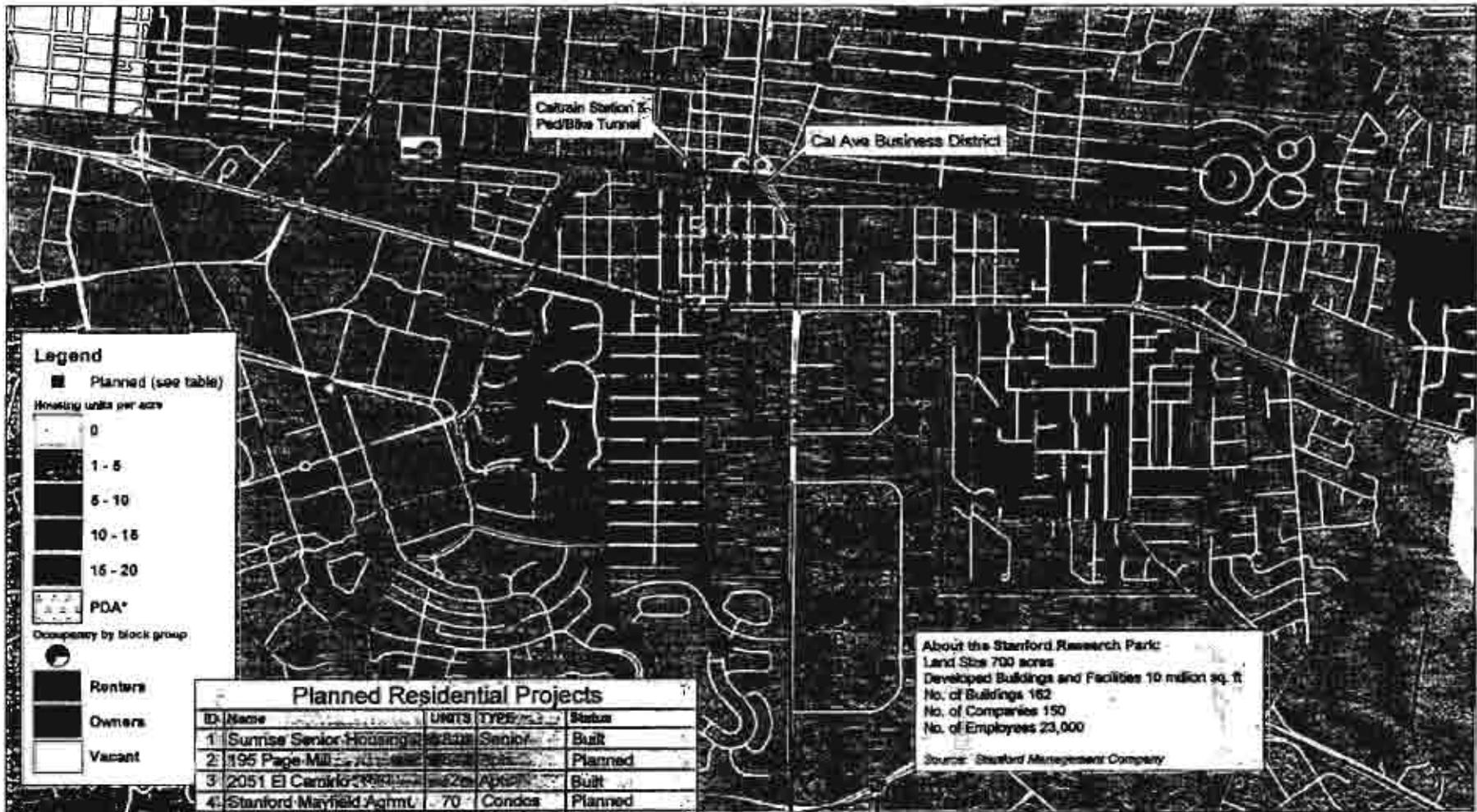




1 inch equals 1,000 feet

California Avenue Area
Designated Bikeway and Transit Map

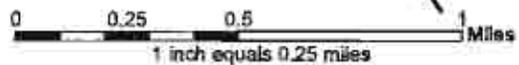
Attachment 3



ID	Name	UNITS	TYPE	Status
1	Sunrise Senior Housing	80	Senior	Built
2	195 Page Mill	100	Apts	Planned
3	2051 El Camino	120	Apts	Built
4	Stanford Mayfield Agmt.	70	Condos	Planned
5	Stanford Mayfield Agmt.	180	BMR Apts	Planned
6	2180 El Camino	8	Apts	Planned
7	2650 Birch	4	Condo	Planned
8	385 Sherman	3	Condo	Planned

About the Stanford Research Park:
 Land Size 700 acres
 Developed Buildings and Facilities 10 million sq. ft
 No. of Buildings 162
 No. of Companies 150
 No. of Employees 23,000
 Source: Stanford Management Company

*Note: Priority Development Area (PDA)
 Date: March 2010
 Sources: 2000 Census of Population and Housing data,
 Census Block Groups, and City of Palo Alto Planning Division



California Avenue Area Neighborhoods
 Housing Density and Occupancy By Block Group and
 Locations of Proposed Housing

**ATTACHMENT 5
PROJECT COST AND SCHEDULE ESTIMATES**

VTA Rev1 - 102610

City/Town of Palo Alto
 Contact Name: Jaime Rodriguez
 Contact Phone: 650-329-2136
 Contact email: jalme.rodriguez@cityofpaloalto.org
 Project Title: California Avenue-Transit Hub Corridor Enhancement

PROJECT COST

PROJECT SCHEDULE
(mm/yy)

PROJECT PHASE	FUNDS REQUESTED	LOCAL MATCH \$	LOCAL MATCH %	OTHER FUNDS TYPE/\$	START DATE	END DATE
ENV	\$ -	\$ 25,000	100.0%	\$ -		
PSE	\$ -	\$ 200,000	100.0%	\$ -	02/11	10/11
ROW	N/A	N/A	N/A	\$ -	N/A	N/A
CON	\$ 1,175,200	\$ 325,000	22.0%	\$ -	02/12	09/12
TOTAL	\$ 1,175,200	\$ 550,000				

California Avenue-Transit Hub Corridor Enhancement project
Existing Conditions



California Avenue Business District entrance from El Camino Real



California Avenue looking west towards El Camino Real



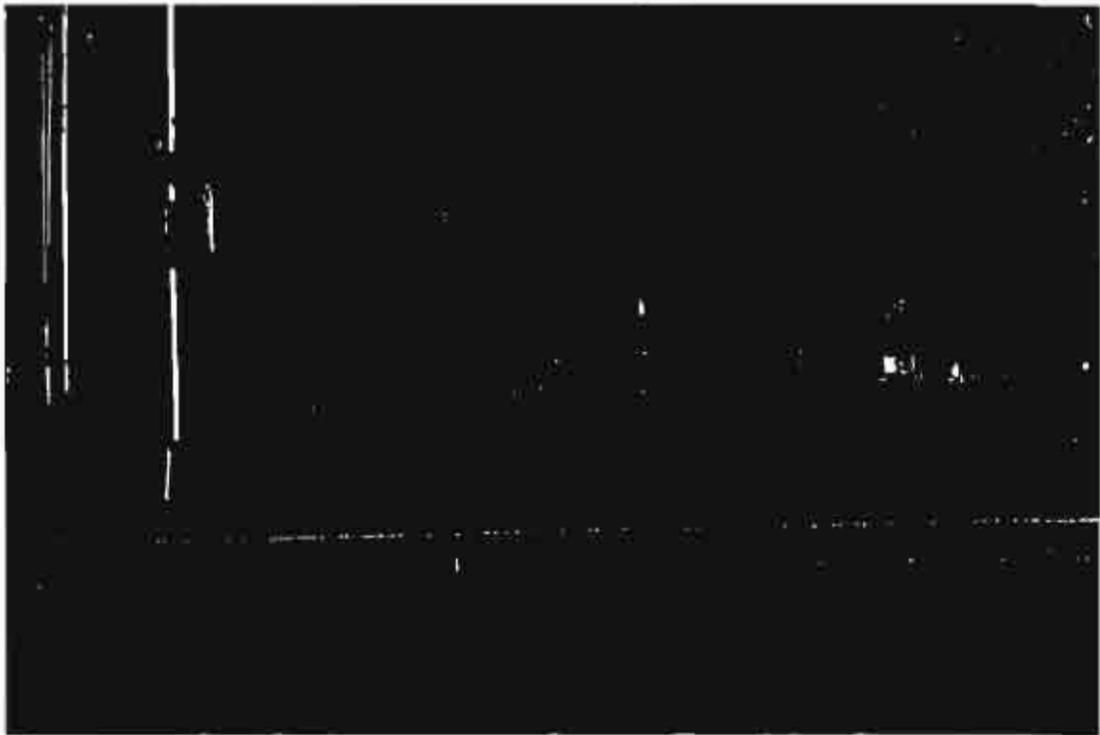
Mid block crosswalk between Ash and Birch, looking east towards the Caltrain Station



California Avenue looking west towards El Camino Real



Plaza and Caltrain Station



Plaza

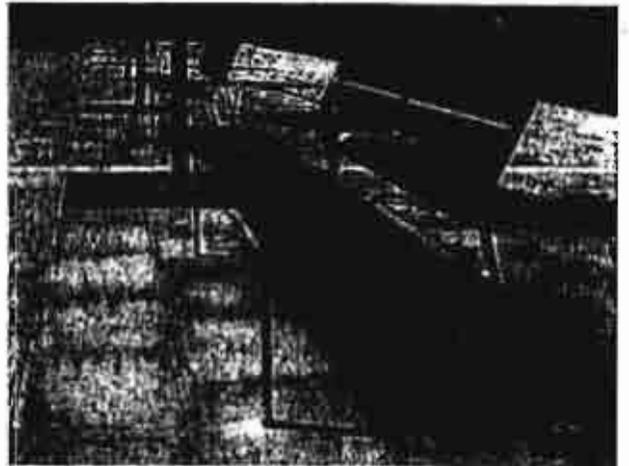
Proposed Street Furniture



Trash/recycling receptacles



Bike Racks

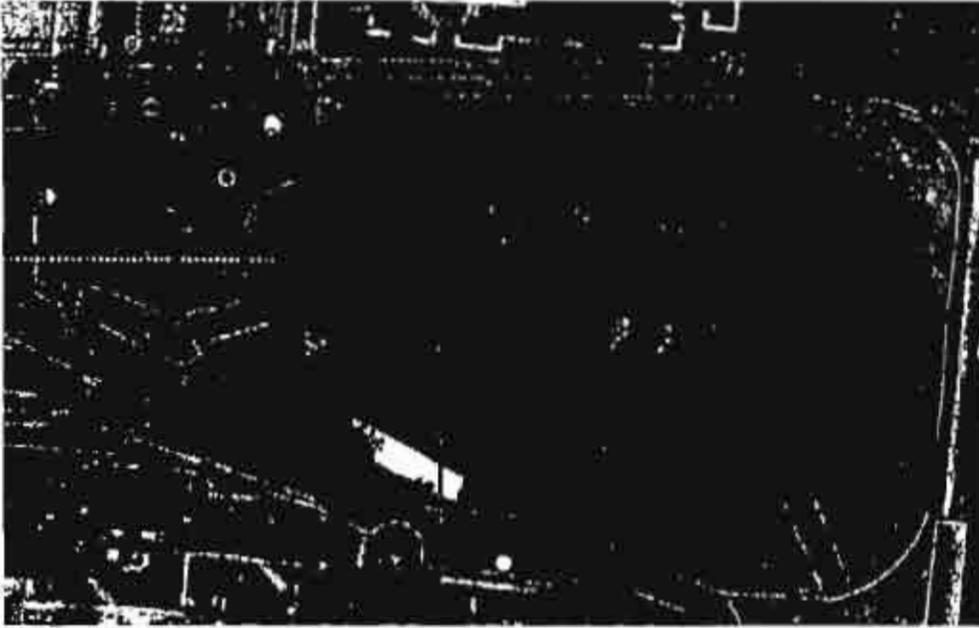


Benches



Attachment 9
Illustrations of Plaza Improvements

Option 1



Option 2





September 23, 2010

Jamie Rodriguez
Chief Transportation Official
Planning & Transportation Division
City of Palo Alto
P.O. Box 10250
Palo Alto CA 94303

Re: Community Design and Transportation (CDT) application: California Avenue Streetscape Improvements project

Dear Mr. Rodriguez:

The Palo Alto Bicycle Advisory Committee (PABAC) is pleased to support the City's application for the Community Design and Transportation (CDT) grant, sponsored by the Valley Transportation Authority (VTA). PABAC endorsed the preliminary concept plan and proposal to apply for CDT funds for the project.

The committee strongly believes that the plan would improve safety for bicyclists and pedestrians, and address the need for improved and additional bicycle parking. PABAC believes the reduction in lanes from two to one in each direction, and the conversion of parallel parking to diagonal parking will not be a hazard for bicyclists. The new 2-lane street configuration will provide a more comfortable travel way to be shared between vehicles and bicycles. The roadway widths will continue to be more than sufficient to permit bicyclists to avoid parked cars and to permit drivers to pass cyclists on the left, as they do now.

The proposed improvements will make California Avenue more conducive to cycling, an improvement that would be greatly appreciated by all bicyclists.

PABAC looks forward to further opportunities to provide input as this project moves forward.

Sincerely,

A handwritten signature in black ink, which appears to read "Cedric de La Beaujardiere".

Cedric de La Beaujardiere
Chair, Palo Alto Bicycle Advisory Committee



725 Alma Street • Palo Alto, CA 94301 • (650) 321-9709 • Fax (650) 321-4341

September 28, 2010

Mayor Pat Burt and Members of the City Council
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

**Re: Community Design and Transportation (CDT) Grant
California Avenue Streetscape Improvements**

Dear Mayor Burt and Members of the City Council:

Palo Alto Housing Corporation (PAHC) is a private non-profit public benefit corporation that develops, builds, acquires and manages low-and moderate-income housing. With almost 700 units owned and managed by its related entities, it is the largest private owner of affordable rental housing in Palo Alto. Two of PAHC's developments are in the area to be affected by the proposed improvements in the application for California Avenue. PAHC supports this grant application.

The population that PAHC serves near the California Avenue area includes families with children, the elderly, and those living with disabilities. California Park Apartments, at 2301 Park Boulevard, is adjacent to the California Caltrain Station. Its residents are families with maximum incomes of 60% of area median income. The Sheridan Apartments at 360 Sheridan Avenue is approximately four blocks away, serving elderly and disabled residents with incomes that average 40% of the area median income. Low to moderate income homeowners reside in Birch Court Condominiums at Birch and Grant, which PAHC built in 1985. Improvements in pedestrian access, safety and aesthetics along California Avenue will directly benefit all of these residents.

The proposed improvements will create a more attractive gateway into the California Avenue area and strengthen the connection to transit options. More broadly, these improvements would reinforce the identity of this special district and enhance the quality of life for those living in the surrounding neighborhoods.

Sincerely,

PALO ALTO HOUSING CORPORATION


Candice Gonzalez
Executive Director

Cc: James Keene, City Manager



VIA ELECTRONIC MAIL
rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Reduction Project
Reconsideration of MTC Approval of VTA Grant for Same

Mollie Stone's Markets, the owner and operator of a full-service grocery store at 164 S. California Avenue in the City of Palo Alto requests that your Subcommittee recommend reconsideration of the prior Commission approval of the Valley Transportation Authority (VTA) approval of a City of Palo Alto proposal--the California Avenue Transit Hub Corridor Improvements (the Project) to either deny approval of the Project or to refer it back to VTA and the City for an analysis on the Project's economic impact on existing businesses and reduced claimed benefit because of reductions in train and bus transit services.

Mollie Stone's California Avenue store operates seven days a week and has a customer base which reaches the store by driving. A lane reduction would greatly restrict this access three times every day--during the commute hours and during times when deliveries are being made to the store.

Not only do we own and operate the grocery store, but my partner and I own the property. I am speaking from a business owner and one of the largest property owners on the Avenue.

I attended 2 of the public meetings which the City held concerning the Project and indicated that a lane reduction would interfere with deliveries because there simply is no physical location where they can be accomplished on adjacent allies or cross streets because of the lack of space to do so. Although the City Staff represented they would address these issues, the Project does not do so.

The City has proposed a lane reduction from four lanes to two lanes before this Project on at least two occasions, which Mollie Stone opposed because they did not address what is needed--resurfacing of the street.

Referring the matter back to the VTA and the City for a more comprehensive analysis that will actually help preserve existing businesses and employment would be a more prudent use of the involved federal funds.

Mollie Stone's is proud of its organic products and its long-standing recycling programs. Re-evaluation of the Project is needed to address impacts of the Project including its short term (construction impacts were not addressed by Staff) and long term impacts--the loss of businesses and existing employment--something which should not be pursued by any government in the present economic environment.

Sincerely yours,

David M. Bennett
Owner
Mollie Stone's Markets

cc: Kinsey's Marin County Board of Supervisors' Office

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs and Allocations Committee
Metropolitatn Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: California Avenue Lane Project,
Reconsideration of MTC Approval of VTA Grant

Dear Commission Members:

I am a business owner in Palo Alto, and have been dismayed at the progress of the above referenced project, both from the merits of the project and also the process under which the project was approved. It appears very clear to me that many businesses and residents in the California Avenue area are strongly opposed to the project, for the simple reason that it will introduce inconvenience for customers of California Avenue businesses and for residents. My impression is that Palo Alto City officials want to push this project through solely for the purpose of obtaining the TVA grant, rather than to improve the environment for the businesses in the area, and that they have therefore chosen to ignore the input given from businesses and residents in the area.

I would strongly urge you to reconsider the MTC approval of the VTA grant in question. It is an unnecessary alteration of the local landscape, and would be very disruptive, both during the implementation phase as well as afterwards.

Sincerely yours,



Gunnar Carlsson
President, Ayasdi Inc.



GREENEARTHSM
C L E A N I N G

California Ave. Norge Village
240 California Ave
Palo Alto, CA 94306

VIA ELECTRONIC MAIL

rlayva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street,
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting;
Reconsideration of MTC Approval of VTA Grant
California Avenue Lane Reduction Project

Our family has operated Norge Village Cleaners since 1985 on South California Avenue in the City of Palo Alto (City). We are not against the City proposal to clean-up or fix California Avenue. We are AGAINST THE LANE REDUCTION proposed in the City Grant Application which the Valley Transportation Authority (VTA) approved and which is being reconsidered as Consent Item 2b (See Attachment B, page 3 to the Commission Staff Report).

We request your Subcommittee either eliminate the City of Palo Alto project in the list of projects in proposed MTC Revised Resolution 3925, or recommend that the matter be referred back to VTA for further action because of the lack of public involvement in hearings on the project, the lack of need for the lane reduction and because of the potential for and actual harm to existing businesses —whose customers come by car.

I would not be writing this letter or taking the time during the work day to come to your meeting to raise this issue if the City had done its job and actually listened to the businesses and

residents that appeared at the public meetings—many of which were scheduled in the middle of the day and could not be attended by business owners.

I attended each of the public meetings held by the City—where almost all of the people present—stated they were opposed to the lane reduction. This opposition was not acknowledged by the City even though it was raised continually before them - including at the December 6, 2010 City Council meeting where the Grant application was approved.

Also, City officials contracted themselves by saying that the lane reduction was not part of the Grant when concern was expressed about it, but then stated that absolutely the Grant had to have the lane reduction.

Our customers come to our shop by car. If that ability is limited because of the resulting congestion, which can be personally observed—at commute times and at noon—something which the lane reduction will cause—our business, along with other businesses, will be threatened, if not, eliminated.

The need for a lane reduction to encourage transit oriented activities on California also makes no sense (especially with the reduction in bus trips and train trips by VTA and Caltrain to the area) and because transit doesn't bring customers to California Avenue now—something that was also continually overlooked, or ignored, by the City.

In closing, I respectfully request your thoughtful review of this matter. Because the lane reduction project won't contribute to increased use of the now reduced transit available and would be harmful if not destructive of California Avenue businesses it should not be recommended for approval to the entire Commission, or it should be referred back to VTA for further consideration. These federal funds shouldn't be used to endanger existing businesses and existing jobs for everyday needs.

Sincerely,

A handwritten signature in black ink, appearing to read 'BW Cho', written in a cursive style.

BW Cho

Cho's Dim Sum
213 South California Avenue
Palo Alto, California 94306

February 5, 2011

VIA ELECTRONIC MAIL

rlevva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Opposition to VTA Grant Funding
for California Avenue Lane Reduction

Dear Commissioner Kinsey and Members of the Commission Subcommittee:

Our family has operated our restaurant in the City of Palo Alto on California Avenue for over 35 years.

We understand that the City of Palo Alto proposal to reduce the traffic lanes on California Avenue is subject to a grant approval, first approved by the Valley Transportation Authority and secondly by the Metropolitan Transportation Commission ("MTC").

One or more members of our family have participated in all the public meetings on this matter and can say that, the City always represented publicly that the grant was subject to modification, meaning that there would not have to be two lanes.

In fact, when the matter came up for final City approval, different from the presentations in the public meetings, it was indicated that the *only way* the project would go forward was with two lanes.

The City has never discussed the impact of construction on our business nor the impact of our customers – which almost exclusively – come by car would have.

We have done business in Palo Alto long enough to know that a lane reduction like that which occurred on University Avenue, will have severe impact on almost all businesses. Simply because we are service oriented and our customers drive to our restaurant. We have opposed the concept of a lane reduction for over four years and believe it is a matter of substantial controversy which was not addressed by the City and will affect the profitability of our business.

We urge the Commission to recommend that the MTC approval be rescinded and that the matter be sent back to the City so that they can honestly assess the economic impact on our restaurant and other businesses.

Very truly yours,


Cho's Dim Sum

CHO YIM YU

January 16, 2011

Subject: California Avenue Streetscape Project

Dear Mayor Espinoza and Fellow Council members,

As the owner/manager of the Spice Age Publishing Company, located on ⁴⁸⁰ California Avenue, I wanted to contact our city representatives to voice my opposition to the City's proposed plan to reduce the number of traffic lanes on California Avenue from the current 4 lanes down to 2 lanes.

Our business' opposition is focused on three key areas: 1) increased difficulties for all vehicles to use California Avenue as a commercial and residential thoroughfare, 2) greater parking and traffic impacts and 3) increased bicycle safety concerns.

I believe that if the street is narrowed from 4 lanes down to 2, it will be increasingly difficult for many of my customer's vehicles to navigate around other vehicles that are backing up into the street (diagonally parking) during the day. This means the other cars or delivery trucks that are behind the backing-up vehicle must now stop and wait until the road is once again clear so they can move forward again. We believe that these delays will be significant, block traffic for several minutes, and be a major inconvenience for many of our patrons. There is no doubt; this will discourage many of my customers. In addition, our business depends heavily on several commercial truck deliveries each week and often these deliveries can only be made through a front-facing entrance on California. Presently, the trucks can stop briefly in the right lane and unload quickly, while the left lane is still used for thru traffic. If the City changes to a single lane configuration in each direction, our delivery trucks can't deliver their goods without blocking the only traffic lane on the street. Without deliveries, we don't survive.

We don't think in these difficult economic times, the City should do anything to make it less convenient for people to visit a business or commercial entity on California Avenue. Instead, the City should look for ways to support local retail businesses and restaurants and help them to survive in this struggling economy. We would hope the City would want to avoid seeing several empty storefronts on California Avenue that could happen when patrons feel it is too inconvenient to shop or dine on the street and go elsewhere (outside the City limits).

As for our parking challenges, we believe the current plan does not truly reflect the problems that we are have in this area. By increasing just the diagonal parking angles (from 45% to 60%), the City is planning on adding some 24 extra spaces on the street. However, this will only increase the danger for more accidents since the backing-up drivers must 'look back' at a sharper angle to make sure no traffic -- cars or bikes -- are coming down the street.

As for bike safety, I believe that contrary to City's belief that bicycle safety would be improved by the two-lane configuration, it will have the opposite effect. Several bike enthusiasts have indicated at the public meetings that their danger would increase along California Avenue because drivers backing up from their higher angle, diagonal parking spaces would be directly entering into the only lane used by both cars and bikes. Because of the increase in the angles, this would increase the danger for bicyclists being hit by backing up cars on the street. There is also the constant problem of bikes sharing the same lane as cars. If a family of two or three on bikes goes down California, blocking the same lane as cars going down the street, it's going to be a recipe for something bad to happen.

We hope you will seriously consider our request to keep California Avenue to four lanes and not reduce it to only two lanes. Thank you.

Respectfully yours,


STEVE DURST, Owner/Manager
SPACE AGE PUBLISHING COMPANY (Business Name)
480 CALIFORNIA AVE #303
PALO ALTO CA 94306

Maximart Pharmacy
240 South Cambridge Avenue
Palo Alto, California 94305
February 3, 2011

VIA ELECTRONIC MAIL
rlayva@mtc.ca.gov

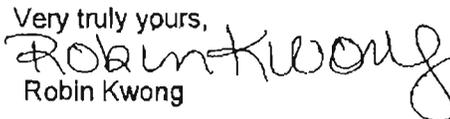
Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Reduction;
MTC Approval of VTA Grant Funding;
Request for Reconsideration and Denial

Dear Chairman Kinsey and Members of the Commission Subcommittee:

Our family has owned Maximart Pharmacy at its current location on South Cambridge Avenue for over 35 years. Cambridge Avenue is one block West of California Avenue and on a regular basis California Avenue traffic eliminates substantial possibility for parking near our business. Had we received notice, we would have appeared and protested the lane reduction. As it can only make worse the negative impact it has on existing businesses by reducing parking opportunities. 90% to 100% of our customers come to our store by car. The only exception would be people who live within 1 or 2 blocks.

We would emphasize the lack of notice to businesses like ours, which are long time members of the business community in the City on such a critical capital project. Finally, we would note the idea of facilitating use of rapid transit at a time when rapid transit capacity both buses and trains is being permanently reduced, seems to be an inefficient and unwise use of federal funds. We hope you reconsider MTC approval of the VTA Grant funding on California Avenue improvements, as they are certainly against the existing businesses, existing jobs and also the adjacent commercial area, which includes our business.

Very truly yours,

Robin Kwong

Lotus Thai Bistro
South California Avenue
Palo Alto, California 94306

February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting, Consent Item 2b;
Opposition to Lane Reduction California Avenue
City of Palo Alto; VTA Grant Funding

Board Members:

Lotus Thai Bistro has an established customer clientele and new customers from time-to-time in the City of Palo Alto. We are aware of the City proposal to reduce the number of lanes on California Avenue from 4 to 2 that would be funded by a grant from the VTA. Because most of our customers access our business by car, this would not be a good idea for our business.

Originally, the City proposed to beautify California Avenue with only a lane re-striping. The City has *not* made a commitment to repave the street even though the sidewalks will be extended and the lanes reduced.

The City's cutting down of all the shade trees that existed on California Avenue seems to have been the start of actions which are not adequately explained to the businesses and are not in the businesses' best interest.

We urge your reconsideration of the approval of the VTA Grant which partially pays for the lane reduction – it will be detrimental to California Avenue businesses.

Sincerely,



Rungsiri Tantavirojn, Owner
Lotus Thai Bistro

Antonio's Nut House
321 South California
Palo Alto, CA 94306
January 27, 2011

VIA ELECTRONIC MAIL
rlayva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Widening Project;
Reconsideration of MTC Approval of VTA Grant for Same

Gentlemen:

I have been doing business on California Avenue in Palo Alto for over 3 decades. Antonio's Nut House has a large and loyal clientele who come for bar and restaurant services by car. Very few of our customers (except those that live nearby) ride their bicycles to our bar and restaurant.

I attended at least two of the meetings noticed by the City of Palo Alto and its traffic official concerning the lane reduction. The overall impression was even though many businesses oppose the lane reduction for the same reasons that I opposed it – most of their customers come by car. City Officials did not seem interested and in fact said, the project, which I understand to be funded by a Grant from VTA, would not go forward unless the lanes were reduced.

I strongly urge your committee to reconsider the MTC approval of the VTA Grant for the simple reason that it is not needed and it would be very disruptive on business. In fact, the City did not even address the impact on business for construction that the wish to pursue. Something which I thought was common for any street project.

Sincerely,

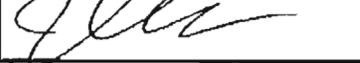
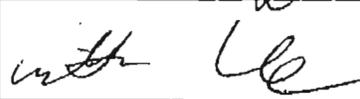
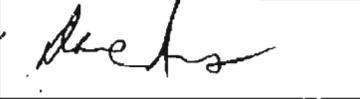
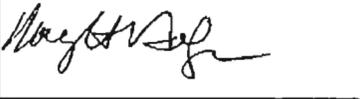
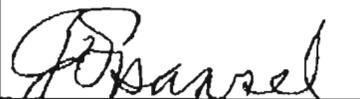
Antonio Montooth



ANTONIO'S NUT HOUSE
321 CALIFORNIA AVENUE
PALO ALTO, CA 94306

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jeff Kline	5100 Glenwood	
Hilary Kirk	1134 Guinda P.A.	
Renee Purzel	5009 Foxboro Dr	
Wilson HE	117 S. California Ave #228 P.A.	
Janis Atuk-Jones	124 Charles Marx Palo Alto	
DAVE JONES	124 CHARLES MARX WY PALO ALTO	
MARY DODGE	65 LINNARIAN BLVD P. Valley	
Farak Brelvi	393 Stanford	
JoAnn Spawell	33 Encina Ave #523	
Ronald Dieck	335 Lowell Ave	
Jenna Segall	968 Embarcadero Rd	
Lisa Stimmell	1005 Lombard St. 94109	

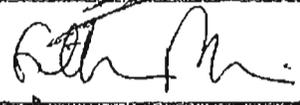
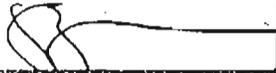
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Susan Zare	724 Santa Inez, Stanford	Susan Zare
Irina Trapido	432 College Ave, Apt. C Palo Alto	Irina Trapido
Valentin Abramzon	432 College Ave, Apt. C	V. Abramzon
Justin Warren	931 Cooper St.	Justin Warren
Deborah Warren	9166 Park Blvd	Deborah Warren
Kari Caruso	4033 CARPANA	Kari Caruso
Chris Taylor	2581 Park Blvd 9207	Chris Taylor
Nate DeOms	345 Sheridan Ave	Nate DeOms
Sue Vaughan	2300 Byron St.	Sue Vaughan
Anne Husty	922 Bautista Ct.	Anne Husty
Uemran Kahi	3860 Park Blvd, Apt. 103	Uemran Kahi
MEGANE SHEPHERD	2483 RAMONA ST.	Megane Shepherd

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
KATHY LE	453 California Ave	
GEORGINA ROBINSON	429 S. CAL AVE	
Don Lundell	Zombie Runner 429 S. California Ave	
Gillian Robinson	Zombie Runner 429 S. California Ave	
Lane Jackson	3802 Kirk Rd	
Bill Burruss	415 S Creech	
Peter Emberton	2731 ASH PALO ALTO	PETER EMBERTON
Card M. O'Connell	2415 Ash St P.A.	
WYANN JOHNSON	The Center 369 S. CALIFORNIA AVE	
Terry Shuchat	290 CANT P.A.	Terry Shuchat
MARGARET HEATH	2140 CORNELL PALO ALTO	Margie Heath
EARL DWORAKIN	2955 OTTAWA P.A.	Earl Dworakin

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Chloe Kampath	320 Grant Ave	Chloe Kampath
Kara Ark	90 Helme Ct. #106	Kara Ark
Aileen M. Roth	2015 Middlefield Rd.	Aileen M. Roth
LESTER COUTINHO	2573 Park Blvd	Lester Coutinho
Ishita Ghosh	2573 Park Blvd	Ishita Ghosh
JERRY MCGREW	635 Lower AVE	Jerry McGrew
Jane Marcus	1820 Channing Ave	Jane Marcus
Mis Kyrene	120 Park Ave	Mis Kyrene
Margaret Richardson	87 Roosevelt Circle	Margaret Richardson
EWA KACZYHARSKI	281 LAMBERT AVE	Ewa Kaczyharski
Julie Bailey	207 Ast	Julie
Yvett Laffer	379 Palo Alto Margrta Ave	Yvett Laffer

California Avenue Streetscape Petition

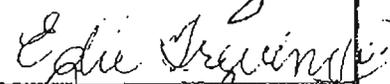
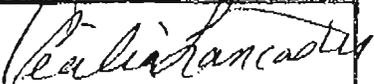
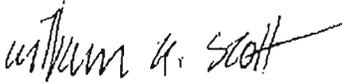
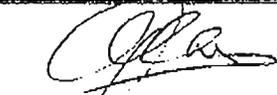
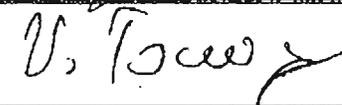
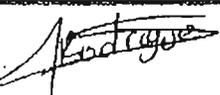
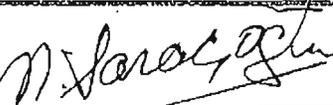
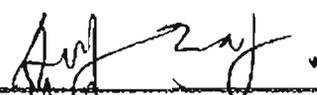
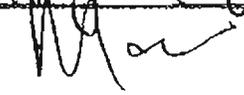
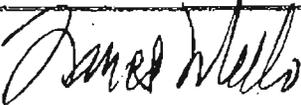
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Fred Wilson	2431 Bryant St.	Fred Wilson
NANCY OLSON	2431 BRYANT ST	Nancy Olson
Carl B. Brown	187 Rinconada Ave.	Carl B. Brown
Hugh McDermott	793 Gable Way	Hugh McDermott
Melissa Kirven-Brooks	690 Wildwood Ln	Melissa Kirven-Brooks
Dan DeCamp	310 LEEAND AVE	Dan DeCamp
Marsha Grossman	2456 Park Blvd, Palo Alto	Marsha Grossman
PHIL TESCHER	783 Coastland Dr.	Phil Tescher
BRIAN KELLEY	7 DE SABLE RD Apt 32	Brian Kelley
FRED KOHLER	315 HOMER AVE #201 PALO ALTO, CA	Fred Kohler
Kuo Jung Chang	315 Homer Ave, #201, PA CA	Kuo Jung Chang
David Goldhouse	1900, Newlands Ave PA	David Goldhouse
Krista Turon	1500 Newlands Ave #104	Krista Turon

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Charles Guenz	3852 Grove	
Edie Trevino Edie Trevino	7458 Kings Ln.	
Cecilia Lancaster	1637 Mariposa Ave	
William A. Scott	1534 Madrono Ave.	
SYED RIZVI	27 Roosevelt Circle	
Tonoyan Davila	Graduate School of Business Stanford University	
Mirilla I. Segundo	201 E. B'keete apt #204 east palo alto ca. 94303	
Nilester Saragoga Saragoga	Palo Alto Center B 300	
MakiKO Sashiki	125 SCALITONIA AVE D302	
Amy Zeng	117 S California AVE #D203	
Max Gal	117 S. Cal. Ave #D205	
FRANCES MELLO	1550 CALIF AVE B102	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Morgan Elmore	2139 Yale St Palo Alto	
Richard Ciapponi	951 Oregon Ave Palo Alto	Richard Ciapponi
Kathy Poolson	1302 Greenwood PA	Kathy Poolson
Josephine Montoya	101 California Ave	J. Montoya
Emily Matha	3410 Park Blvd	Emily Matha
Julie Meagher	412 Pepper Ave	Julie Meagher
Margot Goldberg	159 Cal Ave PA	Margot Goldberg
D.L. Iglehart	833 Tolman Dr. Stanford	D.L. Iglehart
Kevin Huang	850 E. Greenwich PL	
James Lemon	141 S California B306	James Lemon
Sanjay Hoshkar	149 S California Ave A306	Sanjay
Manju Deshpande	149 S California Ave A306	M. Deshpande

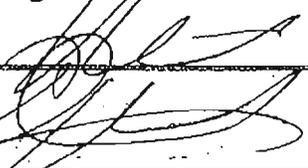
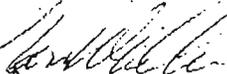
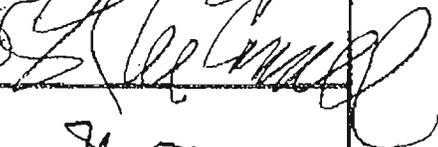
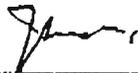
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
RENÉ A. GIRERD	UNIT 20	René A. Girerd
Doris Ann Girerd	unit 20	Doris Ann Girerd
CANA BALTARETU	2579 PARK BLVD. UNIT X-200	O. Baltaretu
Rakesh Agawal	1090 McGregor Way Palo Alto, CA 94306	R Agawal
Nirida Ellis Kendall	240 CA AVE PALO ALTO	J Ellis
MICHAEL ILLUSION	260 CA AVE PALO ALTO	MICHAEL
DEBRA LOVE VILLAGE STATION	310 CALIFORNIA PALO ALTO	Debra Love
Melissa Yu Palo Alto Acupuncture	330 California Palo Alto	Melissa Yu
Jalaid Rai Cofounder	344 S. California Ave PA	Jalaid Rai
Alec Torcias	360 S. CALIF. PA.	Alec Torcias
Ann Vuono	364 S. California PA	Ann Vuono
KAREN Buehler	368 S. California Avenue PA.	Karen Buehler

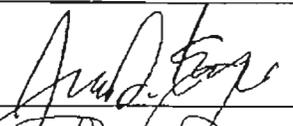
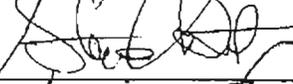
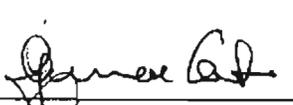
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
ALAN HESHBERG	220 S. CALIFORNIA AVE SUITE 109 PALO ALTO CA 94306	
Christy Fraser	220 S. CALIFORNIA AVE SUITE 115 P. A. CA 94306	
Boukhucho	240 California Ave	
JIM BLAKE	1996 LOUIS RD	
Sylvia McConnell	4421 RD El Escarpado PA.	
JAMES M. DURNO	7098 VERNON BLVD STANFORD, CA 94305	
Kim Peilmutter	4045 Laguna Way PALO ALTO, CA 94306	
Scott Chopin	3101 PARK AVE	
JOHN BAUMANN	613 STANFORD AV. PALO ALTO, CA	
G. G. Bairie	1820 Cowper St Palo Alto	
DOROTHY F. ANDERSON	446 Santa Fez St Stanford, CA 94305	
Carol Fitzgerald	415 Cambridge ave P.A.	

California Avenue Streetscape Petition

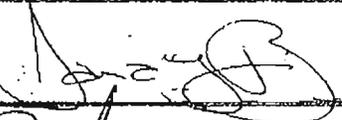
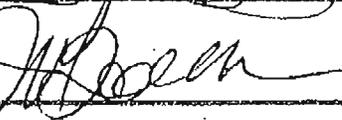
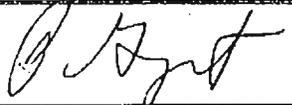
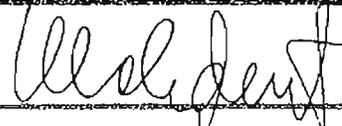
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JON Kiy a	261 El Dorado Ave Palo Alto, CA 94306	
Steve Durs	480 CALIFORNIA AVE PALO ALTO CA 94306	
Killer Frankel	830 Santa Fe Ave Stanford, CA 94305	
CHARLE GOODWIN	395 LELAND AVE PALO ALTO CA 94306	
Khosrow Mostehi	282 Whitelien PA	
GUNNAR CARLSSON	998 COTTRELL WY STANFORD, CA 94305	
Diane White	3780 Magnolia Dr Palo Alto CA 94306	
Chloe	2860 Ramona St Palo Alto CA 94306	
Richard Johnson	1772 Hamilton Ave. Palo Alto 94303	
Patrick J. McErroughan	200 Cotteridge Ave. Palo Alto, CA 94301	
Peter Christy	132 MANANA AVE PALO ALTO CA 94301	
Sean Coyne	1781 Park Ave	Sean Coyne

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Tina Peery	525 E. Cascadia Dr. Palo Alto, CA 94301	
Bill Brown	949 Wing Pl.	
WILLIAM D. ROSS with Dick	2103 AMHERST ST, PALO ALTO	
Patricia Carlisle	2273 Park Blvd	Patricia Carlisle
	37 Peter Courts	P. Gumpert
Bruce Gallup	200 SHERIDAN AVE #204	B Gallup
Anita Schugle	20 St Anherst St Palo Alto, CA 94301	
Jose A. Saldaña	276 Charles Mann Way	Jose A. Saldaña
Martha Heisud	705 Frenchmans Rd.	Martha Heisud
CLO'S 213 CA	213 CALIF. AVE	
VIERRA INSURANCE AGENCY	217 CALIFORNIA AVE Palo Alto, CA 94306	Ron Vierra
Cathy Cho	240 California Ave	

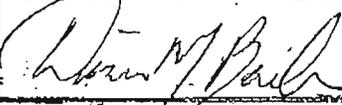
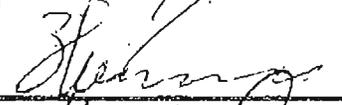
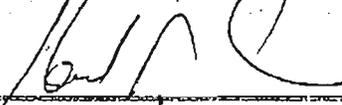
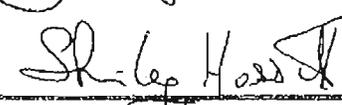
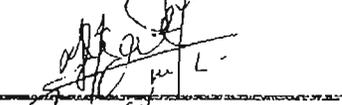
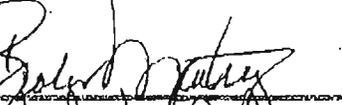
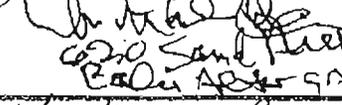
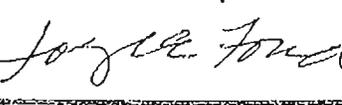
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Michelle Chisholm	455 Grant North	Michelle Chisholm
Julia MAYBERG	425 GRANT #35	Julia Mayberg
Lorna Corbetta	425 GRANT #30	Lorna Corbetta
Rosetta ROSETTA SMITH	425 GRANT #27	Rosetta Smith
Chia-Hon Song	455 Grant #18	Chia-Hon Song
chia ching song	455 Grant Ave #18	chia ching song
EATON WATKINS DUNKELBERGER	455 GRANT AVE #6	Eaton Watkins Dunkelberger
Kate Dunkelberger	455 Grant #6	Kate Dunkelberger
EMANUEL BRASUN	455 GRANT #7	Emanuel Brasun
NORMAN FREED	455 Grant #2	Norman Freed
ESTHER FEDER	" " #7	Esther Feder

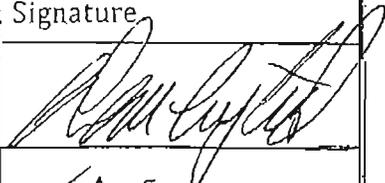
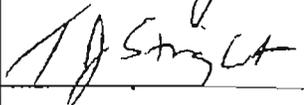
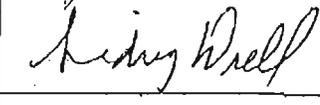
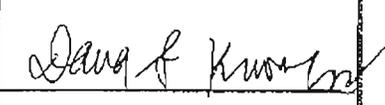
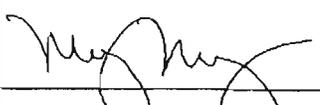
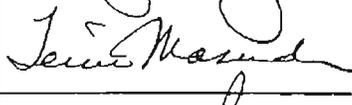
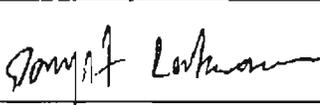
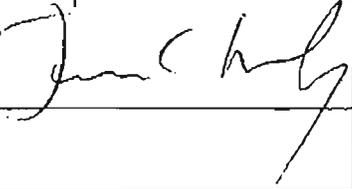
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Diana Buehler	4045 Orme Street	
John Yu	406 ST	
Hector Sol	408 CALIFORNIA	
Jessica Roth	410 Calif Ave	
Shirley Hassitt	431 Tennyson Ave Palo	
Mara Arzate	477 South Calif. Ave	
Juti & Kamal Vilms	1330 Harker Ave, Palo Alto	
Robert Martinez	461 S. CALIFORNIA Ave Palo Alto CA	
Michael Roeder	620 Sandhill RD 213 E Palo Alto, CA 94304	 620 Sand Hill Rd Palo Alto CA 94304
Kathleen Roeder	620 Sandhill Rd 213 E Palo Alto, CA 94304	 620 Sand Hill Rd
Joyce Ford	459 So. California Av. Palo Alto	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Alan Crystal	1333 Byron St. Palo Alto, CA 94301	
TIM STRAUER	350 MANZANITA AVE	
Sidney Drell	620 Sand Hill Rd. abt 4207 Palo Alto, CA. 94304	
Alan Sykes	524 Chimela Dr Palo Alto 94306	
Dana Knowles	3910 Oxford Ave Palo Alto, CA 94306	
MARY MILROY	184 HEATHER LN PALO ALTO, CA 94303	
Terrie Masuda	161 S. San Antonio Ave Los Altos CA 94022	
BILL CONLON	2330 BRYANT PALO ALTO	
Bonnie Goodman	220 Calif. Ave Suite 120 Palo Alto	
MICHEL DE GONNET	1045 COLLEGE AVE, PALO ALTO	
Lotus Thai	425 California Palo Alto	
Jane C Why	184 Heather Ln. Palo Alto	

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JUNE RILEY	826 GARLAND St	June Riley
Virginia Rankin	947 Bolanda Ave Mtn View 94040	
William Mahrt	67 Peter Coult's Circle	William Mahrt
Diah Brinck	2565 Park Blvd #T131	
ELSA PERING	27744 Via Ventana LAH	Elsa Pering
John Corcoran	314 Chestnut Ave	John Corcoran
Catherine Kirkman	1605 Mariposa Ave	Catherine Kirkman
Alyssa	2335 W 134th St Lindero	Alyssa
Ver Sanchez	2339 Park Rd	Ver Sanchez
Janet German	28168 Radcliffe Lane	L.A.H.
SARA BOTSFORD	Box 7274 Menlo	Sara Botsford
Sonic Wang	3775 Alma St	Sonic Wang

California Avenue Streetscape Petition

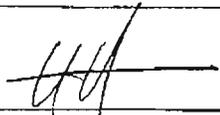
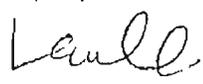
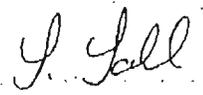
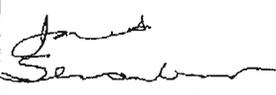
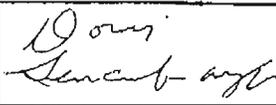
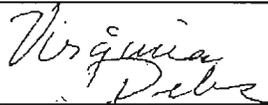
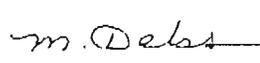
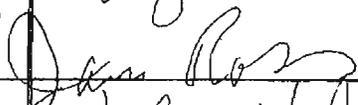
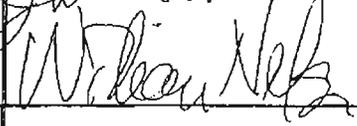
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JOHN MORRIS	395 Lebond Ave.	J. Morris
URSULA SCHULTE	2712 LOWELL AVE	U. Schulte
MARY ANN SIRI	2100 BRYANT ST.	Mary Ann Siri
Evelyn Kmetovic	3747 Redwood Circle PA	E. Kmetovic
DIANA NICH	535 Arastrodoro Rd.	D. Nich
Larry Hausler	3357 ^{South} Court Park	L.D. Hausler
Karen Sotelino	2254 Williams St.	Karen Sotelino
Amy Fleming	441 Carolina M.	Amy R. Fleming
Jacqueline Procter	2051 Alma St.	Jacqueline Procter
Zy Doan	4075 Park Blvd	Zy Doan
Ellie Rubin	227 Webster	Ellie Rubin
Branna Connolly	206 S. California Ave.	Branna Connolly

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

AND INCREASING PARKING.

Name	Address	Signature
MICHAEL ERWALL	LA BODEGUITA DEL MEDIO 463 CALIFORNIA AVENUE	
LARA ERWALL	"	
Steffen Sahl	California Hotel	
JANET SONENBAUM	678 CALIFORNIA DR PALO ALTO	
Doni Sencuberg	678 CALIFORNIA PALO ALTO, CA 94306	
MILLIE FOGES	2343 BIRCH ST PALO ALTO CA 94301	
AMMAN GOKHA	4008 LOPUNA WY P.A. 94306	
Virginia Debs	3145 FLOWERS PA 94306	
Martha Debs	3145 FLOWERS PA 94306	
Amy Hinz	529 MADRERO AVE APT #7 94306	
JAMES ROSS	4169 PARK BLVD P. A. CA	
	763 PAUL AV. P.A	

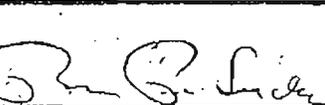
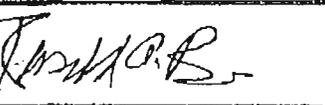
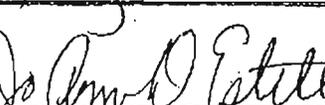
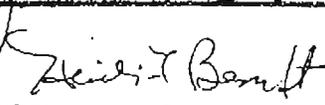
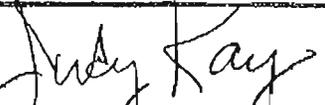
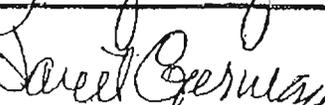
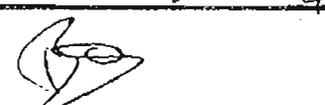
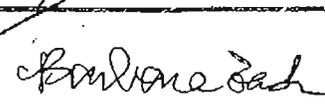
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jerry Feeley	416 Margarita ave	J. Feeley
Ellis Bigelow	1570 Emerson	Ellis Bigelow
Lynne Green	43 Walnut Ave	Lynne Green
Chris Bertacore	12358 JOSE ST	Chris Bertacore
Paul Gander	51 JULY LN, SERRANO	Paul Gander
Randi A. Frey	281 Chestnut Ave	R. Frey
Gary L. Cordell	1729 Woodland Ave.	Gary Cordell
Lori Plante	1056 Berkeley Ave	Lori Plante
Beth Ann Morgan	467 Hamilton Ave	Beth Ann Morgan
Harold Lorber	467 Hamilton Ave	Harold Lorber
Yea A	467 Hamilton Ave	Yea A
Julie Hitchcock	21190 BYRON ST APAC	Julie Hitchcock

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Kirk Phelan	1160 Linden Ln, San Mateo	
Anita Suckrow Anita Suckrow	888 San Bruno Rd	
Russ Brown	1021 College Ave.	
Hank Taylor	745 Christine	
COLETTE TAYLOR	745 CHRISTINE DR	
Kathy Lierle	970 ELSWORE COURT	Kathy P. Lierle
John Estill John Estill	1912 Granada	
Heidi Berndt	755 Holly Oak Dr Palo Alto	
Judy Kay	270 Tennyson Ave.	
Dana Greenwald	28168 Radcliffe Lane LATH	
Peter Nabehe NABOFF	380 Linden Ave	
Barbara BRASLOW	882 Brookgrove Ln Cupertino, CA 95014	

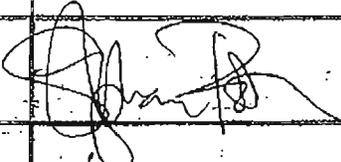
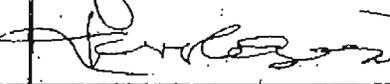
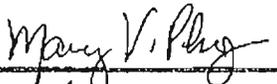
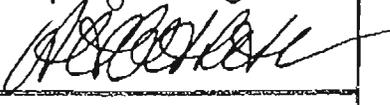
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Barbara J Wright	1078 Susan Way 94087	Barbara J. Wright
BRAO LOWMAN	303 FARNW AVE 94306	
Geoff Co	2358 Fosgate Ave Santa Clara 95050	Geoff Co
EDWARD CLARK	274 COLLEGE AVE PALO ALTO 94301	Edward Clark
Michael Thomas	135 Olive St Los Gatos Ca 95030	Michael Thomas
KATHY AIFORD	274-A College Ave P.A. 94306	Kathy Aiford
Lisa McAndrews	6815 Pringle Lane Soguel CA 95073	Jan McArde
BERNARD CABRERA	5548 LEAN AVENUE SAN JOSE, CA 95123	B. X. Cabrera
Nelson Carrera	751 Army way Manteca, CA 95337	
Terry Shuchat	290 Calif Ave P.A	Terry Shuchat
Alex Hernandez	290 S Ca. Ave P.A.	Alex Hernandez
Dave Brubaker	11550 waltersville rd Gilroy	David Brubaker

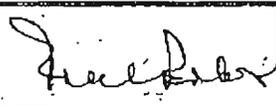
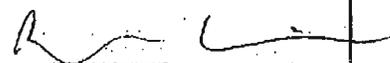
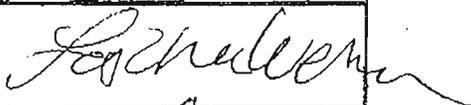
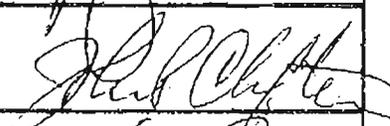
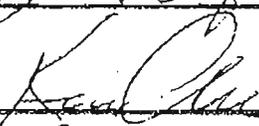
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Stephanie Roth	2521 Ross Rd.	
Karla Quenero	1795 Park Blvd.	
Barbara Keller	3233 Bryant St	
Richard Comy	2270 Cornell St	
Deonie Roth	17465 Webster Dr. Morgan Hill	
Jennifer Roth	2521 Ross Rd	
Lisa Friedman	290 Oxford Ave	
Paula Goldberg	734 Webster St. Apt. A, Palo Alto 94301	
Mary Phay	4804 Jennifer Ct. ^{Waltham} Union City, CA 94587	
Philip Lehot	411 California Ave Cell 650-862-9340	

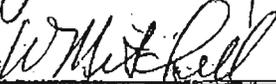
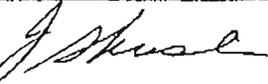
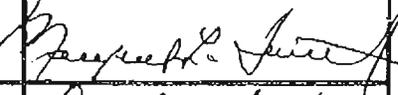
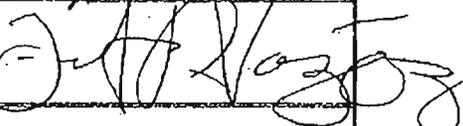
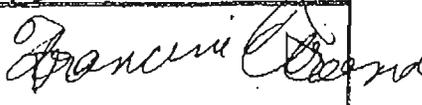
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
FRANK PERLAKI	3670 BRYANT ST PALO ALTO CA 94306	
Rebecca Wilson	752 Fern Dr Palo Alto, CA 94301	
Kathie Webster	2510 Greer PA 94303	
Yang Chura	915 La Miesca Terr SUNNYVALE CA 94086	
Jamshid Ghodhi	777 Kull Dr San Carlos 94070	
JOHN CLIFTON	1013 THISTLE CT SUNNYVALE 94086	
Ken Chan	1869 LILY AVE SUNNYVALE CA 94086 LOS ALAMOS HILLS	
PATRICK HANLEY	26746 BOBLEDA CT	
Glen Hodson	3830 Carlson Ct	
Alice Aroneda	201 Almond Ave. Los Altos, CA 94022	
Steven Untalan	P.O. BOX 61144 PALO ALTO, CA 94306	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JAMES O'REILLY	2310 Bowdoin P.A.	
Bill Mitchell	2410 Delaven	
JIM BROWN	1971 EATON AVE. SAN CARLOS CA 94020	
Josephine Shuster	4250 El Camino Real PA 94306 B914	
Margaret Smith	1227 Mandarin Dr. Sunnyvale, CA 94087	
David Levine	1404 Brockmill Road Los Altos, CA 94024	
FELIPE VÁZQUEZ	35163 LIDO BLVD NEWARK, CA 94560	
CHERYL SOBKW	1492 WEBSTER P.A. 94301	
ELLIOTT SOBKW	1492 WEBSTER P.A. 94301	
John Kuthonek	1804 Belmont Miller Ave 94002	
Matt Sweeney	969 Los Altos Ave Los Altos, CA 94022	
FRANCINE FREEMAN	3575 La Mata Palo Alto CA 94301	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Sally Hayman	230 California Ave, Ste 200 PA 94306	Sally Hayman
Jane Redford-Baker	"	Jane Redford-Baker
Leah Reidar	230 California Ave, Ste 200 PA 94306	Leah Reidar
Jean Berman	230 S. California Ave. #200 PA. 94306	Jean Berman
Nelly Brown	285 Oxford Ave P. A CA 94306	NFB
Eugene Beebings	410 Sheridan Ave P. A CA 94306	Eugene Beebings
Berita Brisban	410 Sheridan Ave P. A 94306	Berita
Lien An	Pogmill Rd.	Lien An
Anne Erudani	360 Iris Way PA 94303	Anne Erudani
JAT BUSTA	2245 Latham Pt #1 Mountain View 94040	JAT BUSTA

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
EARL DWORVIN	467 HAMILTON AVE	Earl Dworvin
ROBERT ANDERSON	467 HAMILTON AVE PALO ALTO, CA	[Signature]
Mostafa Hafez	7538 Leeks Ave Enterprise, CA	M. Hafez
Badri Rastegar	7530 Leeks Ave Enterprise, CA	[Signature]
Elizabeth Eastman	467 Hamilton Ave SFE 8 Palo Alto	E Eastman
John McNeil	3016 Ross PA 94303	John R. McNeil
Steve Ligon	180 N 4th St Apt 502 San Jose CA 95112	Steve Ligon
Ken Perlmutter	467 Hamilton Ave #21 PA	[Signature]
Wayne Vickler	1444 HAMILTON AVE 94301	[Signature]
ANNE TABBOT	2310 Waverly St 94301	Anne Tabbott
Lynn Kearney	742 Bryant P.A	Lynn Kearney

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

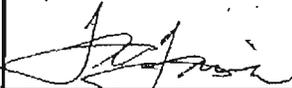
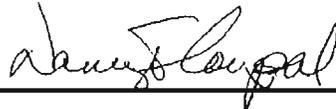
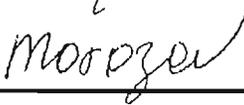
Name	Address	Signature
Kelsey Agostini	155 S. California ave	Kelsey Agostini
Elvira Savateera	153 S. California ave	E. Sav
DANIELA SONTES	153 S. CALIFORNIA	Daniela Sontes
Warren Bees	153 S California Ave	Warren Bees
ANNA CELLINESE	153 S. CALIFORNIA AVE	Anna Cellinese
LYNNE GOMEZ	557 CA 213 Bonita Ave	L. Gomez
ALICE FANFAN	2523 Seepy Hollow Ln.	Alice Fanfan

aercolae@ttglobal.net

California Avenue Streetscape Petition

(please return by 01/31/2011 to: Terry Holzemer, (650) 853-0603)

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jó Dee Ramónido	2599 Emerson St P.A.	
meena Nguyen	140 S California Ave Palo Alto, CA 94306	
Priscilla White	952 E Canyon Way Palo Alto (Resident Since 5.5 yrs)	P. A. White
Jc Ferrin	3444 South Ct. P.A. 94306	
MARY O'CONNOR	2504 Webster St. PALO ALTO, CA 94301	Mary O'Connor
NANCY COUPAL	538 Ramona St Palo Alto, CA 94301	
Valentina Tolstoguzov	200 S California Ave #190 Palo Alto CA 94306	
ELANE MOROZOV	200 S. California Ave Palo Alto CA 94306	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
DAISY YU	213 CALIF AVE P.A. CA 94306	Daisy Yu
Chris Hansen	28030 Natoma Los Altos	CHansen
Bjorn Rossi	3316 Black Eagle Dr.	BR
PAUL DU	2123 Williams St Palo Alto Ca 94301	Paul Du
Larry Haussler	345 S. Calif Ave Suite 7 94306	L. P. Haussler
Henry Robins	1050 Colorado Place PALO ALTO	Henry Robins
Paul Crowl	202 Monroe Dr. Mt. View	Paul Crowl
Clive Hallatt	4049 Sutherland Dr Palo Alto	Clive Hallatt
MATT FOLEY	1977 Emerson St PA	Matt Foley
Sally Calderon	27930 Altamont Cir CA 94029	Sally Calderon
DOUG CALDERON	27930 Altamont Cir CA 94029	Doug Calderon
Andrew Sostulinski	412 Wrigley Ave Los Altos, CA 94022	Andrew Sostulinski
MARTY KLEIN	2439 Birch St #2	Marty Klein

*Please use back side used for attach new pages

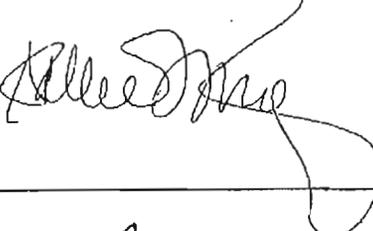
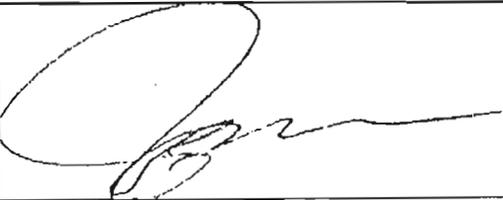
NAME	ADDRESS	SIGNATURE
Allie King	381 Lincoln Palo Alto, CA	
Michael Peachy	1509 Mettlen San Mateo CA 94404	
Rick Stiller	2956 Withrow Pl Santa Clara Ar 95051	
David Fritchle	1163 Pomegranate Ct Sunnyvale Ca 94087	
Jonathan Nichols	458 Mortimer Palo Alto, CA 94303	

EXHIBIT "C"

TO: HONORABLE CITY COUNCIL

**FROM: CITY MANAGER DEPARTMENT: PLANNING AND
COMMUNITY ENVIRONMENT**

DATE: DECEMBER 6, 2010 CMR: 419:10

REPORT TYPE: CONSENT CALENDAR

SUBJECT: Adoption of Resolution Authorizing the Filing of an Application for the Federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) Funding for the California Avenue Transit Hub Corridor Project and Committing the Necessary Non-Federal Match and Stating the Assurance to Complete the Project

RECOMMENDATION

Staff recommends that Council adopt the attached resolution to authorize the Santa Clara County Valley Transportation Authority (VTA) to submit an application for the California Avenue Transit Hub Corridor Project to the Metropolitan Planning Commission (MTC) and to commit funding if the project is approved.

BACKGROUND

The Santa Clara County Valley Transportation Authority (VTA) released a call for projects for the Community Design for Transportation (CDT) Program on August 6, 2010. The CDT Program funds projects that provide or enhance connections between land uses to transit facilities such as streetscape projects. In response to the call for projects staff prepared an application for the California Avenue Transit Hub Corridor Project between El Camino Real and the California Avenue Caltrain Station to provide place making, traffic calming, and streetscape improvements.

The project is an ideal candidate for the CDT Program, enhancing the connection between existing residential and commercial land uses to the existing transit facilities at each end of the street, with Caltrain on the eastern end and VTA transit facilities on the western end. The project scored well during the CDT project evaluation process and is currently being recommended for funding to the VTA Board of Directors. If approved, a recommendation to MTC will be made for funding of the project through the Congestion Mitigation and Air Quality Improvement (CMAQ) program fund.

DISCUSSION

The California Avenue Transit Hub Corridor Project was developed through an extensive community outreach process to solicit input on the proposed project elements. Staff held five community meetings including two with merchants along the California Avenue Business District, one with residents of the Park Boulevard Homeowner's Association, and two area-wide community meetings. The proposed streetscape elements of the project are intended to enhance the street's aesthetics and pedestrian environment and build community interest within the California Avenue District. The project is also an element of the California Avenue/Fry's Area Concept Plan Comprehensive Plan currently under development.

Unique project elements include decorative street signs and markers to promote place-making and provide message areas to promote Palo Alto and district-specific history. Expanded seating areas along the project area are also proposed to help promote the successful restaurants in the area and provide seating for community events such as the Farmer's Market. The existing California Avenue Park Plaza adjacent to the Caltrain Station is also identified for revitalization with this project, including enhanced bike rack facilities, information kiosks to promote the City's Bicycle Plan currently under development, and seating areas with gaming elements to promote community interest.

The project cost is estimated at \$1,725,200 for design and construction. The grant would comprise \$1,175,200 and a local match in the amount of \$550,000 is required. To help expedite the project, grant funding is only being requested for the construction phase of the project, so that the environmental and design phases may proceed immediately. A mid-year budget adoption will be pursued to identify local-match funding if the project is recommended for funding by the VTA Board of Directors.

The environmental phase will include a traffic analysis and completion of California Environmental Quality Act (CEQA) requirements for the project. The traffic analysis will include the collection of traffic data on California Avenue, Cambridge Avenue, Sherman Avenue, Ash Street, Birch Street, and Park Boulevard so that a 4-lane to 2-lane reduction on California Avenue may be considered. Traffic data collection began on November 2, 2010 including traffic volumes, pedestrian and bike volumes, and vehicle speeds. The traffic analysis will be presented to the community at a meeting on December 16, and will then be considered by the Planning and Transportation Commission and City Council.

The proposed resolution authorizes filing of the California Avenue Transit Hub Corridor project for future funding from the state's Surface Transportation Program (STP) managed by the Metropolitan Transportation Commission (MTC) with funding from the Congestion Mitigation and Air Quality Improvement (CMAQ) program. Federal funding will be available in February 2012 allowing more than one year for the project design to be completed.

Pending Community Concerns and Final Design Review

The community has generally supported many of the design components of the California Avenue – Transit Hub Corridor project, including parking increases and bulb-out improvements, but there remain project details that require additional community outreach, such as whether to provide tables for outside dining, benches or trees in the bulb-outs, and final configuration of the

California Avenue Park Plaza design. Of particular concern to many meeting participants however, was the proposal to convert California Avenue from a 4-lane section to a 2-lane section. This winter staff will be completing a traffic study to determine whether this is a feasible element of the project. A community meeting to present the findings of the study is scheduled for December 16, followed by a presentation to the Planning and Transportation Commission and City Council for California Environmental Quality Act (CEQA) certification. Staff is hopeful that the traffic study findings and community input will support the grant project concept so that design on the remaining project elements may begin in the Spring. The design would be completed over a 12-month period with construction beginning in spring 2012.

Staff also notes that Council has received multiple communications from Mr. William Ross, representing several property owners and tenants along California Avenue. The following responses are provided to three of Mr. Ross' primary concerns:

1. California Environmental Quality Act (CEQA) Review and Approval

Mr. Ross has objected to proceeding with the grant and design review prior to CEQA review. A traffic study is currently underway and CEQA review will be part of the considerations by the Planning and Transportation Commission and Council review in early 2011. Detailed design of the project will not begin until after CEQA review and approval.

2. Parking Assessments

Mr. Ross has stated that the Chief Transportation Official indicated that the property owners/businesses would be responsible for paying (through assessments) for the improvements. Staff acknowledges that there may have been misunderstanding about this option. One of the project elements includes the addition of bulb-outs along California Avenue for the planting of additional trees, use for additional public art, or for the installation of tables and seating for outside dining. If tables and seating were implemented, one option would be to lease that public space to an adjacent restaurant to help reduce maintenance costs for the tables. Currently, any outside seating tables on the concept plan are proposed as open space and all construction costs would be borne by the City (supported by the grant).

3. Street Reconfiguration

Mr. Ross has objected to pursuing the grant in that it locks the City into a 2-lane option on California Avenue. The grant request is for the construction phase of the project, estimated to begin in Spring 2012 so if the Council determines in early 2011 that the 2-lane configuration is not desired, either 1) staff will explore whether some or all of the grant could still be available for different improvements along California Avenue, or 2) the funding could be abandoned.

RESOURCE IMPACT

There is no immediate resource impact in submitting the resolution for the project so that funding may be considered by the VTA Board of Directors. If the project is funded, a mid-year budget adoption will be pursued to identify funding estimated at \$1.7M. Approximately \$1.2M of the project for the construction phase would be grant-reimbursed. The current traffic study is funded by the existing California Avenue CIP.

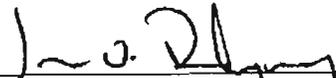
POLICY IMPLICATIONS

The City's Comprehensive Plan recommends streetscape and place-making improvements along California Avenue to ensure continued growth of the California Avenue Business District. The action recommended by this report is consistent with the Comprehensive Plan recommendations.

ENVIRONMENTAL REVIEW

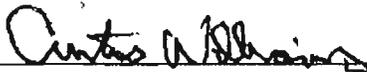
Adoption of this resolution is not a project under the California Environmental Quality Act (CEQA). CEQA analysis for the California Avenue Transit Hub Corridor project will be completed at a later date, if the funding is approved and prior to Council approval of the project design.

PREPARED BY:



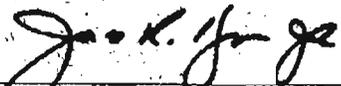
JAIMO O. RODRIGUEZ
Chief Transportation Official

DEPARTMENT APPROVAL:



CURTIS WILLIAMS
Director, Planning and Community Environment

CITY MANAGER APPROVAL:



JAMES KEENE
City Manager

ATTACHMENTS

- A. Resolution Authorizing the Filing of an Application for the Federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) Funding for the California Avenue Transit Hub Corridor Project and Committing the Necessary Non-Federal Match and Stating the Assurance to Complete the Project
- B. Copy of the California Avenue Transit Hub Corridor Project Application

Resolution No. _____

Resolution of the Council of the City of Palo Alto
Authorizing the Filing of an Application for Federal Surface
Transportation Program (STP) and/or Congestion Mitigation
and Air Quality Improvement (CMAQ) Funding for the
California Avenue Transit Hub Corridor Project and
Committing the Necessary Non-Federal Match and
Stating the Assurance to Complete the Project

WHEREAS, the City of Palo Alto (herein referred to as CITY) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,175,200 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the California Avenue – Transit Hub Corridor Improvements (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continued the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

WHEREAS, SAFETEA has been extended pursuant to Public Law 11-118 and may be subsequently extended pending enactment of successor legislation for continued funding; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

WHEREAS, CITY is an eligible project sponsor for STP/CMAQ funds; and

WHEREAS, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

//

*** NOT YET APPROVED ***

- 1) A commitment of necessary local matching funds of at least 11.47%; and
- 2) The sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
- 3) The project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- 4) The assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
- 5) That the project will comply with all the project-specific requirements as set forth in the PROGRAM.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Palo Alto as follows:

SECTION 1. The officers of the CITY are authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding.

SECTION 2. The CITY by adopting this resolution does hereby state that:

1. CITY will provide \$550,000 in non-federal matching funds; and
2. CITY understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the CITY from other funds, and that CITY does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. Applicant understands that \$(N/A) is greater than the Applicant's (STP/CMAQ Amount) Regional Local Streets & Roads formula share of Local Streets & Roads programming, and that the Applicant will forgo future programming shares until the amount of the overage \$(N/A) is reached. (This requirement does not apply to CITY, only to applicants who received an "augmentation" greater than \$100,000 in the Local Streets.& Roads program only)
4. CITY understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
5. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
6. CITY and the PROJECT will comply with the requirements as set forth in the program; and

SECTION 3. CITY is an eligible sponsor of STP/CMAQ funded projects.

SECTION 4. CITY is authorized to submit an application for STP/CMAQ funds for the PROJECT.

SECTION 5. There is no legal impediment to CITY making applications for the funds.

Community Design & Transportation

CAPITAL GRANT APPLICATION

California Avenue-Transit Hub Corridor Improvements
Palo Alto, California



*California Avenue Business District
(View toward Caltrain station)*

Submitted to the **Valley Transportation Authority**
by the Planning and Transportation Department,
City of Palo Alto

October 4, 2010



**SANTA CLARA
Valley Transportation Authority**
COMMUNITY DESIGN AND TRANSPORTATION (CDT)
BLOCK GRANT CAPITAL FUNDS APPLICATION

SECTION ONE: PROJECT SUMMARY

Project Title	California Avenue -Transit Hub Corridor Enhancement
Project Description	The California Avenue-Transit Hub Corridor Enhancement project between El Camino Real and the California Avenue Caltrain Station includes the implementation of new community identity markers; bicycle-parking and community focused improvements at the California Ave - Caltrain Plaza; transit-stop focused improvements; traffic calming improvements such as 4-to 2-traffic lane reduction & raised table crosswalks, enhanced roadway delineation and parking stations, high visibility pedestrian-activated flashing beacons, and bulb-out improvements throughout the corridor that also function as outdoor dining areas, and a new outdoor community stage.
Grant Funds Requested	<input checked="" type="checkbox"/> CMAQ \$ 1,175,200 <input type="checkbox"/> TE \$ _____ (Construction Phase Only)
Local Match (20% Min/phase)	\$550,000
Total Project Cost	\$1,725,200
Member Agency	City of Palo Alto
Contact Person	Jaime O. Rodriguez, Chief Transportation official
Address	Department of Planning and Community Environment 250 Hamilton Avenue Palo Alto, CA 94301
Email Address	jaime.rodriquez@cityofpaloalto.org
Phone	(650) 329-2136
Fax	(650) 617-3108
Other Project Partners	



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

SECTION ONE: PROJECT SUMMARY

1. *Issue statement that clearly identifies the purpose, need and expected outcome(s) of the project.*

The California Avenue-Transit Hub Corridor Enhancement project will transform California Avenue between El Camino Real and California Avenue Caltrain station into a community corridor with transit, bicycle and pedestrian focused transportation treatments; renovate the California Avenue Caltrain Plaza into a vibrant hub for bicycle-commuters and visitors; and provide best-practice pedestrian-scaled improvements throughout the corridor to spur on-going economic development activity and growth. The proposed project Plan Line Concept is provided in *Attachment 2 – California Avenue – Transit Hub Corridor Enhancement – Plan Line*.

2. *Include a map and/or photos showing the location of the project within 1/3 mile of a transit station, core and/or corridor; Current and proposed land uses.*

California Avenue – Regional Influence

California Avenue is identified by the VTA as a significant Transit Corridor and Station Area linking El Camino Real with the California Avenue Caltrain station. Located at west end of the project area at El Camino Real is the future Bus Rapid Transit station identified as part of the VTA's efforts to comply with the Grand Boulevard Initiative project. The VTA is currently completing the design phase of the Bus Rapid Transit project and the City of Palo Alto is an active participant in that process. A strong pedestrian and bicycle focused corridor along California Avenue as proposed through this project will provide the final link between the Bus Rapid Transit and the California Avenue Caltrain station. Within the same track right-of-way as the Caltrain facility is the future California High Speed Rail project.

The California Avenue Caltrain station serves the Stanford University Research Park, adjacent nationally-recognized high tech centers with companies such as Hewlett-Packard, Facebook, and Genencor, VMWare, and a transit-oriented conscious community adjacent to the station area with Palo Alto Central Condominiums serving as the first transit-oriented development in the region. The California Avenue Caltrain station boasts some of the highest bicycle activity in the County of Santa Clara with over 100 peak hour boarding; this is echoed with the high amount of bicycle activity on California Avenue throughout the day.

Palo Alto is participating in the VTA's Bike Share program that will continue to enhance activity at the California Avenue Caltrain station. In addition, the City is entering into discussions with adjacent high-tech centers to sponsor additional Bike Share pod stations to be located at private facilities to further expand the Bike Share program and specifically, to promote bicycle ridership to California Avenue.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

With the amount of regional transit activity in Palo Alto, this project provides a unique opportunity to transform California Avenue into a bicycle and pedestrian corridor with local and regional amenities that continue to promote transit use, support local growth and business, and provide a safer environment for commuters as transit activity in and around the region intensifies. This will be accomplished by deemphasizing vehicle transportation modes through a 4- to 2-vehicle lane reduction, redevelopment of the California Plaza into a bicycle and pedestrian hub, installation of decorative crosswalk speed tables with pedestrian-activated flashing beacon warning systems, and bulb-out treatments that will house unique California Avenue markers and landscape treatments.

Bisecting California Avenue along the project corridor are significant bicycle routes including El Camino Real, identified on the VTA and City bicycle plans, and Park Blvd, an existing Class 2 bike route that is also identified as a future Bike Boulevard on the Palo Alto Bicycle Transportation Plan.

California Avenue – Local Background

California Avenue is currently designated as "Regional/Community Commercial" under Palo Alto's Comprehensive plan and provides Community focused land uses including dining, personal-service retail, grocery markets, and small office commercial. The project area is surrounded by single-family and multi-unit housing and commercial uses. The City's Comprehensive Plan includes policies for expanded high-density residential uses on and along the corridor that will benefit from the proposed project by helping to create a unique residential district unlike any other in Palo Alto with distinctive community markers that will be located along El Camino Real and along California Avenue. The markers will provide identify for the community as well as serve to promote community activities and events for visitors, and provide historical information about the community and the city.

Figure 1 – Project Area Map





California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

Provided in Attachment 3 is a more detailed *Project Area Map with Transit Overlay*. Attachment 4 includes a *Local Land Use and Development Activity Map* on and along California Avenue.

A Plan Line of the proposed *California Avenue - Transit Plaza project* is provided in Attachment 1 and highlights public transit connections & improvements, traffic calming treatments, and pedestrian-bicycle enhancements.

3. *Proposed project cost estimate and schedule*

The California Avenue -Transit Hub Corridor Enhancement project is estimated to cost approximately \$1.7M for design & construction. The city is proposing a local match of \$550,000 for the overall project.

The environmental and design stages of the project, estimated at \$225,000, will be covered one hundred percent by the City to help expedite the project readiness of the project. The construction phase is estimated to cost \$1.5M and the City is proposing a \$325,000 local match or 22% for the construction phase.

To help expedite the project readiness, the City is only requesting funds for the construction stage of the project. The environmental and design stages will be funded 100% by the City as will the street resurfacing component of the project and therefore not included in the project estimates.

The requested *VTA - Project Schedule and Cost Estimate Form* is provided in *Attachment 5*. A more detailed project schedule by task is also provided in *Attachment 6– City of Palo Alto Project Schedule*.

4. *Any ancillary information and Letters of Support that will inform the evaluation process.*

Included in Attachment 10 are Letters of Support for the project from the following agencies or organizations:

- Palo Alto Bicycle Advisory Committee
- Palo Alto Housing Corporation



SECTION TWO: PROJECT NARRATIVE

(Use Section Two to respond to the Project Evaluation sections of CDT Program Goals, Project Context and Setting, Project Readiness, and Project Benefit)

1. CDT PROGRAM GOALS

The proposed California Avenue Transit Plaza project is a great example of the City’s efforts to implement the Valley Transportation Authority’s (VTA) – Community Design & Transportation (CDT) policies – Manual of Best Practices. The project includes elements that touch on every aspect of the CDT Program and have been developed through an extensive community outreach process to ensure community support.

The California Avenue Transit Hub Corridor Enhancements project is an extension of the City’s Comprehensive Plan and consistent with the policy recommendations of our Bicycle Transportation Plan. Specific elements consistent with the goals of the CDT program include:

• *Place Making:*

Each of the elements in the proposed plan includes features that will help to make California Avenue a unique district within the City of Palo Alto, Santa Clara County and the Peninsula. On El Camino Real new identify markers, shown in concept as made of *Rammed Earth* structures, are proposed to bring attention to California Avenue and to distinguish the area. The structures serve as both identify markers and establish color patterns and palettes that are continued throughout the project area.

Within the right-of-way of California Avenue each section of the street will be distinctively separated from one another including marked Sharrow travel lanes to be shared between vehicles and bicyclists. Separating the travel lanes and parking lanes will be new 3-ft decorative bands that break up the street and continue the color palette of the identifying markers. To tie the street treatments to the pedestrian new pedestrian-scaled markers will be installed at selected new planter areas to promote community activities and events and to provide historical information about California Avenue and the City of Palo Alto. Large shade trees to encourage continued pedestrian activity along the corridor will also be provided within the planter areas.



Rammed earth entry sign - El Camino Real median



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

- *Access by Proximity:*

Proposed Cal Av Plaza
Bicycle Rack w/Bike Map Kiosk



California Avenue is accessed by thousands of travelers on a daily basis as California Avenue is the only entry point to the Caltrain – California Avenue Station. This project will promote continued access to the station and include *Place Making* ties back to El Camino Real where the future Bus Rapid Transit station will serve as a hub for travelers back to Caltrain, enhanced bicycle-focused parking features at the redeveloped California Avenue Plaza will strengthen this tie.

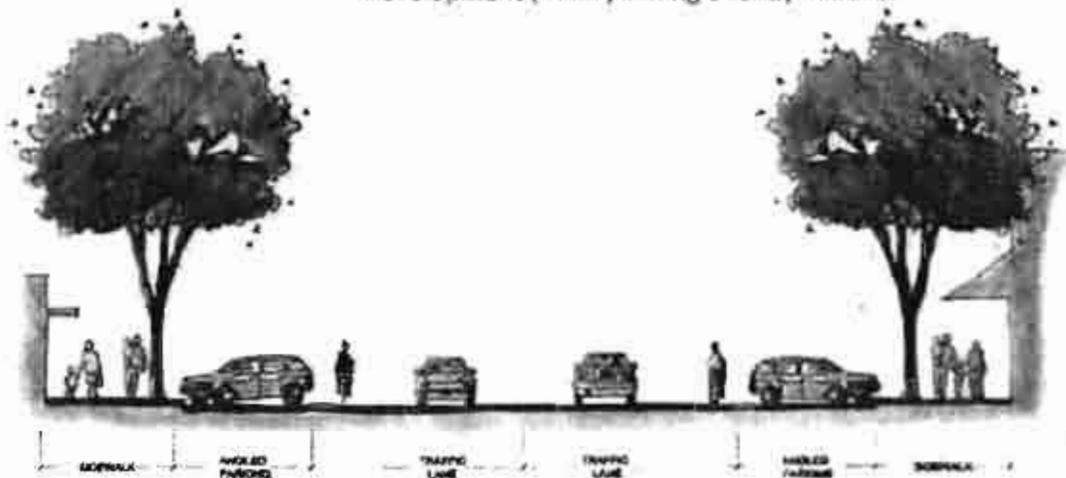
California Avenue is a regional core for transit activity as defined by the VTA and is serviced directly by both the VTA Line 89, Deer Creek Caltrain shuttle and the free Stanford Marguerite Shuttles that connect Caltrain commuters with the Stanford Research Center, the Stanford University Campus and adjacent business centers.

- *Interconnection:*

The California Avenue – Transit Plaza project will tie together adjacent land uses and public transit facilities in a cohesive street environment that encourages dwelling by travelers while promoting livability. The consistent use of elements from each end of the project including El Camino Real markers and planned California Avenue/Caltrain Plaza improvements will tie together the two major transit hubs through a series of improvements for each mode of travel in a consistent and unified manner.

- *Choice:*

There is a variety of existing housing along California Avenue including apartments, condos, and single-family homes all within two city blocks. A senior housing complex exists immediately adjacent to the site as well. Higher densities are envisioned on and along California Avenue due to adoption of a Pedestrian Transit Oriented Development (PTOD) zoning overlay in 2006.





California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

The proposed project is consistent with the California Avenue PTOD by contributing to a street environment that encourages use of alternative modes of transportation.

2. PROJECT CONTEXT AND SETTING

Project Scope

The California Avenue – Transit Hub Corridor Enhancement project ties together the transit facilities on El Camino Real and the California Avenue Caltrain Station. The project includes the following elements:

- Identity Markers along El Camino Real and throughout California Avenue,
- Redevelopment of the California Avenue Caltrain Plaza that serves as an entrance to the Caltrain Station and undercrossing,
- A 4- to 2-lane vehicle lane reduction to promote a safer bicycle and pedestrian environment,
- Use of unique color palettes in both the street surface and above-ground structures to promote the development of a Sense of Place within the community,
- Traffic Calming treatments including bulb-out to reduce crosswalk lengths at select intersections to promote mobility choice,
- Raised table crosswalks made of colored concrete with decorative scoring treatments and supplemented by high-visibility pedestrian-activated flashing beacons to promote awareness of pedestrian activity,
- Pedestrian-level streetscape furniture throughout the street, and
- A more efficient use of public parking space to promote continued economic vitality.

Land Use Development

The Palo Alto Central development built in early 1980s at California Avenue and Park Blvd was the first transit-oriented development in Santa Clara County. The recently adopted California Avenue PTOD continues to promote mixed-use activity on and along California Avenue; over 400 residential units are planned or were recently built. This project will serve as a catalyst towards continued redevelopment by providing an environment that is conducive towards pedestrian and bicycle activities.

Table 1 highlights the private development projects immediately within the project area and their status. *Attachment 4* also demonstrates *Housing Density & Occupancy by Block Group and Locations of Proposed Housing Development Activity*.



Table 1: Residential & Mixed-Use Development in the Project Area

Item	Project Name	Status	No. of Units	Distance (ft)
1	Sunrise Senior Housing	Built	81	1000
2	195 Page Mill (Apts)	Planning	84	1400
3	2051 El Camino Real (Apts)	Built	2	1100
4	Stanford Mayfield (Condos)	Planning	70	200
5	Stanford Mayfield (SFH)	Planning	180	3000
7	2650 Birch St (Condos)	Planning	4	850
8	385 Sherman St (Condos)	Planning	3	400
9	420 Cambridge Av (townhomes)	Planning	4	400
Total Planned Residential Units:			428	

Public Transportation Connectivity

The project area is located immediately adjacent to existing and future transit facilities of regional significance including the existing Caltrain – California Avenue Station, the existing El Camino Real Transit Routes, future El Camino Real Bus Rapid Transit Station, and local Stanford University Marguerite and VTA routes. These existing public transit uses provide direct transit access to some of the most influential and renowned private facilities in the world including Stanford University Research Park, Hewlett-Packard and Facebook to name just a few. Planned business expansion from companies such as Facebook, America Online, and Hewlett-Packard are anticipated in 2011 near California Avenue.

The funding of the California Avenue Trans Hub Corridor Enhancement project will help to sustain and promote growth of public transit activities by providing a comfortable and safe plaza for traveling between transit stations while at the same time helping to build a new identity for the California Avenue PTOD community. California Avenue provides the highest

Proposed Cal Av
Pedestrian Alley Enhancements



amount of bicycle boarding's to a Caltrain station in the region with over 60 peak hour bike trips and another on-going 30 non-peak bike trips on a daily basis (Aug 2010 data). Weekend bicycle activity is even higher with regular Farmer's Market activities on California Avenue between El Camino Real and Ash Street within the project area; an optional Community Stage near Ash Street will help to promote these types of continued activities and provide opportunities for longer-term street closure to sustain community and economic development activities.

Enhancements to alleys along the corridor will be provided to help enhance pedestrian connections to existing surface parking lots and to link and promote redevelopment to adjacent streets.



3. PROJECT READINESS

The City has developed the California Avenue Transit Hub Corridor Enhancement project through an on-going dialogue with the California Avenue business and residential communities. The project is ready to move forward into the environmental and design stages if the construction phase is funded by the VTA CDT program. Historical information regarding the City's public outreach process for the project is available at:

<http://www.cityofpaloalto.org/depts/pwd/news/details.asp?NewsID=1394&TargetID=145>

The environmental stage is envisioned to be a relatively minor process with a focus on a transportation study to validate the proposed 4- to 2-lane reduction and provide recommendations for traffic improvements to adjacent streets. Traffic counts collected by the City do not show any significant impact with the lane reduction on California Avenue. Upon award of grand funding for the project, the City will complete all necessary CEQA and NEPA clearances to satisfy the requirements of the Caltrans Environmental Review process.

There are also no drainage or tree impacts to existing facilities and the project provides an increase in on-street parking availability. The project is entirely within the City right-of-way and no new permits or easements are needed.

To expedite the project, the City will fund both the environmental and design stages of the project so that when funding becomes available in February 2012 the City can immediately move forward with construction.

4. PROJECT BENEFIT

The City conducted an extensive community outreach process for the development of this project with merchants, property owners and local residents. The concept plans were developed with input from the City's Bicycle Advisory Committee and with the general public through citywide community meetings. Pending environmental review, the project is supported largely by the public.

Our project sponsor, Caltrain, identifies the benefits of the project through the continued promotion of the California Avenue Station and its ties to existing and regional transit facilities including Bus Rapid Transit, local community shuttles, and the California High Speed Rail connection.



Flamed earth entry sign - California Avenue median



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

The following is a partial list of most important benefits that the project will provide consistent with the CDT Program – Best Practice Principles and local planning documents:

- *Integrate Transit and Create a Multimodal Transportation System*

The project links existing public transit facilities along El Camino Real with the existing California Avenue Caltrain Station both visually and functionally through aesthetic and functional traffic calming treatments along California Avenue. These improvements will be extremely important as the VTAs Bus Rapid Transit project, promoted in the regional Grand Boulevard Initiative project vision.

Of the 34 train stations along the Peninsula, the California Avenue Caltrain station ranks 11th in ridership. Caltrain recently completed platform improvements at the station along with adding a pedestrian tunnel that allows passengers to safely access platforms on both sides of the tracks. This has allowed Caltrain to increase the number of train stops at the California Avenue station and for the bus line activity on California to increase as well, increasing inter-modal transit opportunities.

Existing transit and shuttle facilities on California Avenue are maintained and enhanced by the addition of concrete bus pads, custom preformed thermoplastic markers with VTA and Stanford Marguerite logos, and shelter enhancements at Park Avenue.

- *Intensity Land use and Activities – Pedestrian Plaza*

Proposed within the project is the redevelopment of the California Avenue Plaza that provides direct access to the Caltrain station and a pedestrian and bicycle undercrossing connection to the east side of Alma Street.



The city views the redevelopment of the plaza as a significant community feature to that will both help to promote land use activities and promote continued use of public transit including Caltrain, VTA and the Stanford Marguerite shuttle.

The city has budgeted approximately \$300,000 in the project budget for the renovation of the plaza as part of this project. The City and Caltrain have been in discussion designed to seek cooperative service improvements such as the relocation of the 42 bike lockers that are owned and managed by Caltrain off of the existing plaza and onto



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

the Caltrain surface lot or the station platforms providing for unique opportunities to revitalize the plaza into a pedestrian and bicycle focused amenity for the community. The City plans to implement decorative bike lockers with canopy shelters and information kiosks to bring awareness and use of local and regional bicycle facilities.

The tunnel at the plaza connects North California Avenue to California Avenue serving over 2,000 pedestrians and bicyclists per day, including many school-aged children whom walk or bike to school. Angled parking along the plaza will be relocated creating opportunities to redistribute the existing bike racks and additional ones around a mature grove of trees complimented with game tables and seating areas that will help the plaza to become a vibrant pedestrian plaza and gateway feature for this end of California Avenue.

- *Establish Streets as Places - Traffic Calming*

The project provides for a 4- to 2-vehicle travel lane reduction that is supplemented by visual separation of street uses including travel lanes and parking lanes through the use of 3-ft wide colored concrete or paver bands. This decorative band also serves to continue the promotion of a unique “sense of place” for the transit corridor through the continuation of color palettes used in the new markers.

The project corridor has four existing mid-block crossing locations, three of those locations will be upgraded to raised crosswalk tables that will be constructed out of colored concrete that matches the paver band colors separating the vehicle travel lanes from the parking lanes. The raised crosswalk tables will include decorative score marks and patterns that will be developed through a community process as part of the ongoing design of the project. The raised table crosswalks will also include pedestrian-activated flashing beacon warning systems for enhanced pedestrian awareness, visibility and safety.

- *Focus on Existing Areas and Design in Context*

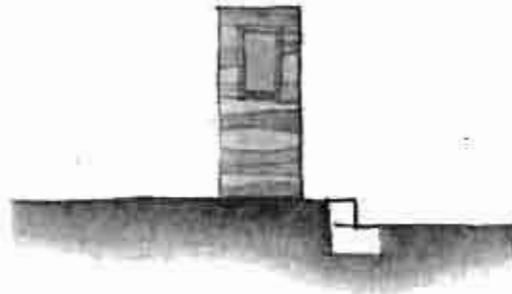
The project will install Sharrow bicycle facilities to promote the continued sharing of travel lanes between vehicles and bicyclists. The Sharrow use with proposed angled parking along California Avenue was proposed by the City due to the significant amount of bicycle activity to and from the Caltrain Station. To further ensure bicycle safety for the corridor, the decorative 3-ft paver band that separates the vehicle travel lanes from the parking lanes and raised concrete crosswalk tables will help to reduced vehicle speeds and provide constant reminders to motorists as to the presence of bicycle activity in the roadway. A removal or conversion of angled parking to accommodate bicycle lanes facilities was not supported by the community or the City’s PABAC. PABAC is in support of the Sharrow with angled parking concept.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

Pedestrian-scaled improvements include bulb-outs throughout the corridor that will help to reduce vehicle speeds, provide locations for the installation of unique elements for pedestrians such as the illuminated markers or large shade trees to provide a more comfortable environment for travelers between transit stations.



Rammed earth illuminated monument

Throughout the corridor there are also additional amenities that will be provided within the existing sidewalk zones including decorative park benches, trash/recycle receptacles, consolidating news racks and information kiosks.

- **Manage Parking**

This project provides for strategic place making elements while better managing and increasing parking availability, uses that would typically conflict with one another. The proposed project provides an additional 24 on-street parking spaces throughout the project area.

- **Public Art**

California Avenue has 14 distinctive pieces of public art including a fountain that is currently undergoing redevelopment through a separate project. The pieces are in good condition and will help to promote California Avenue as an attractive transit corridor. Where public art seating treatments can be expanded as part of the proposed street plan line.

- **Sustainability**

The City of Palo Alto is committed to sustainability and has adopted “green” policies and cost-benefit analysis to achieve environmental benefits. Accordingly, the City intends to include as many sustainable design features as possible in the project including drought-resistant landscaping, “smart” irrigation systems, benches made from recycle materials, and recycling containers.



California Av – Transit Hub Corridor Enhancements

Valley Transportation Authority – CDT Program

SECTION THREE: ATTACHMENTS

<u>Attachment</u>	<u>Description</u>
1	CDT Grants Project Review Checklist
2	California Avenue Transit Hub Corridor Enhancements – Plan Line
3	Project Map with Transit Overlay
4	Local Land Use and Development Activity Map
5	VTA Project Schedule and Cost Estimate Form
6	City of Palo Alto Project Schedule
7	Photographs Depicting Existing Conditions
8	Illustrations of Proposed Street furniture
9	Illustrations of Park Blvd Plaza Improvements
10	Letters of Support

ATTACHMENT 1 - CDT GRANTS PROJECT REVIEW CHECKLIST

VTA is required to review and approve the final project designs for CDT Capital Grants projects to ensure that projects are consistent with the conceptual designs submitted as part of a sponsor's application to VTA. Please initial the following and have the City Manager sign off and date at the end of the checklist.

1. Project Sponsor will provide VTA with an adopted council resolution within 3 months after CDT Program approval. JL
2. Project Sponsor will invite VTA to all design development meetings. JL
3. Project Sponsor will obtain CEQA and NEPA clearance for the project. JL
4. Project Sponsor will complete a field review through Caltrans Local Assistance within 6 months of VTA grant approval. JL
5. Project Sponsor will provide VTA with photographs of the existing conditions of the project. JL
6. Project Sponsor will meet with VTA to review project design at 35%, 65%, and 100% and allow VTA to comment on the plans. JL
7. Project Sponsor will send a final PS & E package to VTA for design review approval and Caltrans Local Assistance for final approval. JL
8. Project Sponsor will obligate all federal funds by February 1, of the year of programming. To obligate funds, Project Sponsor must receive an E-76 for construction. JL
9. Project Sponsor will advertise the project and award a construction contract immediately after receipt of E-76 for construction. JL
10. Project Sponsor will construct the project within 2 years after receipt of E-76 for construction. JL
11. Project Sponsor will invite VTA to participate in any public ceremonies held in connection with the project. JL
12. Project Sponsor will acknowledge VTA's funding contribution on all on-site project signage and on all printed materials distributed to the public that are related to the project. JL



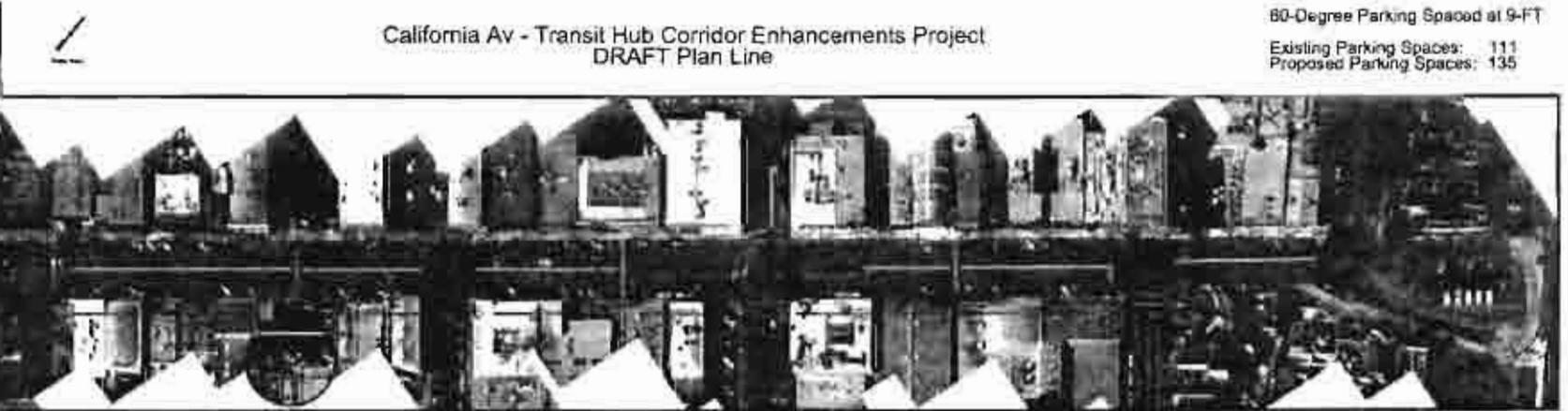
City Manager Signature

 9.30.10
Date

California Av - Transit Hub Corridor Enhancements Project
DRAFT Plan Line

80-Degree Parking Spaced at 9-FT

Existing Parking Spaces: 111
Proposed Parking Spaces: 135



Seating Area



Plaza Option 1



Plaza Option 2

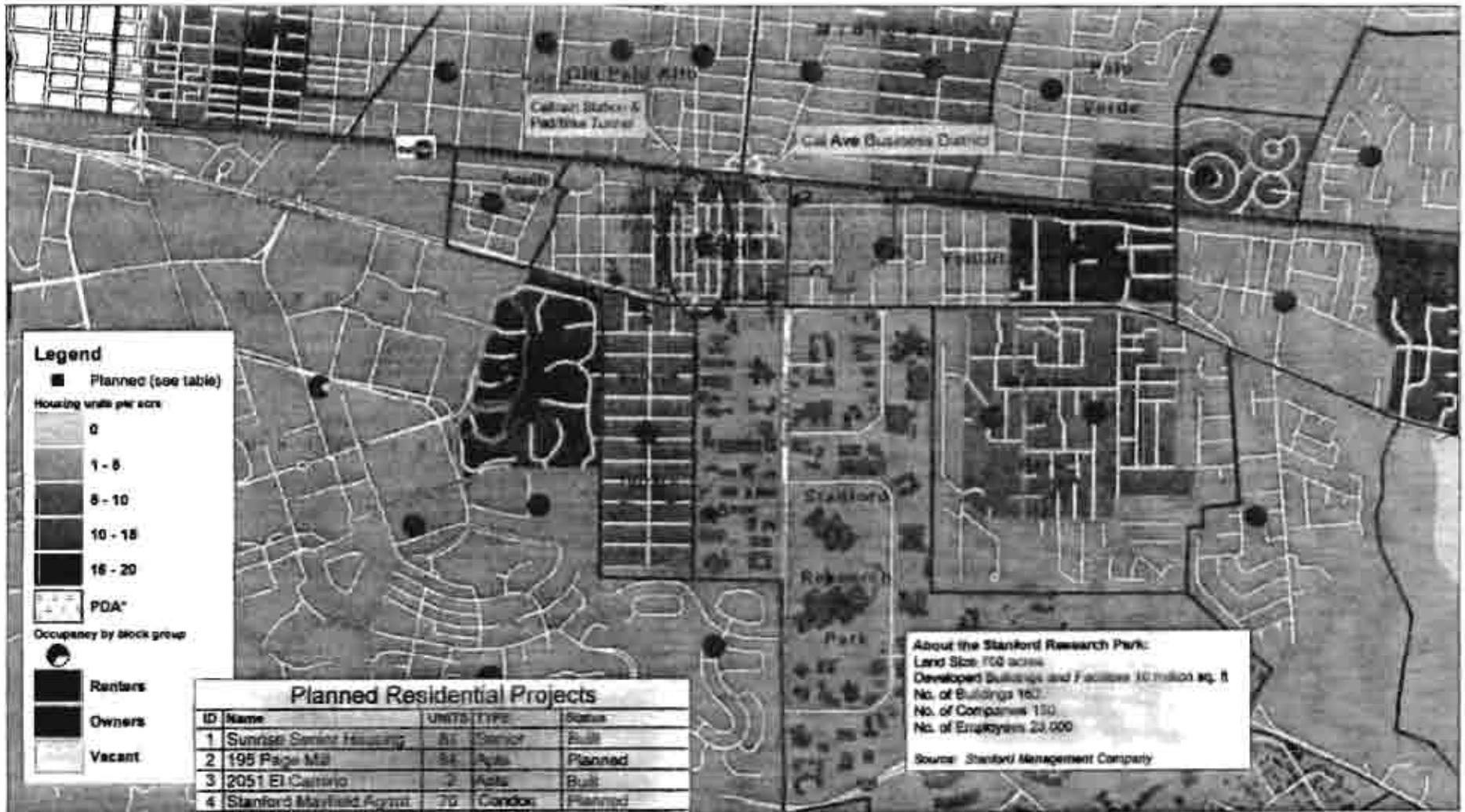




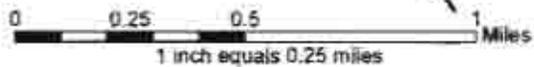
1 inch equals 1,000 feet

**California Avenue Area
Designated Bikeway and Transit Map**

Attachment 3



*Note: Priority Development Area (PDA)
 Date: March 2010
 Sources: 2000 Census of Population and Housing data, Census Block Groups, and City of Palo Alto Planning Division



**California Avenue Area Neighborhoods
 Housing Density and Occupancy By Block Group and
 Locations of Proposed Housing**

**ATTACHMENT 5
PROJECT COST AND SCHEDULE ESTIMATES**

VTA Rev1 - 102610

City/Town of Palo Alto
 Contact Name: Jaime Rodriguez
 Contact Phone: 650-329-2136
 Contact email: jaime.rodriguez@cityofpaloalto.org
 Project Title: California Avenue-Transit Hub Corridor Enhancement

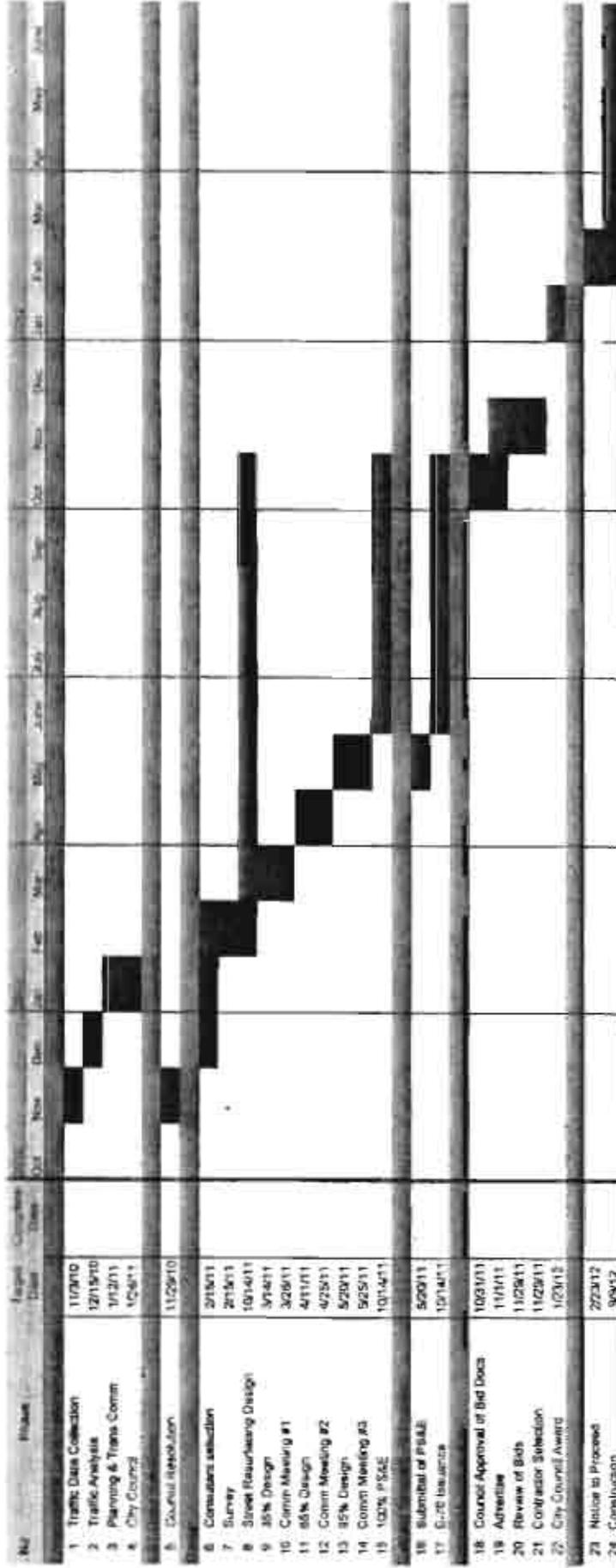
PROJECT COST

PROJECT SCHEDULE
(mm/yy)

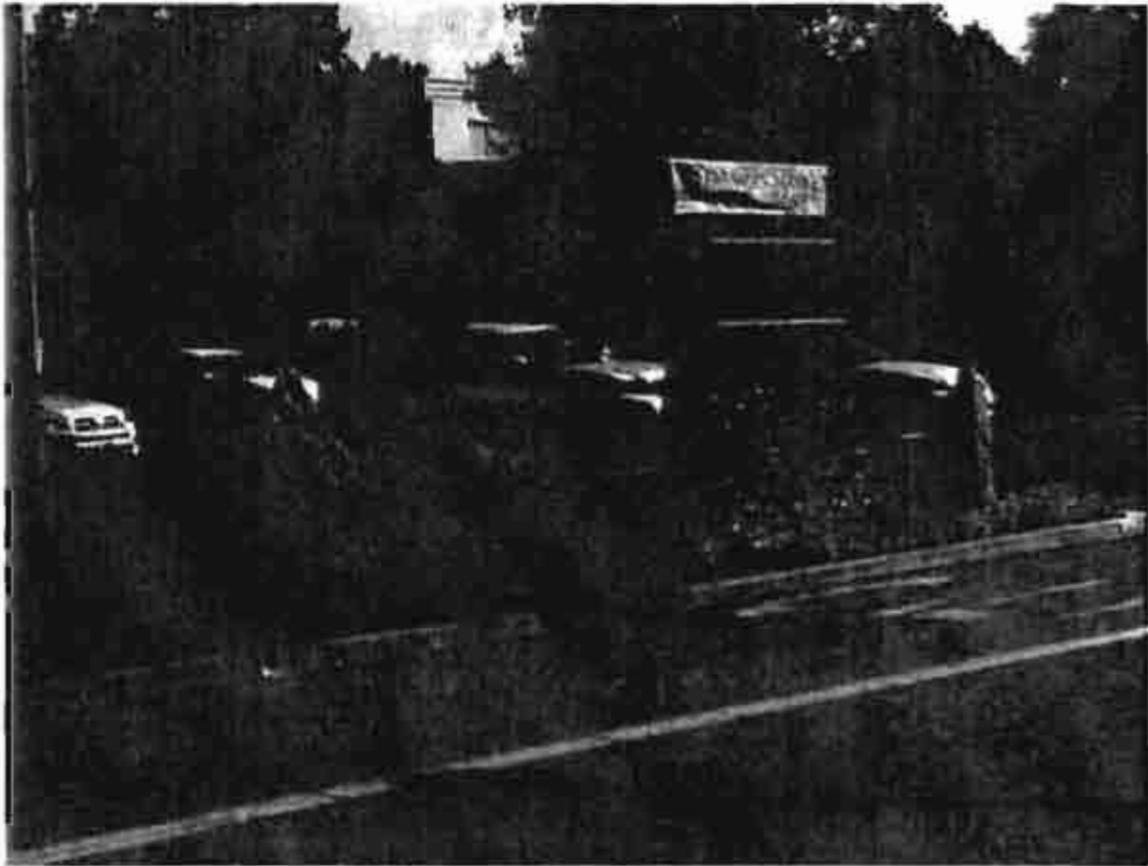
PROJECT PHASE	FUNDS REQUESTED	LOCAL MATCH \$	LOCAL MATCH %	OTHER FUNDS TYPE/\$	START DATE	END DATE
ENV	\$ -	\$ 25,000	100.0%			
				\$ -		
PSE	\$ -	\$ 200,000	100.0%		02/11	10/11
				\$ -		
ROW	N/A	N/A	N/A		N/A	N/A
				\$ -		
CON	\$ 1,175,200	\$ 325,000	22.0%		02/12	09/12
				\$ -		
TOTAL	\$ 1,175,200	\$ 550,000				

City of Palo Alto - California Avenue
 Project Schedule
 Last Update: October 4, 2010

ATTACHMENT B



California Avenue-Transit Hub Corridor Enhancement project
Existing Conditions



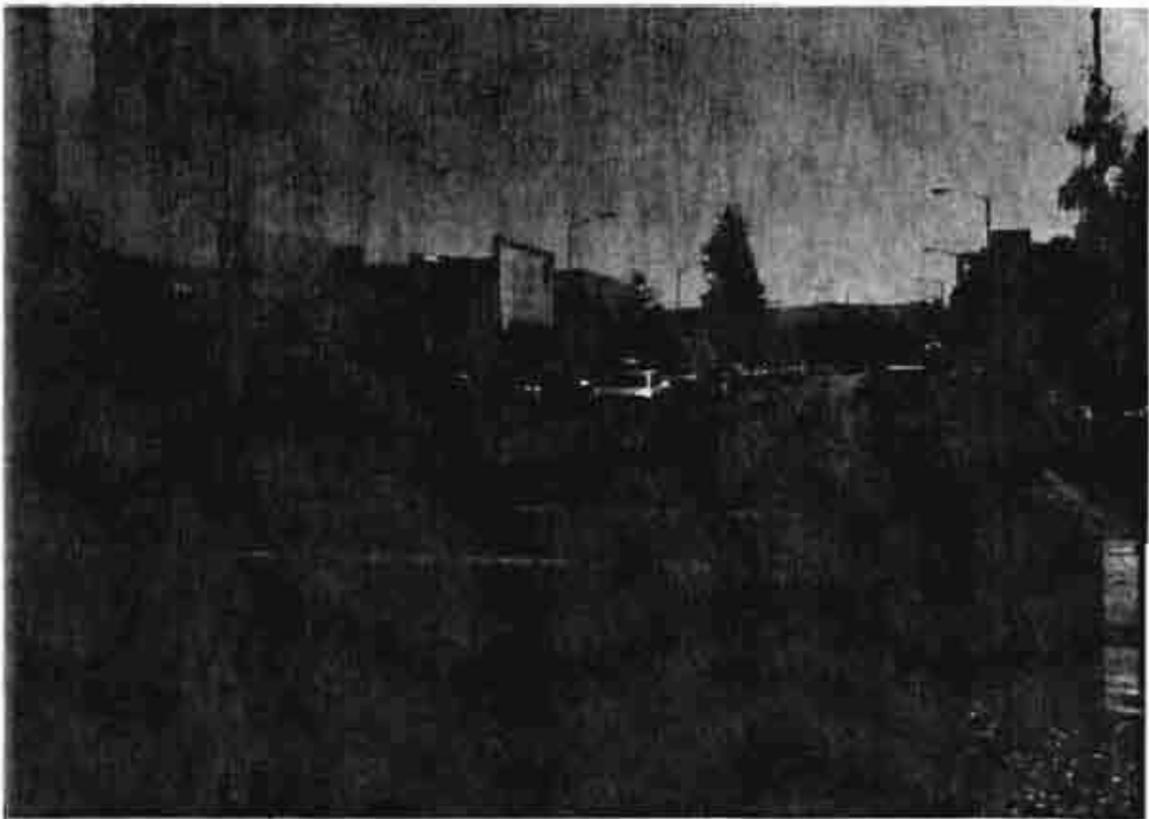
California Avenue Business District entrance from El Camino Real



California Avenue looking west towards El Camino Real



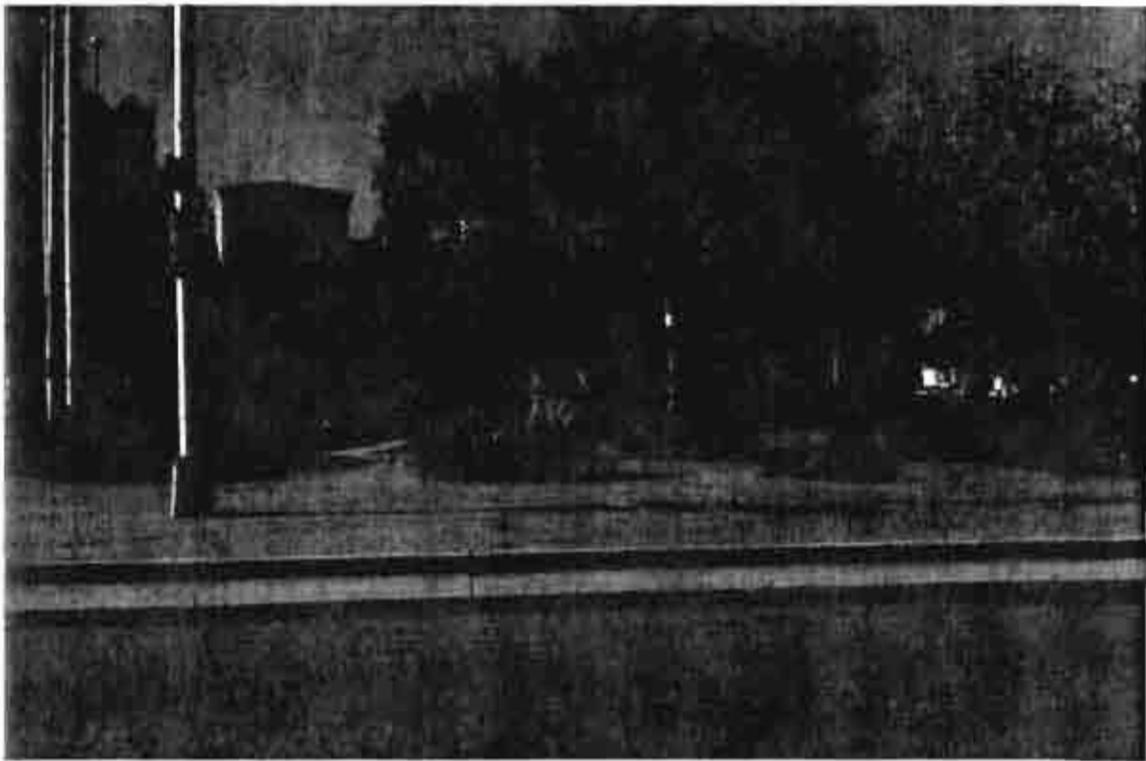
Mid block crosswalk between Ash and Birch, looking east towards the Caltrain Station



California Avenue looking west towards El Camino Real



Plaza and Caltrain Station



Plaza

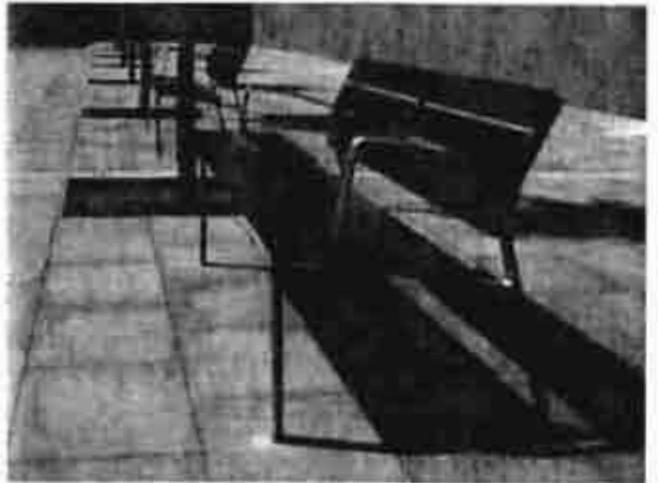
Proposed Street Furniture



Trash/recycling receptacles



Bike Racks



Benches



Attachment 8

Attachment 9
Illustrations of Plaza Improvements

Option 1



Option 2





September 23, 2010

Jamie Rodriguez
Chief Transportation Official
Planning & Transportation Division
City of Palo Alto
P.O. Box 10250
Palo Alto CA 94303

Re: Community Design and Transportation (CDT) application: California Avenue Streetscape Improvements project

Dear Mr. Rodriguez:

The Palo Alto Bicycle Advisory Committee (PABAC) is pleased to support the City's application for the Community Design and Transportation (CDT) grant, sponsored by the Valley Transportation Authority (VTA). PABAC endorsed the preliminary concept plan and proposal to apply for CDT funds for the project.

The committee strongly believes that the plan would improve safety for bicyclists and pedestrians, and address the need for improved and additional bicycle parking. PABAC believes the reduction in lanes from two to one in each direction, and the conversion of parallel parking to diagonal parking will not be a hazard for bicyclists. The new 2-lane street configuration will provide a more comfortable travel way to be shared between vehicles and bicycles. The roadway widths will continue to be more than sufficient to permit bicyclists to avoid parked cars and to permit drivers to pass cyclists on the left, as they do now.

The proposed improvements will make California Avenue more conducive to cycling, an improvement that would be greatly appreciated by all bicyclists.

PABAC looks forward to further opportunities to provide input as this project moves forward.

Sincerely,

A handwritten signature in black ink, which appears to read 'Cedric de La Beaujardiere'. The signature is written in a cursive, somewhat stylized script.

Cedric de La Beaujardiere
Chair, Palo Alto Bicycle Advisory Committee



725 Alma Street • Palo Alto, CA 94301 • (650) 321-9709 • Fax (650) 321-4341

September 28, 2010

Mayor Pat Burt and Members of the City Council
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

**Re: Community Design and Transportation (CDT) Grant
California Avenue Streetscape Improvements**

Dear Mayor Burt and Members of the City Council:

Palo Alto Housing Corporation (PAHC) is a private non-profit public benefit corporation that develops, builds, acquires and manages low-and moderate-income housing. With almost 700 units owned and managed by its related entities, it is the largest private owner of affordable rental housing in Palo Alto. Two of PAHC's developments are in the area to be affected by the proposed improvements in the application for California Avenue. PAHC supports this grant application.

The population that PAHC serves near the California Avenue area includes families with children, the elderly, and those living with disabilities. California Park Apartments, at 2301 Park Boulevard, is adjacent to the California Caltrain Station. Its residents are families with maximum incomes of 60% of area median income. The Sheridan Apartments at 360 Sheridan Avenue is approximately four blocks away, serving elderly and disabled residents with incomes that average 40% of the area median income. Low to moderate income homeowners reside in Birch Court Condominiums at Birch and Grant, which PAHC built in 1985. Improvements in pedestrian access, safety and aesthetics along California Avenue will directly benefit all of these residents.

The proposed improvements will create a more attractive gateway into the California Avenue area and strengthen the connection to transit options. More broadly, these improvements would reinforce the identity of this special district and enhance the quality of life for those living in the surrounding neighborhoods.

Sincerely,

PALO ALTO HOUSING CORPORATION


Candice Gonzalez
Executive Director

Cc: James Keene, City Manager

EXHIBIT "D"



PLANNING & TRANSPORTATION DIVISION

STAFF REPORT

TO: PLANNING & TRANSPORTATION COMMISSION

FROM: Jaime O. Rodriguez
Chief Transportation Official

DEPARTMENT: Planning &
Community Environment

DATE: January 12, 2011

SUBJECT: Recommendations to the City Council regarding 1) a Negative Declaration for the California Avenue Streetscape Project, including a proposed 4-lane to 2-lane reduction between El Camino Real and the California Avenue Caltrain Station, and 2) a Capital Improvements Program for the project.

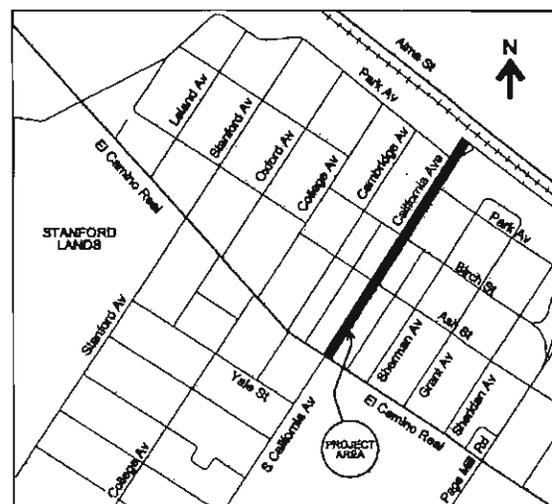
RECOMMENDATION

Staff recommends that the Planning and Transportation Commission (PTC) recommend to the City Council:

- 1) Approval of the proposed Negative Declaration for the California Avenue Streetscape Project, and
- 2) A Capital Improvements Program (CIP) to fund the project improvements.

BACKGROUND

In October 2010, the City submitted an application to the Valley Transportation Authority (VTA) for Community Design for Transportation (CDT) Program funding for the California Avenue Transit Hub Project. The proposed project provides for streetscape improvements along California Avenue between El Camino Real and the California Avenue Caltrain Station, including place making, traffic calming and other streetscape improvements. The City Council authorized the filing of the grant request on December 6, 2010. The VTA approved the grant application for project funding in the amount of \$1,175,200 on December 9, 2010.



Over the months of August and September before the submittal of the grant application, City staff solicited community input through an extensive community outreach process conducting five community meetings with California Avenue merchants, the general public and the Palo Alto Central Board. During the community outreach process, the community's main concern was the proposed 4-lane to 2-lane reduction. In December, after completion of a traffic analysis for the project, a sixth meeting was held with the community to discuss the results of the analysis.

DISCUSSION

The California Avenue Transit Hub Corridor Project streetscape improvements include: community identity markers; traffic calming treatment including intersection and mid-block pedestrian crossing bulb-outs and a 4-lane to 2-lane roadway reduction; roadway chicanes that provide for additional tree planting or public art elements; streetscape elements including street furniture such as park benches, newspaper racks, and enhanced bicycle parking; and improvements to the Park Blvd Plaza. These improvements enhance the connection between existing residential and commercial land uses to the transit facilities at each of California Avenue, with Caltrain on the eastern end and VTA transit facilities on the western end.

Project Purpose

In keeping with the vision of the Comprehensive Plan, the purpose of the California Avenue Streetscape Project is to develop a "complete" roadway that best utilizes the available right-of-way of the street to:

- Provide safe space for pedestrians and bicyclists along and crossing the street;
- Maintain adequate vehicle movements while slowing cars and trucks to enhance safety;
- Enhance the overall appearance of the street and adjacent non-vehicular spaces with trees and landscaping, artwork, tables and chairs for outside dining, benches, kiosks, signage, and bicycle racks;
- Accommodate parking needs; and
- Facilitate the use of the plaza near the train station for amenities such as the fountain, landscaping, pedestrian access, seating areas, and bicycle racks.

California Avenue has historically been a four-lane street. It originally provided access to Alma Street but is now disconnected from Alma Street by the Caltrain tracks and is not likely to ever be reconnected. As a result, it accommodates a very low level of vehicular traffic (see analysis below). The lane reduction improves the pedestrian/bicyclist experience along the street and the connection between the existing land uses and the enhanced streetscape elements; two-lane streets frequently serve as central business district streets and provide more effective use of the public right-of-way while enhancing the pedestrian and business environment. The lane reduction also allows existing on-street parking to be brought to current parking design standards while expanding the availability of parking on the street.

In order to evaluate whether the 4-lane to 2-lane reduction would have any significant impacts on existing traffic conditions, the City hired a traffic consultant to collect traffic data in November on and along California Avenue and prepare a Traffic Impact Analysis (TIA) to serve as the basis for the evaluation of Transportation and Traffic impacts for the Initial Study prepared for

the California Environmental Quality Act (CEQA) evaluation of the project. The TIA focused on three elements:

- Intersection Level of Service (LOS)
- Roadway Segment LOS by Block Segment, and an
- Independent Roadway Operations Analysis of the city-prepared plan line concept for California Avenue.

Intersection Level of Service Analysis

Intersection LOS is a measurement of “delay” to progress through an intersection based on the intersection control type. For example, intersections with signalized controls such as California Avenue & El Camino Real are measured differently in terms of the amount of acceptable delay compared to intersections with All-Way STOP-controls such as California Avenue & Ash St. Intersection LOS is measured by letter grades on a scale of LOS-A to LOS-F, with LOS-A representing little to no delay by motorists and LOS-F representing unacceptable delays.

The TIA analyzed seven “study intersections” at varying times of day to determine how the proposed 4-lane to 2-lane study would impact intersection operations along California Avenue and adjacent streets. In general, a significant impact occurs when a project causes an intersection or roadway segment to deteriorate below LOS-D. Any significant changes in LOS between existing (4-lane) and project (2-lane) conditions may also serve as an indicator of potential “shifting of traffic” from California Avenue to adjacent streets such as Cambridge Avenue or Sherman Avenue. The Intersection LOS study intersections and their control-type are noted below:

Table 1
Traffic Impact Analysis
Study Intersections

No.	Intersection Name	Control Type
1	California Avenue & El Camino Real	Traffic Signal
2	California Avenue & Ash Street	All-Way Stop
3	California Avenue & Birch Street	All-Way Stop
4	California Avenue & Park Blvd (West)	All-Way Stop
5	California Avenue & Park Blvd (East)	All-Way Stop
6	Cambridge Avenue & Birch Street	All-Way Stop
7	Sherman Avenue & Birch Street	All-Way Stop

The intersection LOS findings, provided in Table 2, show that the 4-lane to 2-lane reduction on California Avenue between El Camino Real and the Park Blvd Plaza do not result in any significant Level of Service impacts to the study intersections. As a result, no anticipated shifting of traffic from California Avenue to adjacent parallel streets such as Cambridge Avenue or Sherman Avenue is expected if the street is restriped to two lanes.

Table 2
California Avenue TIA – Intersection LOS Findings

Intersection Name	Existing Conditions (4-Lanes)						Project Conditions (2-Lanes)					
	LOS			Existing Delay (Sec)			LOS			Delay Increase (Sec)		
	AM	MID	PM	AM	MID	PM	AM	MID	PM	AM	MID	PM
California Ave & El Camino Real	C	C	C	24.7	28.8	30.5	C	C	C	0	0	0
California Ave & Ash St	A	A	A	8.2	9.1	8.4	A	A	A	0.4	0.8	0.5
California Ave & Birch St	B	B	A	11.1	10.9	9.8	B	B	A	0	0.3	0.1
California Ave & Park Blvd (West)	A	A	A	8.2	8.4	8.4	A	A	A	0	.04	.08
California Ave & Park Blvd (East)	A	A	A	7.2	7.3	7.4	A	A	A	0	0.1	0
Cambridge Ave & Birch St	A	A	A	8.2	8.3	8.3	A	A	A	0	0	0
Sherman Ave & Birch St	A	A	A	9.6	8.9	8.8	A	A	A	0	0	0

Roadway Segment LOS Analysis

Like the Intersection LOS analysis, the Roadway Segment LOS analysis uses a similar letter grade scale but instead of focusing on delay time it measures volume demand against roadway capacity. A Roadway Segment LOS analysis was conducted for every block segment and in every travel direction along California Avenue to accurately measure the effects of the proposed 4-lane to 2-lane reduction on California Avenue.

The average daily traffic volumes on California Avenue vary between 5,280 vehicles per day near El Camino Real and 2,748 vehicles per day near Park Blvd. For reference purposes, Table 3 below provides a comparison of traffic volumes of California Avenue against that of traffic in downtowns in neighboring cities.

Table 3
Neighboring Agencies - Downtown Traffic Volume Comparison

No.	City	Street	Avg. Daily Traffic Volume
1	Palo Alto	California Avenue	5,280
2	Palo Alto	University Avenue	18,700
3	Menlo Park	Santa Cruz Avenue	15,445
4	Mountain View	Castro Street	14,297
5	Los Gatos	Santa Cruz Avenue	16,000

The roadway capacity of California Avenue under the current 4-lane condition is approximately 1,360 vehicles per hour per direction or 680 vehicles per lane. The TIA measured the existing Roadway Segment LOS of California Avenue under current (4-lane) and project (2-lane) conditions but assumed a conservative 560 vehicles per lane capacity under project conditions to account for vehicles backing into and out of parking stalls. The reduction in capacity helps to account for "side traffic friction" and is an industry practice in the measurement of Roadway Segment LOS.

The Roadway Segment LOS findings are provided in Table 4 and show that the 4-lane to 2-lane reduction on California Avenue between El Camino Real and the Park Blvd Plaza would result in a Less Than Significant impact to the street; each of the roadway segments would operate at LOS B or better. This is expected because even under project conditions (2-lanes), the directional capacity of the roadway is still twice as great as the vehicle demand of the street.

Table 4
California Avenue TIA – Roadway Block Segment LOS Findings

California Avenue Roadway Block Segment	Travel Direction	Ex. Volumes			Roadway Segment LOS (4-lanes)			Roadway Segment LOS (2-lanes)		
		AM	MID	PM	AM	MID	PM	AM	MID	PM
El Camino Real to Ash St	EB	140	242	190	A	A	A	A	B	B
	WB	200	230	233	A	A	A	B	B	B
Ash St to Birch St	EB	84	181	141	A	A	A	A	B	A
	WB	176	244	221	A	A	A	B	B	B
Birch St to Park Blvd (West)	EB	65	127	117	A	A	A	A	A	A
	WB	113	152	136	A	A	A	A	B	A
Park Blvd (West) to Park Blvd (East)	EB	51	82	69	A	A	A	A	A	A
	WB	97	170	196	A	A	A	B	B	A

Operations Analysis

The operations analysis of the TIA was intended to provide an independent review of the concept plan line developed by the City through the various community outreach meetings held before the submittal of the California Avenue – Transit Hub Corridor Improvement Project grant proposal. The operations analysis also included a queuing study of the California Avenue & El Camino Real intersection to determine whether the 4-lane to 2-lane reduction would result in any queue impacts from the signalized intersection at El Camino Real on California Avenue.

The traffic consultant recommends several optional improvements to the City conceptual plan line for California Avenue. All of the recommendations have been included in the proposed plan by the City and if approved by the City Council will be used by a future design consultant for the project specifications.

The operations recommendations are listed below:

1) Maintain 2-Lanes Westbound on California Avenue Approaching El Camino Real

The original city concept plan line maintained the 3-lane westbound approach on California Avenue between El Camino Real and the first mid-block crosswalk located adjacent to Izzy's Brooklyn Bagels shop. During the commute periods, however, the existing queue beyond the crosswalk would double in length under a one lane condition so maintaining the two lane westbound approach for 200-ft beyond the limit line from El Camino Real will help to maintain the existing roadway operations. This results in the loss of five proposed new parking spaces along the north side of California Avenue between El Camino Real and Ash St but retains the existing 12 parking stall count.

2) Reduce Parking Angle from 60-degree to 45-degree Stalls at Select Block Segments

The original city concept plan line recommended 60-degree parking stalls throughout the project corridor to help provide consistency in parking operations and increase the on-street parking count from 111 stalls to 135 stalls, an increase of 24 on-street parking spaces.

The traffic consultant recommends that the parking stalls be reduced to 45-degrees at the following three block segments because the adjacent vehicle travel lane is narrower in these locations to accommodate either widened sidewalks or additional turn lanes in the street:

- North Side of California Av between Park Bl (West) and Park Bl (East)
- South Side of California Av between Park Bl (West) and Park Bl (East)
- South Side of California Av between Ash St and the Mid-Block Crosswalk located in front of Bank of the West

The reconfiguration of parking stalls to 45-degrees at these locations results in the loss of two proposed new parking spaces. The total on-street parking count with these changes increases from 111 stalls to 128 stalls, an increase of 17 on-street parking spaces.

3) Eliminate 2-lane to 1-lane Weaving Locations

During the initial round of community meetings in August and September, the proposed concept plan line was revised several times to try and accommodate community input regarding operations on California Avenue including the protection of intersection configurations, or 2-Through Lane capacity, at locations such as Birch St. This results in the need to merge back to 1-lane beyond the intersection. The Intersection LOS study shows that the reduction from 2-lanes per approach to 1-lane per approach does not impact Intersection LOS so one continuous through lane can be implemented without any impact to the street.

The second merge location occurs immediately east of El Camino Real entering California Avenue. No more than one lane ever feeds into California Avenue from the El Camino Real intersection though so the existing 2-lane configuration can be reduced to 1-lane without any impacts as noted in the Roadway Segment LOS analysis. The Stanford Marguerite shuttle stop will be relocated easterly from its current location adjacent to the Izzy's Brooklyn Bagel Shop to just past the El Camino Real intersection; this will also help to eliminate choke points on the roadway when the shuttle is boarded.

4) Provide ADA-Compliant Handicap Ramps at Park Blvd

The City concept plan line provides three new crosswalks, one at Park Blvd (West) and two at Park Blvd (East). These were also crosswalk locations requested by the community. Hexagon Transportation Consultants recommends that ADA-compliant handicap ramps be provided at all existing and new crosswalk locations. This will be implemented during the design phase of the project.

Cumulative Traffic Analysis

For CEQA, evaluations of existing and project conditions are required to identify any impacts from the project and were completed as part of the TIA. No future or planned trips are currently estimated along California Avenue nor are there any estimated traffic increases on California Avenue in the City's traffic model under the existing land uses.

Mixed use development (residential development above ground floor retail) is currently allowed under the existing zoning along California Avenue and the existing Comprehensive Plan encourages mixed use development in the California Avenue area but it is unlikely that enough development would occur such that the development would result in impacts to traffic operations along California Avenue under a two-lane scenario. For example, at California Avenue & Birch Street during the midday peak approximately 882 vehicles travel through the intersection resulting in an intersection LOS-B condition under two-lanes. Traffic volumes would need to 76% to 1,554 vehicles before a LOS-D condition was met. At California Avenue & Ash Street, approximately 737 vehicles travel through the intersection during the midday providing an intersection LOS-A condition under two-lanes. Traffic volumes at California Avenue & Ash Street would need to more than double to 1,452 before a LOS-D condition was met. No long-term cumulative traffic impacts are there anticipated under a two-lane project condition.

Other Environmental Factors Evaluated

Other environmental factors evaluated during the CEQA Project Check List along with their findings are summarized in Table 6.

Table 6
CEQA Project Check List and Findings Summary

<u>Category</u>	<u>Finding</u>
Aesthetics	Less Than Significant Impact to No Impact
Agricultural & Forest Resources	No Impact
Air Quality	Less Than Significant Impact to No Impact
Biological Resources	No Impact
Cultural Resources	No Impact
Geology, Soils, & Seismicity	No Impact
Greenhouse Gas Emissions	No Impact
Hazards and Hazardous Materials	No Impact
Hydrology and Water Quality	No Impact
Land Use and Planning	No Impact
Mineral Resources	No Impact
Noise	Less Than Significant Impact to No Impact
Population and Housing	No Impact
Public Services	No Impact
Recreation	No Impact
Transportation & Traffic (TIA)	Less Than Significant Impact to No Impact
Utilities and Service Systems	No Impact

Mandatory Findings of Significance Less Than Significant Impact

The conclusion of the Initial Study is that there are no significant impacts associated with the project, including the reduction of four lanes of traffic to two lanes. The PTC's recommendation will be considered by the City Council on February 10, 2010, at which time the Council will also establish a Capital Improvements Program (CIP) for the project. Since the PTC is responsible for conducting an annual review of CIPs affecting the physical development of the city for consistency with the Comp. Plan and potential improvements in economy efficiency, Staff is recommending that the PTC review those factors now, as the CIP is being established.

Design Phase

If the environmental analysis is approved and the funding is provided, the project will proceed into a more detailed design phase in the spring of this year. The design phase will involve multiple community meetings as well as hearings with the ARB, PTC and ultimately the City Council. During the design phase, which is estimated to take approximately 12 months, specifics will be considered for the types and locations of the various amenities (benches, markers, signs, tables, artwork, bicycle racks, newsracks, trash receptacles, etc.) to be placed along the street, as well as the final configuration of the roadway including parking design, bulb-outs, and crosswalk enhancements. Details for the design of the plaza near the train station will also be reviewed. Construction of the project is expected to begin in the spring of 2012.

Conclusion

In keeping with the vision of the Comprehensive Plan, the California Avenue Streetscape Project is expected to result in the following benefits:

- a) provide improvements for pedestrian, bicyclist and automobile safety;
- b) enhance the overall appearance of the street and encourage pedestrian activity;
- c) accommodate an increased number of parking spaces;
- d) revitalize the plaza area for public use; and
- e) maintain high levels of service for vehicle use.

These improvements serve to support retail vitality along the street, create a sense of identity, and encourage new pedestrian/ transit oriented residential development that will patronize the local businesses and support the use of public transportation, especially Caltrain.

RESOURCE IMPACT

The engineer's estimate for the California Avenue – Transit Hub Corridor Improvements Projects is \$1,725,200. The City received a grant from the VTA CDT Program in the amount of \$1,175,200, and it becomes available to the City for use in February 2012. A \$550,000 local match from the Infrastructure Reserve Account will be required as part of the grant requirements.

The Council will be asked to set up a new Capital Improvements Program project account to fund the California Avenue – Transit Hub Corridor Improvement project on February 14, 2011, and staff recommends that the PTC recommend the new CIP to the City Council. To align the completion of the design phase with the release of the grant for construction of the project, a new CIP project is being pursued outside of the normal CIP review process to enable the design phase to begin immediately. A separate but concurrent roadway resurfacing project on California Avenue will be implemented during the construction of the California Avenue – Transit Hub Corridor Improvements project. The roadway resurfacing project is currently funded in the current CIP.

POLICY IMPLICATIONS

The City's Comprehensive Plan recommends that the City enhance the California Avenue streetscape by upgrading the visual quality of the street to attract additional business and visitors to the area. Consistent with those Comprehensive Plan goals, the proposed streetscape and place-making improvements along California Avenue should ensure continued growth of the California Avenue Business District. The Comprehensive Plan also encourages a mix of residential and non-residential uses at a scale of development that is comfortable for pedestrian use. The Plan encourages improving the appearance of the street while preserving its "home town" character. Also Program L-18 specifically calls out for street improvements that could make a substantial contribution to the character of commercial Centers, including narrowing travel lanes.

ENVIRONMENTAL REVIEW

The Initial Study and draft Negative Declaration are attached. Staff recommends that the Planning & Transportation Commission recommend approval of the Negative Declaration for the California Avenue Transit Hub Corridor Improvement project.

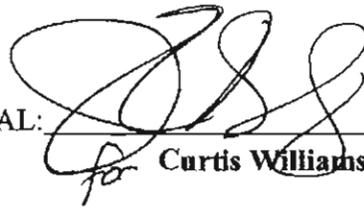
ATTACHMENTS

- A: CEQA Initial Study/Draft Negative Declaration
- B: TIA Study (w/o Appendices)

PREPARED BY:

Jaime O. Rodriguez, Chief Transportation Official

DEPARTMENT/DIVISION HEAD APPROVAL:



for **Curtis Williams, Director**

City of Palo Alto

Department of Planning and Community Environment
 250 Hamilton Avenue, 5th Floor
 Palo Alto, CA 94301
 (650) 329-2441 FAX (650) 329-2154
 www.cityofpaloalto.org



Notice of Intent to Adopt a Negative Declaration

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.) that the following project will not have a significant effect on the environment.

File Number	CAZ	ARNS	Date
N/A	N/A		December 20, 2010
Project Name		Project Type (Use)	
California Avenue Streetscape Improvements - Phase II		Improvements to Right-of-Way	
Owner		Applicant	
City of Palo Alto		City of Palo Alto, Transportation Division	
Project Location			
The project area is limited to the 100 through 400 blocks of California Avenue, which is bounded by the Caltrain station to the east and El Camino Real to the west.			
Project Description			
The California Avenue Streetscape Improvements (Phase II) project includes the implementation of streetscape treatments along California Avenue between El Camino Real and the Caltrain - Park Blvd Plaza. Project elements include: community identity markers; traffic calming treatments such as speed tables at existing mid-block crosswalk locations, bulb-outs at intersections to reduce crosswalk lengths, and a 4-lane to 2-lane reduction; streetscape elements such as decorative pavement bands to divide parking lanes from parking lanes, outdoor seating areas, enhanced bicycle parking elements, information kiosks, and newspaper racks; landscape improvements, enhanced and additional on-street vehicle parking, and community-focused improvements at the Caltrain - Park Blvd Plaza.			
Purpose of Notice			
The purpose of this notice is to inform you that the City of Palo Alto Planning Staff has recommended that a Negative Declaration be approved for this project. City Planning Staff has reviewed the Initial Study for the project, and based upon substantial evidence in the record, finds that no significant environmental effects will occur. It should be noted that the approval of a Negative Declaration does not constitute approval of the project under consideration. The decision to approve or deny the project will be made separately.			
Public Review Period:		Begins: December 27, 2010	Ends: January 18, 2011
Public Comments regarding the correctness, completeness, or adequacy of this negative declaration are invited and must be received on or before the end of the public review period. Such comments should be based on specific environmental concerns. Written comments should be addressed to the City of Palo Alto, Planning Department, 250 Hamilton Avenue, Palo Alto, CA 94301. For additional information regarding this Negative Declaration, please contact Clare Campbell at 650-617-3191.			

The Negative Declaration and Initial Study may be viewed at the following locations:

- (1) Planning Department, 250 Hamilton Avenue, Palo Alto, CA 94301
- (2) Development Center, 285 Hamilton Avenue, Palo Alto, CA 94301

Responsible Agencies sent a copy of this document:

NA

Mitigation Measures included in the project to reduce potentially significant impacts to a less than significant level:

NA

A reporting or monitoring program must be adopted for measures to mitigate significant impacts at the time the Negative Declaration is approved, in accord with the requirements of section 2.108.2.6 of the Public Resources Code:

Prepared by:
Clare Campbell, Planner


Signature

12/20/10
Date



City of Palo Alto
Department of Planning and Community Environment
California Environmental Quality Act
DRAFT NEGATIVE DECLARATION

I. DESCRIPTION OF PROJECT

Date: December 20, 2010

Project Name: California Avenue Streetscape Improvements - Phase II

Project Location: The project area is limited to the 100 through 400 blocks of California Avenue, which is bounded by the Caltrain station to the east and El Camino Real to the west.

Applicant: City of Palo Alto, Transportation Division
Jaime Rodriguez, Chief Transportation Official

Owner: City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Project Description:

The California Avenue Streetscape Improvements (Phase II) project includes the implementation of streetscape treatments along California Avenue between El Camino Real and the Caltrain - ~~Park Blvd Plaza. Project elements include: community identity markers, traffic-calming~~ treatments such as speed tables at existing mid-block crosswalk locations, bulb-outs at intersections to reduce crosswalk lengths, and a 4-lane to 2-lane reduction; streetscape elements such as decorative pavement bands to divide parking lanes from parking lanes, outdoor seating areas, enhanced bicycle parking elements, information kiosks, and newspaper racks; landscape improvements; enhanced and additional on-street vehicle parking; and community-focused improvements at the Caltrain - Park Blvd Plaza.

II. DETERMINATION

In accordance with the City of Palo Alto's procedures for compliance with the California Environmental Quality Act (CEQA), the City has conducted an Initial Study to determine whether the proposed project could have a significant effect on the environment. On the basis of that study, the City makes the following determination:

 X The proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** is hereby adopted.

Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect on the environment in this case because mitigation measures for traffic impacts have been added to the project and, therefore, a **MITIGATED NEGATIVE DECLARATION** is hereby adopted.

The attached initial study incorporates all relevant information regarding the potential environmental effects of the project and confirms the determination that an EIR is not required for the project.



Project Planner

12-20-10

Date

Adopted by Director of Planning and Community
Environment

Date

Signed after the Negative Declaration has been approved

EXHIBIT "E"

William D. Ross
Kypros G. Hostetter
Karin A. Briggs
Isabel Birrueta
Matthew S. Schuman

Law Office of
William D. Ross
520 South Grand Avenue, Suite 300
Los Angeles, CA 90071-2610
Telephone: (213) 892-1592
Facsimile: (213) 892-1519

Palo Alto Office:
400 Lambert Street
Palo Alto, California 94306
Telephone: (650) 843-8080
Facsimile: (650) 843-8093

File No: 1/10

April 14, 2010

VIA ELECTRONIC MAIL

Curtis.williams@cityofpaloalto.org

Sharon.Macway@CityofPaloAlto.org

Curtis Williams, Planning Director
City of Palo Alto
250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301

Sharon Macway, Senior Administrator
Planning Department and Public Works Department
Department of Public Works
250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301

Re: Opposition to Lane Reduction of California Avenue Streetscaping
Improvement Project Phase II;

Dear Mr. Williams and Ms. Macway:

This office is appearing on behalf of the businesses listed in Exhibit "A" on California Avenue in opposition to the proposal of the City of Palo Alto ("City") Department of Public Works to reduce the lanes of traffic on California Avenue.

All of the business listed in Exhibit "A" are in opposition of the proposed reduction of lanes in California Avenue from 4 lanes to 2 lanes as referenced in the hand delivered informal notice of April 8, 2010 for today's meeting, a copy of which is enclosed as Exhibit "B."

The factual representations set forth in this communication are based upon the responses of the City to two Public Records Requests, dated respectively January 26, 2010 and February 16, 2010, as well as the response to the Executive Secretary of the Metropolitan Transportation Commission ("MTC"), dated February 19, 2010.

Curtis Williams, Planning Director
Sharon Macway, Senior Administrator
City of Palo Alto
April 14, 2010
Page 2

FACTUAL BACKGROUND

The proposal for lane reduction first appeared in 2005 in plans associated with the Application of the City Department of Public Works as a “sponsoring agency” and the California Avenue Area Development Association (“CAADA”) “co-sponsoring agency” to the MTC¹ for California Avenue Street Improvements in the amount of \$1,650,000.

Although the Application and accompanying Master Plan referenced extensive business involvement no evidence exists of the involvement. Rather, City documents consistently referenced one or two business owners without *any* comprehensive City or CAADA notice to *all* California Avenue businesses.

Several factual representations in the Applications were not supported by the facts, such as referencing California Avenue as “a popular lunchtime destination for the 23,000 workers from the adjacent Stanford Research Park” and the “Residents and merchants find California Avenue sidewalks to be narrow and obstructed.” How merchants came to this conclusion—if they were never consulted is not explained in any City document.

Allegedly, lane reduction (the elimination of one vehicle lane) was necessary to improve bicycle safety and “to balance street use.”

The 2009 Street Maintenance Program provided for resurfacing and restriping of California Avenue during the tree removal and replacement controversy. Then,

After meetings with the Palo Alto Bicycle Advisory Committee the City’s Transportation Division gave PWE directions to reduce the number of traffic lanes from two lanes each direction to one.²

Why only the Palo Alto Bicycle Advisory Committee was consulted, and not the businesses is not explained. Further, City documents during and after the tree replacement do not reflect individual or general notice that lane reductions was a part of the Street Maintenance Program for California Avenue.

¹ The Application to the MTC was also paralleled with an Application to the Valley Transportation Authority. Both applications can be fairly characterized as an effort to relieve the City of expending its own funds for street resurfacing.

² City Development Review, dated July 29, 2009.

Curtis Williams, Planning Director
Sharon Macway, Senior Administrator
City of Palo Alto
April 14, 2010
Page 3

PERSONAL OBSERVATIONS OF EXISTING BUSINESSES CONTRADICT THE NEED FOR THE LANE REDUCTION

On a common sense the basis for opposition of each of the business to the lane reduction is that their customers depend upon vehicle access which would be interrupted, if not displaced by the proposed lane reduction from 4 to 2 lanes.

Personal observation of existing businesses during the normal business day reveal there is no issue of safe bike access to Caltrans (for which these will be increased traffic because of its reduction in service.)³

The businesses in opposition also maintain that they have not been contacted or given notice by the City even in the last hand delivered notice, Exhibit B, and therefore question why the Project should go forward without substantial input from the affected business.

LACK OF TIMELY ENVIRONMENTAL REVIEW

The City has not complied with timely environmental review of the lane reduction proposal under the California Environmental Quality Act (Pub. Res. Code Section 21000 *et. seq.*, "CEQA").

As noted in *Save Tara v. City of West Hollywood*, 45 Cal.4th 116 (2009) ("*Save Tara*") the California Supreme Court *clarified what constitutes a project and when evaluation of a project should commence* is when an action is taken by a public agency in the land use context that:

... commits the public agency as a practical matter to the Project, the simple insertion of a CEQA compliance condition will not save the action from being considered and approval requiring environmental review.

Save Tara, Supra, 45 Cal.4th at 132.

Here, the continued assertion of Staff that the lane reductions is to be pursued (as a part of the street maintenance program) has, as a practical matter committed to the City to a specific

³ See, *Oro Fino Gold Mining Corp. v. County of El Dorado*, 225 Cal.App.3d 872, 882 (1990). Relevant personal observations such as these can constitute substantial evidence.

Curtis Williams, Planning Director
Sharon Macway, Senior Administrator
City of Palo Alto
April 14, 2010
Page 4

public works project which should be evaluated now under CEQA.⁴

A LACK OF ANALYSIS OF GENERAL PLAN CONSISTENCY

It is well established that Public Works projects must be consistent with a General Plan, here the City Comprehensive Plan. See Government Code Section 65401. A review of all City documents does not reveal a consistency analysis of the lane reduction as a part of a currently approved City Capital Improvement Program. Such an analysis would have to be consistent with the requirements of the *2003 General Plan Guidelines*.

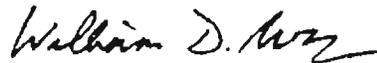
The City Staff cannot have it both ways. If it maintains that there are documents that show the adoption of a specific Capital Improvement Plan with the Comprehensive General Plan, then there also has to be an environmental assessment of that action, which is a "Project" under CEQA—something that is absent in the record.

CONCLUSION

Personal observation shows that there is no actual need for the lane reduction which has been the subject of much analysis by City Staff, but an analysis without the consultation of economically impacted business along California Avenue.

Until there is adequate notice given of the City proposal, assuming that it will continue to be a City proposal, there is a statutory framework both within General Plan consistency determinations and under CEQA that must be complied with before the Project can proceed.

Very truly yours,



William D. Ross

WDR:sf

Enclosures

⁴ There is no question that a Capital Improvement Project is a "project" under CEQA. See, *Friends of "B" Street v. City of Hayward* (1980) 106 Cal.App.3d 988.

Exhibit A

- (1) California Avenue Norge Village Cleaners
240 S. California Avenue

- (2) Cho's Dim Sum Restaurant
213 S. California Ave.

- (3) For The People Paralegal Services
230 S. California Ave. #103
Attn: Kyle C. Johnson

- (4) Farmers Insurance
217 S. California Avenue
Attn: Ron Vierra and Lucy Young

- (5) Alen Heshmat D.C
Letitia Heshmat D.C.
Heshmat Pain Management Clinic
220 South California Avenue, Suite 100

Exhibit B



California Avenue

PLANNING FOR SUSTAINABLE DEVELOPMENT

MEETING WITH CALIFORNIA AVENUE BUSINESSES

Wednesday April 14, 2010

10:00 a.m. - 11:30 a.m.

Palo Alto Weekly
Boardroom

450 Cambridge Avenue

You are invited to a meeting with City staff to discuss the future of California Avenue focusing on its walkability and accessibility for both businesses and residences. Concept Plan alternatives for the street as well as streetscape improvements will be discussed at the meeting including the viability of re-striping California Avenue from four to two lanes to make the street more pedestrian and bicycle oriented. The City would like area businesses to be a part of planning for the future of this important area of Palo Alto and encourages your attendance at the meeting.



For more information contact:

Elena Lee: 650 617 3196, or
Elena.Lee@CityofPaloAlto.org

Project website:

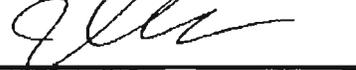
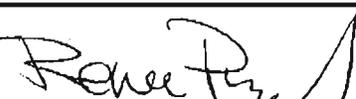
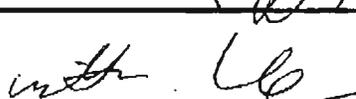
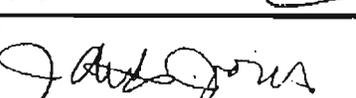
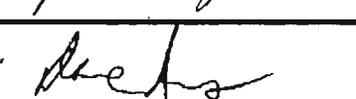
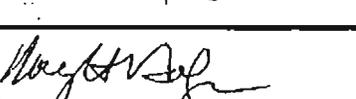
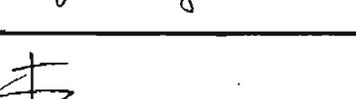
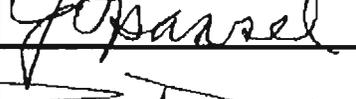
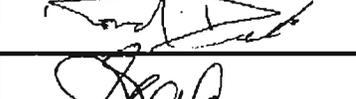
<http://www.paloaltocompplan2020.org>

alanhweller@aim.com

EXHIBIT “F”

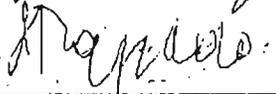
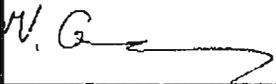
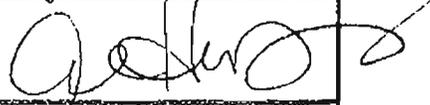
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jeff Kihal	5100 Kilmwood	
Hilary Kirk	1134 Guinda P.A.	
Renee Purzel	5009 Foxboro Dr	
Wilson HE	117 S. California Ave #228 P.A.	
Janis Atuk-Jones	124 Charles Marx Palo Alto	
DAVE JONES	124 CHARLES MARX WY PALO ALTO	
MARY DODGE	65 LINARIBAWAEN P Valley	
Farak Brelvi	393 Stanford	
JoAnn Sparszel	33 Encina Ave #523	
Ronald Dieck	335 Lowell Ave	
Jenna Segall	918 Embarcadero Rd	
Lisa Stimmell	1005 Lombard St. 94109	

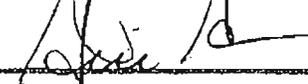
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Susan Zare	724 Santa Inez St. Palo Alto	
Irina Trapido	432 College Ave, Apt. C Palo Alto	
Valentin Abramzon	432 College Ave, Apt. C	
Justin Warren	931 Cowper St.	
Deborah Warren	9166 Park Blvd	
KARI CARUSO	4033 CAMPAN	
Chris Taylor	2581 Park Blvd 4207	
Nate DeOms	345 Sheridan Ave	
Sue Vaughan	2300 Byron St.	
Anne Husty	922 Bautista Ct.	
Uemran Kahi	3860 Park Blvd. Apt. 103	
MEGAN SHOSYMA	2483 RAMONA ST.	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
KATHY LE	453 California Ave	
GEORGINA ROBINSON	429 S. CAL AVE.	
Don Lyndell	Zombie Runner 429 S. California Ave	
Gillian Robinson	Zombie Runner 429 S. California Ave	
Lane Jackson	3802 Kirk Rd	
Bill Burruss	415 S. Cheryl	
Peter Emberton	2731 ASH Palo Alto	PETER EMBERTON
Card M.O Connell	2415 Ash St P.A	
Wynne Johnson	The Center 369 S. CALIFORNIA AVE	
Terry Shuchat	290 Calif P.A	Terry Shuchat
MARGARET HEATH	2140 CORNELL PALO ALTO	Margie Heath
EARL DWORCKIN	2955 Otterson P.A.	Earl Dworckin

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Chloe Kampath	320 Grant Ave	Chloe Kampath
Kara Ark	90 Helms Ct. #106	Kara Ark
Aileen M. Roth	2015 Middlefield Rd.	Aileen M. Roth
LESTER CONTINHO	2573 Park Blvd	Lester Continho
Ishita Ghosh	2573 Park Blvd	Ishita Ghosh
JERRY MCGREW	635 Lower Ave	Jerry McGrew
Jane Marcus	1820 Channing Ave	Jane Marcus
Mis Kyrene	120 Park Ave	Mis Kyrene
Margaret Richardson	89 Roosevelt Circle	Margaret Richardson
EWA KACZYNSKI	281 LAMBERT AVE	Ewa Kaczkowski
Julie Bailey	207 Ast	Julie
Yvette Laffer	379 Paloc Alto Margritare	Yvette Laffer

California Avenue Streetscape Petition

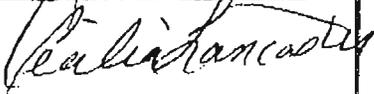
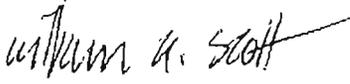
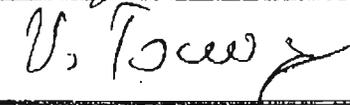
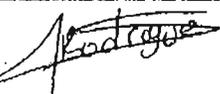
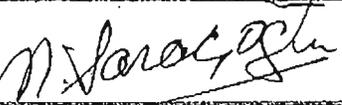
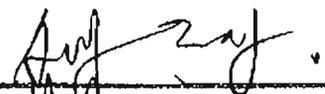
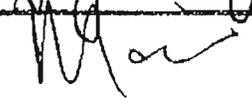
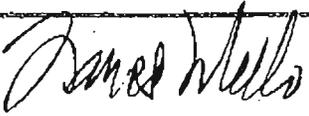
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Fred Wolson	2431 Bryant St.	Fred Wolson
NANCY OLSON	2431 BRYANT ST.	Nancy Olson
Carl B. Brown	187 Rinconada Ave.	Carl B. Brown
Hugh McDevitt	393 GARDEN WAY	Hugh McDevitt
Melissa Kirven-Brooks	690 Wildwood Ln	Melissa Kirven-Brooks
DAN DE CAMP	310 LEANING AVE	Dan DeCamp
Marsha Grossman	2456 Park Blvd, Palo Alto	Marsha Grossman
PHIL TESCHER	783 Coastland Dr.	Phil Tescher
BRIAN KELLEY	7 DE SABLE RD Apt 32	Brian Kelley
FRED KOLLER	315 HOMER AVE #201 PALO ALTO, CA	Fred Koller
Kuo Jung Chang	315 Homer Ave, #201, PA CA	Kuo Jung Chang
David Zeldhouse	1500, Leeward Ave EA	David Zeldhouse
Krista Turon	1500 Leeward Ave #104	Krista Turon

*Please use back side and/or attach new pages

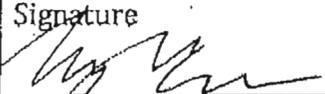
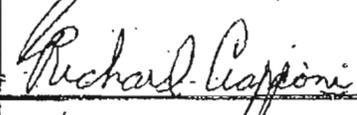
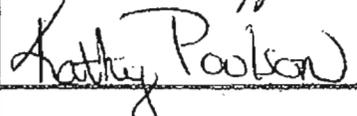
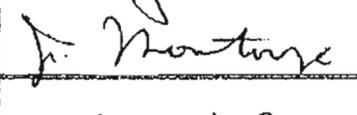
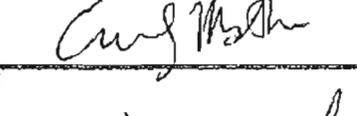
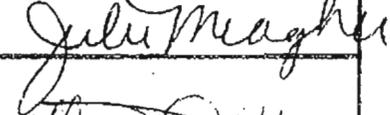
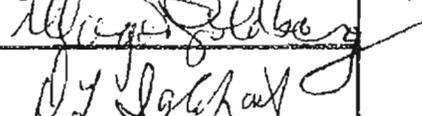
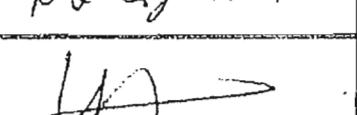
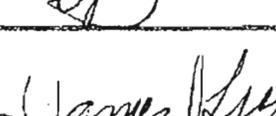
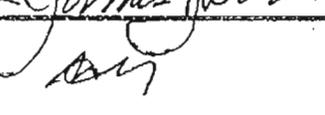
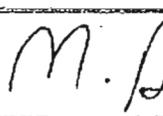
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Charles Guenza	3852 Grove	
Edie Trevino Edie Trevino	1458 Kings Ln	
Cecilia Lancaster	1637 Mariposa Ave	
William A. Scott	1534 Madrono Ave.	
SYED RIZVI	27 Roosevelt Circle	
Touropan Datili	Graduate School of Business Stanford University	
Mirella I. Segundo	201 E. B'keete apt #204 east palo alto CO. 94303	
Mirella Saragoga	Palo Alto Center B 300	
MakiKO Sashiki	125 Scallitor A 1a Ave D302	
Amy Zeng	117 S California AVE #D203	
Max Gal	117 S. Cal. Farm Ave #D205	
FRANCES Mello	1550 CALIF AVE B102	

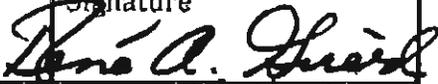
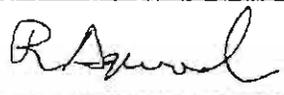
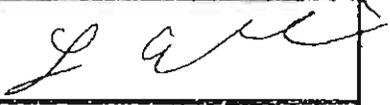
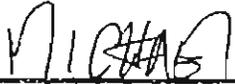
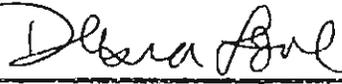
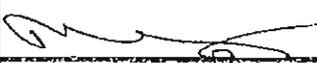
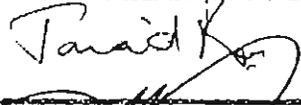
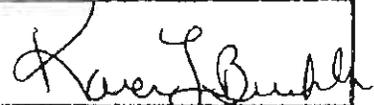
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Morgan Elmore	2139 Yale St Palo Alto	
Richard Ciapponi	951 Oregon Ave Palo Alto	
Kathy Paulson	1302 Greenwood PA	
Josephine Montoya	101 California Ave	
Emily Matha	3410 Park Blvd	
Julie Meagher	412 Pepper Ave	
Margot Goldberg	159 Cal Ave PA	
D.L. Iglehart	833 Tolman Dr. Stanford	
Kevin Huang	850 E. Greenwich PL	
James Lemon	141 S California B306	
Sanjay Hoshkar	149 S California Ave A306	
Manju Dashpande	149 S California Ave A306	

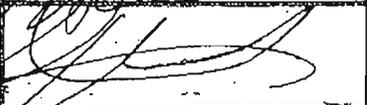
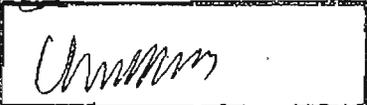
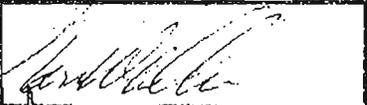
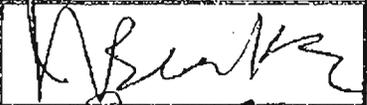
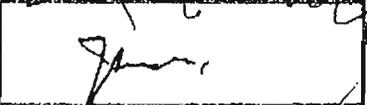
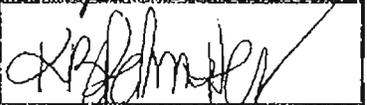
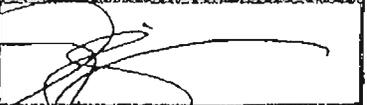
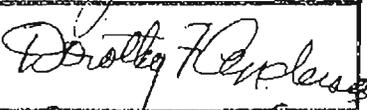
California Avenue Streetscape Petition

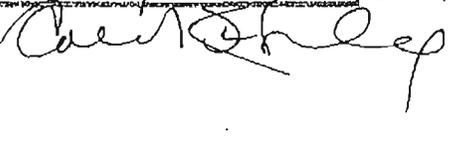
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
RENÉ A. GIRERD	UNIT 20	
Doris Ann Girerd	unit 20	
CIANA BALTARETU	2579 PARK BLVD. UNIT X-200	
Rakesh Agarwal	1090 McGregor Way Palo Alto, CA 94306	
Wanda Ellis Rendell	240 CA AVE PALO ALTO	
MICHAEL ILLUSTON	260 CA AVE PALO ALTO	
DEBRA LOVE VILLAGE STATION	310 CALIFORNIA PALO ALTO	
Melissa Yu Palo Alto Acupuncture	330 California Palo Alto	
Tanish Rai Cupertino	344 S. California Ave PA	
HUGO TORCIOS	360 S. CALIF. PA.	
Ann Vuono	364 S. California PA	
KAREN Buehler	368 S. California Avenue PA.	

California Avenue Streetscape Petition

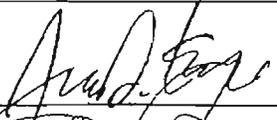
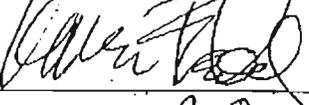
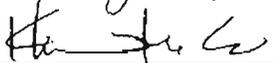
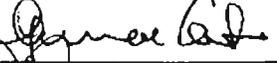
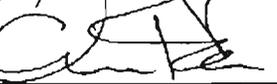
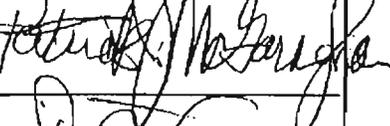
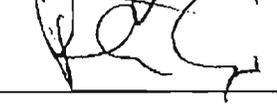
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
ALAN HESSELMAN	220 S. CALIFORNIA AVE SUITE 109 PALO ALTO CA 94306	
Christy Fraser	220 S. CALIFORNIA AVE SUITE 115 P. A. CA 94306	
Boudincho	240 California Ave	
JIM BLAKE	1996 LOUIS ST	
Sophia McConnell	4421 RD El Escarpado P.A.	
JIMMI DUNN	7098 VERNON PLACE STANFORD, CA 94305	
Kim Pedmutter	4045 LAGUNA WAY PALO ALTO, CA 94306	
Scott Chopin	3101 PARK AVE	
JOHN BAUMANN	613 STAFFORD AV. PALO ALTO, CA	
G. G. Baillie	1820 Cowper St Palo Alto	
Dorothy F. ANDERSON	446 Santa Cruz St Stanford, CA 94305	

Carol Fitzgerald 415 Cambridge Ave P.A. 

California Avenue Streetscape Petition

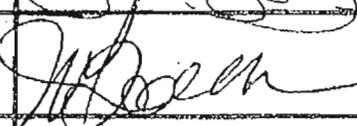
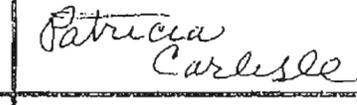
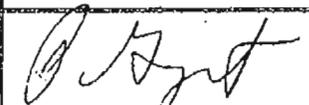
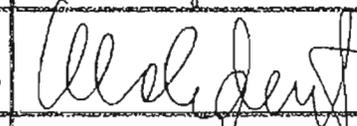
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jon Kiyu	261 El Dorado Ave Palo Alto, CA 94306	
Steve Durs	480 CALIFORNIA AVE PALO ALTO CA 94306	
Killer Frankel	830 Santa Fe Ave Stanford, CA 94305	
Cheryl Goodwin	395 VENTURA AVE PALO ALTO, CA 94306	
Khosrow Mostehi	282 Whitclerm PA	
GUNNAR CARLSSON	998 COTTRELL WY STANFORD, CA 94305	
Dana White	3780 Magnolia Dr Palo Alto CA 94306	
Cheryl	2860 Ramona St Palo Alto CA 94304	
Richard Johnson	1772 Hamilton Ave. Palo Alto 94303	
Patrick J. McGeary	200 Cotteridge Ave. Palo Alto, CA 94301	
Peter Christy	1321 MANANA AVE PALO ALTO CA 94301	
Sean Coyne	1781 Park Ave	Sean Coyne

*Please use back side and/or attach new pages

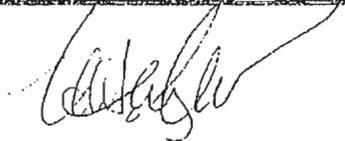
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jana Peery	525 E. Chestnut Dr. Palo Alto, CA 94301	
Bill Brown	949 Mirq Pl.	
WILLIAM D. ROSS with D.M.	2103 AMHERST ST, PALO ALTO	
Patricia Carlisle	2273 Park Blvd	
	37 Peter Courts	P. Gumpert
Bruce Gallaghy	200 SHERIDAN AVE #204	B Gallaghy
Ulrika Schlegel	20 St Amherst St Palo Alto, CA 94306	
Jose D. Saldin	276 Charles Marx Way	Jose D. Saldin
Martha Heisold	765 Frenchmans Rd.	Martha Heisold
CHO'S 213 CA	213 CALIF. AVE	
VIERA INSURANCE AGENCY	217 CALIFORNIA AVE PALO ALTO, CA 94306	

Cathy Cho

240 California Ave



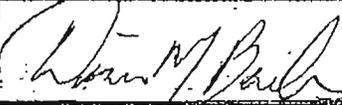
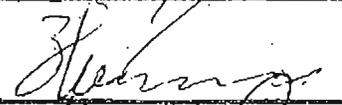
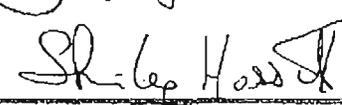
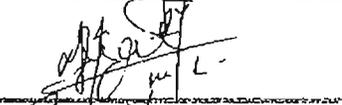
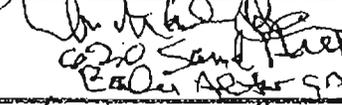
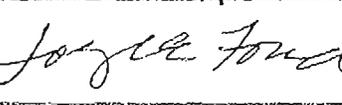
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Melinda Chisholm	455 Grant North	Melinda Chisholm
JULIA MAYBERRY	425 GRANT #35	Julia Mayberry
LORNA CORBETTA	425 GRANT #30	Lorna Corbetta
ROBERTA ROBERTA SMITH	425 425 GRANT #27	Robert Robert
Chia-Hon Song	455 Grant #18	Chia-Hon
chia ching song	455 Grant Ave #18	chia ching song
EATON WILSON DUNKELBERGER	455 GRANT AVE #6	Eaton
Kate Dunkelberger	455 Grant #6	Kate Dunkelberger
EMANUEL BRASUN	455 GRANT #7	Emanuel
NORMAN FREED	455 Grant #2	Norman
ESTHER FEDER	" " #7	Esther Feder

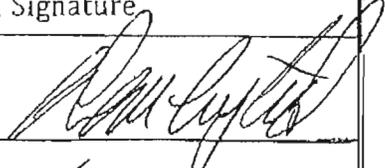
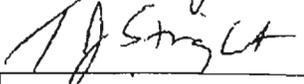
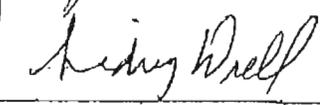
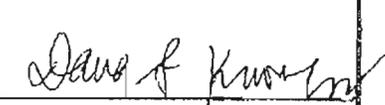
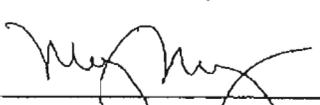
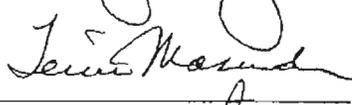
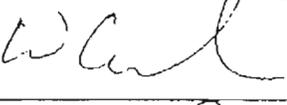
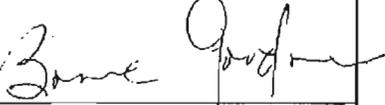
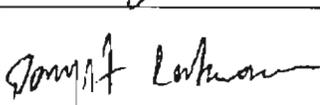
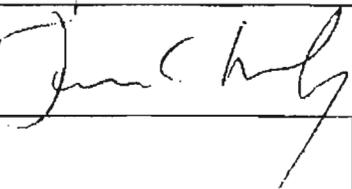
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Diano Buchler	4045 Orme Street	
John Yu	406 ST	
HECTOR SOL	408 CALIFORNIA	
Jessica Roth	410 Calif Ave	
Shirley Hassitt	431 Tennyson Ave Palo	
Mara Arzate	477 South Calif. Ave	
Juri & Kamal Vilms	1330 Harker Ave, Palo Alto	
Robert Martinez	461 S. CALIFORNIA AVE Palo Alto CA	
Michael Pceder	620 Sandhill RD 213 E PALO ALTO, CA 94304	 620 Sand Hill Rd PALO ALTO CA 94304
Katherine Pceder	620 Sandhill Rd 213 E PALO ALTO, CA 94304	 Katherine Pceder 620 Sand Hill Rd
Joyce Ford	459 So. California Av. Palo Alto	

California Avenue Streetscape Petition

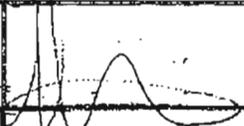
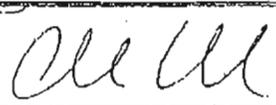
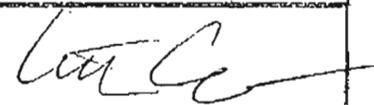
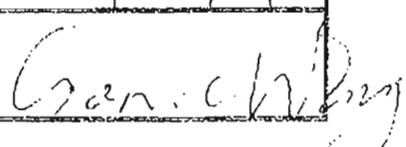
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Alan Crystal	1333 Byron St. Palo Alto, CA 94301	
TIM STRAUER	350 MANZANITA AVE	
Sidney Drell	620 Sand Hill Rd. apt 420B Palo Alto, CA, 94304	
Alan Syka	524 Chimela Dr Palo Alto 94306	
Dana Knowles	3910 Oxford Ave Palo Alto, CA 94306	
MARY MILROY	184 HEATHER LN PALO ALTO, CA 94303	
Terrie Masuda	161 S. San Antonio Ave. Los Altos CA 94022	
BILL CONLON	2330 BRYANT PALO ALTO	
Bonnie Goodman	220 Calif. Ave Suite 120 Palo Alto	
Michel DiGiovanni	1045 COLLEGE AVE, PALO ALTO	
Latus Thai	425 California Palo Alto	
Jane C. Why	184 Heather Ln. Palo Alto	

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JUNE RILEY	826 GARLAND Dr	June Riley
Virginia Rankin	947 Boranda Ave Menlo View 94040	
William Mahrt	67 Peter Coult's Circle	William Mahrt
Diah Brinck	2565 Park Blvd #T131	
ELSA PERING	27744 Via Ventana LAH	Elsa Pering
John Corcoran	314 Chestnut Ave	John Corcoran
Catherine Kirkman	1605 Mariposa Ave	
Art Aca	2335 W 134th St Lond-	
Vee Saracino	2339 Park Rd	Vee Saracino
Janet German	28168 Radcliffe Lane	L.A.H.
SARA BOTSFORD	Box 7274 Menlo	Sara Botsford
Eric Wang	3375 Alma St	

California Avenue Streetscape Petition

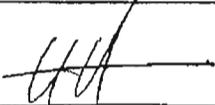
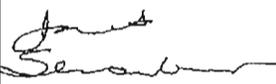
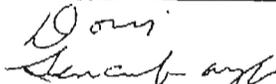
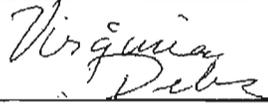
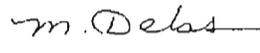
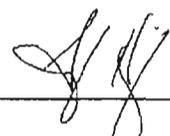
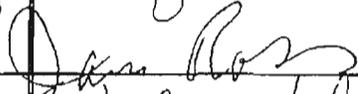
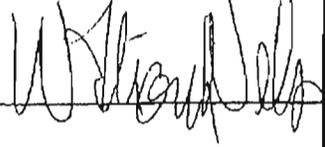
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JOHN MORRIS	395 Lebond Ave.	J. Morris
URSULA SCHULTE	271 LOWELL AVE	U. Schulte
MARY ANN SIRI	2100 BRYANT ST.	Mary Ann Siri
Evelyn Kmetovic	3747 Redwood Circle PA	E. Kmetovic
DIANA NICH	535 Arastroadero Rd.	D. Nich
Larry Hausler	3357 ^{South} Court P.A.	L.D. Hausler
Karen Sotelino	2254 Williams St.	Karen Sotelino
Amy Hering	446 Carolina M.	Amy R. Hering
Jacqueline Proder	2051 Alma St.	Jacqueline Proder
Zy Doan	4075 Park Blvd	Zy Doan
Ellie Rubin	227 Webster	Ellie Rubin
Brenna Connolly	206 S. California Ave.	Brenna Connolly

California Avenue Streetscape Petition

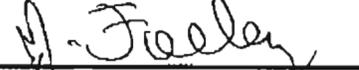
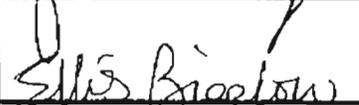
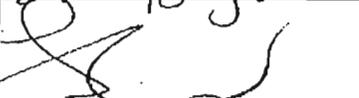
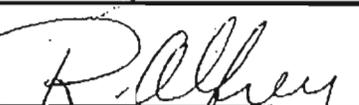
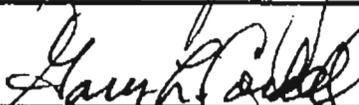
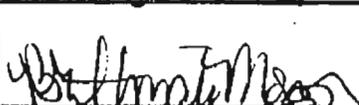
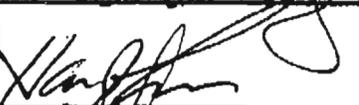
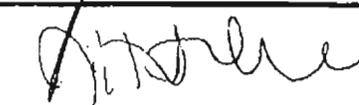
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

AND INCREASING PARKING.

Name	Address	Signature
MICHAEL EKWALL	LA BODEGUITA DEL MEDIO 463 CALIFORNIA AVENUE	
LARA EKWALL	"	
Steffen Sahl	California Hotel	
JANET Seneca BARNETT	678 CARMELUS DR PALO ALTO	
Don Seneca Barnett	678 CARMELUS PALO ALTO, CA 94306	
MILLIE FOXES	2343 BIRCH ST PALO ALTO CA 94301	
Amyan Gokhale	4008 LOPUNDA WY PALO ALTO P.A. 94306	
Virginia Debs	3145 FLOWERS PA 94306	
Mantha Debs	3145 FLOWERS PA 94306	
Amy Hinz	529 MADRERO AVE APT #7 94306	
JAMES ROSS	4169 PARK BLVD P. A., CA	
	763 Paul AV. P.A	

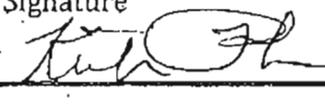
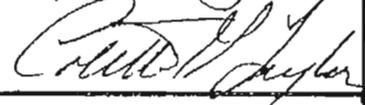
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jerry Feeley	416 Margarita ave	
Ellis Bigelow	1570 Emerson	
Lynne Green	43 Walnut Ave	
Chris Bertanore	12358 ROSE ST	
Paul Gower	51 JULY LN, SAN JOSE	
Randi A. Frey	281 Chestnut Ave	
Gary L. Cordell	1729 Woodland Ave.	
Lori Plante	1056 Berkeley Ave	
Brittanni Maza	4167 Hamilton Ave	
Harold Lorber	467 Hamilton Ave	
Yea An	467 The Ave	
Julie Hitchcock	4190 BYRON ST APT C	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Kirk Phelan	1160 Linden Ln. San Mateo	
Ana Suckrow Ana Suckrow	888 South Canyon Rd	
Russ Brown	1021 College Ave.	
Hank Taylor	745 Christine	
COLETTE TAYLOR	745 CHRISTINE DR	
Kathy Lierle	970 ELSMORE COURT	Katey P. Lierle
Johnnie Estill Johnnie Estill	1912 Dorena	Johnnie Estill
Heidi Berndt	755 Holly Oak Dr Palo Alto	Heidi Berndt
Judy Kay	270 Tennyson Ave.	Judy Kay
Janet Greenway	28160 Radcliffe Lane LATH	Janet Greenway
Petera Nohle IVA NOFF	380 Cushman Ave	
Barbara Zaslav	882 Brookgrove Ln Cupertino, CA 95014	Barbara Zaslav

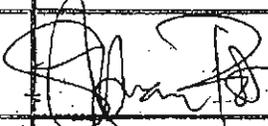
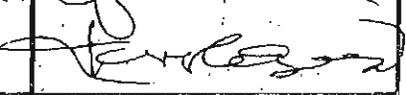
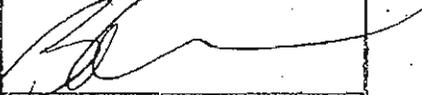
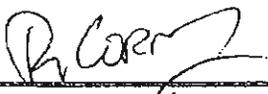
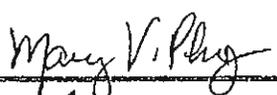
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Barbara J. Wright	1078 Susan Way, 94087	Barbara J. Wright
BRAD LOWMAN	303 FARMER AVE 94306	
Geoff Co	2358 Fosgate Ave. Santa Clara 95050	Geoff Co
EDWARD CLARK	274 COLLEGE AVE PALO ALTO 94301	Edward Clark
Michael Thomas	135 Olive St. Los Gatos, CA 95030	Michael Thomas
KATHY ALFORD	274-A College Ave P.A. 94306	Kathy Alford
Lisa McAndrews	6015 Pringle Lane Sageel CA 95073	Lisa McAndrews
BERNARD CABRERA	5548 LEAN AVENUE SAN JOSE, CA 95123	B. X. Cabrera
Nelson Carreras	751 Army way Menlo Park, CA 94027	
Terry Shuchat	290 Calif Ave P.A	Terry Shuchat
Alex Hernandez	290 S. Calif Ave P.A.	Alex Hernandez
David Brubaker	11550 Wattsonville rd Gilroy	David Brubaker

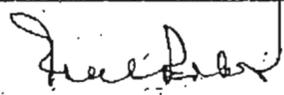
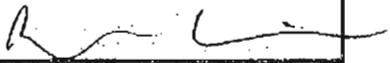
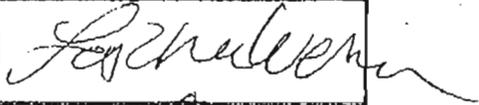
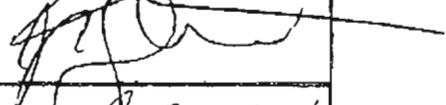
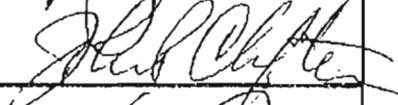
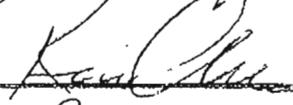
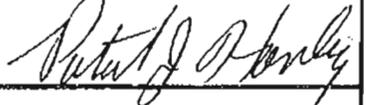
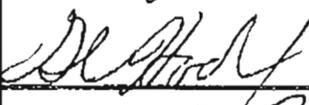
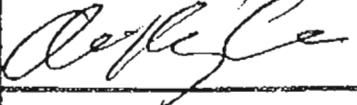
California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Stephanie Roth	2521 Ross Rd.	
Karla Quenero	1795 PARK Blvd	
Barbara Keller	3233 Bryant St	
Richard Coery	2270 Cornell St	
Deonie Roth	17465 Lindero Ln Morgan Hill	
Jennifer Roth	2521 Ross Rd	
Lisa Friedman	290 Oxford Ave	
Barla Goldberg	734 Webster St. Apt. A, Palo Alto 94301	
Mary Phay	4804 Jennifer Ct. Union City, CA 94587 <small>work resid</small>	
Philip Lehot	411 California Ave Cell 650-862-9340	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
FRANK PERLANI	3670 BRYANT ST PALO ALTO CA 94306	
Rebun Wilson	752 Wern Dr Palo Alto, CA 94301	
Kathie Webster	2510 Greer PA 94303	
Doug Cohen	915 La Mesa Terr SUNNYVALE CA 94086	
Jansel Ghondhi	777 Kull Dr San Carlos 94070	
JOHN CLIFTON	1012 THISTLE CT SUNNYVALE 94086	
Ken Chow	1869 LILY AVE SUNNYVALE CA 94086 LOS ALLOS HILLS	
PATRICK HANLEY	26746 BOBLEDA CT	
Glen Hodson	3830 Carlson Ct	
Alice Aroneda	201 Almond Ave. Los Altos, CA 94022	
Steven Untalan	P.O. BOX 61144 PALO ALTO, CA 94306	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
JAMES O'REILLY	2310 Bowdoin P.A.	<i>James O'Reilly</i>
Bill Mitchell	2410 Delaven	<i>W Mitchell</i>
JIM BROWN	1971 EATON AVE. SAN CARLOS, CA 94070	<i>Jim Brown</i>
Josephine Shuster	4250 El Camino Real PA 94306 B 914	<i>J Shuster</i>
Margaret Smith	1227 Mandarin Dr. Sunnyvale, CA 94087	<i>Margaret Smith</i>
David Levine	1404 Broadmill Rd Los Altos CA 94024	<i>David Levine</i>
FELIPE VAZQUEZ	35163 LIDO BLVD NEWARK, CA 94560	<i>Felipe Vazquez</i>
CHERYL SOBKA	1492 WEBSTER. P.A. 94301	<i>Cheryl Sobka</i>
ELLIOTT SOBKA	1492 WEBSTER. P.A. 94301	
John Kothonek	1804 Belmont + Miller Ave. 94002	
Math Sweeney	969 Los Altos Ave Los Altos CA 94022	<i>Math Sweeney</i>
FRANCINE FREEMAN	3575 La Mata Palo Alto CA 94301	<i>Francine Freeman</i>

California Avenue Streetscape Petition

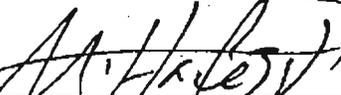
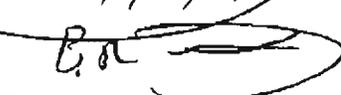
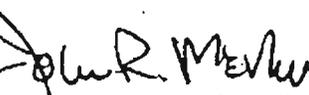
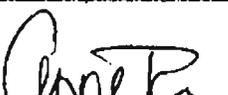
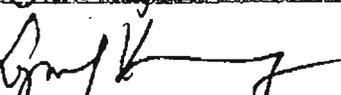
We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
SMILY HAYMAN	230 California Ave, Ste 200 PA 94306	Smy Hayman
Jane Redford-Baker	"	Jane Redford-Baker
Leah Reidar	230 California Ave, Ste 200 PA 94306	Leah Reidar
Joan Burman	230 S. California Ave. #200 PA 94306	Joan Burman
Nelly Brown	285 Oxford Ave P.A. CA 94306	NFB
Eugene Breibing	410 Sheridan Ave P.A. CA 94306	Eugene Breibing
Benita Breibum	410 Sheridan Ave P.A. 94306	Benita Breibum
Tracy An	Pogmill Rd.	Tracy An
Anne Erudani	360 Iris Way PA 94303	Anne Erudani
PAT BUSTA	2245 Latham Pt #1 Mountain View 94040	Pat Busta

*Please use back side and/or attach new pages

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
EARL DWORCKIN	467 HAMILTON AVE	
ROBERT ANDERSON	467 HAMILTON AVE PALO ALTO, CA	
Mostafa Haly	7538 Leek Ave California Ave	
Badri Rastegar	7530 Leek Ave Cupertino	
Elizabeth Eastman	467 Hamilton Ave Palo Alto	E Eastman
John McNeil	3016 Ross PA 94303	
Steve Liza	180 N 4th St Apt 506 San Jose CA 95112	
Ken Perlmutter	467 Hamilton Ave #21 PA	
Wayne Vickler	1444 HAMILTON AVE 94301	
ANNE TABBOT	2310 Waverly St 94301	
Lynn Kearney	742 Bryant P.A	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

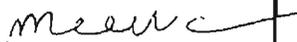
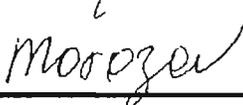
Name	Address	Signature
Kelsey Agostini	155 S. California ave	Kelsey Agostini
Elvira Savateeva	153 S. California ave	E. Sav
DANIELA SONTES	153 S. CALIFORNIA	Daniela Sontes
Warren Bees	153 S. California Ave	Warren Bees
ANNA CELLINESE	153 S. CALIFORNIA AVE	Anna Cellinese
LYNNE GOMEZ	551 CA 213 Bonita Ave	L. Gomez
Alice FARTAN	2523 Seepy Hollow Ln.	Alice Fartan

aercolae@attglobal.net

California Avenue Streetscape Petition

(please return by 01/31/2011 to: Terry Holzemer, (650) 853-0603)

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
Jó Dee Raimondo	2599 Emerson St P.A.	
meena Nayon	140 S California Ave Palo Alto, CA 94306	
Priscilla White	952 El Cajon way Palo Alto (Rendit for 5.5yr)	P. A. White
Jc Fernin	3444 South ct. P.A 94306	
MARY O'CONNOR	2504 Webster St. PALO ALTO, CA 94301	Mary O'Connor
NANCY COUPAL	538 Ramona St Palo Alto, CA 94301	
Valentina Tolstoguzov	200 S California Ave #190 Palo Alto CA 94306	
ELANE MOROZOV	200 S. California Ave Palo Alto CA 94306	

California Avenue Streetscape Petition

We, the undersigned, believe the City of Palo Alto's future plans in the California Avenue Business District to reduce the number of traffic lanes from the current four (two in each direction) down to two (one in each direction) are unacceptable and we request that the City change its plans accordingly. We believe that the City should focus instead on making the street more attractive -- without reducing traffic lanes.

Name	Address	Signature
DAISY YU	213 CALIF AVE P.A. CA 94306	Daisy Yu
Chris Hansen	28030 Natoma Los Altos	CHansen
Bjorn Rossi	3316 Black Eagle Dr.	Bjorn Rossi
PAUL DU	2123 Williams St Palo Alto CA 94301	Paul Du
Larry Haussler	345 S. Calif Ave Suite 7 94306	L. P. Haussler
Henry Robison	1050 Colorado Place PALO ALTO	Henry Robison
Paul Crowl	202 MONROE DR. MT. VIEW	Paul Crowl
Clive Hallatt	4049 Sutherland Dr PALO ALTO	Clive Hallatt
MATT FOREY	1937 Embury St PA	Matt Forey
Sally Calderon	27930 Attainment Cir CA 94306	Sally Calderon
Doug Calderon	27930 Attainment Cir CA 94306	Doug Calderon
Audrey S. Stullman	412 Wriggitt Ave Los Altos, CA 94022	Audrey S. Stullman
MARTY KLEIN	2439 Birch St #2	Marty Klein

*Please use back side and/or attach new pages

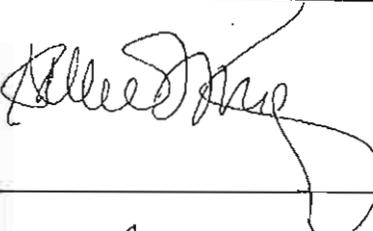
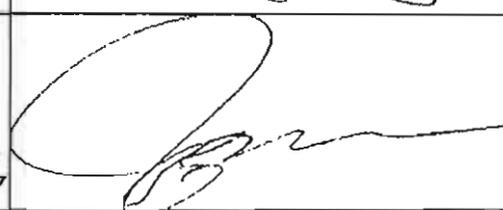
NAME	ADDRESS	SIGNATURE
Allie King	381 Lincoln Palo Alto, CA	
Michael Peachy	1509 Mettlen San Mateo CA 94404	
Rick Stiller	2956 Withrow Pl Santa Clara Ar 95051	
David Fritchle	1163 Pomegranate Ct Sunnyvale Ca 94087	
Jonathan Nichols	658 Mortwick Palo Alto, CA 94303	

EXHIBIT "G"



VIA ELECTRONIC MAIL
rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Reduction Project
Reconsideration of MTC Approval of VTA Grant for Same

Mollie Stone's Markets, the owner and operator of a full-service grocery store at 164 S. California Avenue in the City of Palo Alto requests that your Subcommittee recommend reconsideration of the prior Commission approval of the Valley Transportation Authority (VTA) approval of a City of Palo Alto proposal—the California Avenue Transit Hub Corridor Improvements (the Project) to either deny approval of the Project or to refer it back to VTA and the City for an analysis on the Project's economic impact on existing businesses and reduced claimed benefit because of reductions in train and bus transit services.

Mollie Stone's California Avenue store operates seven days a week and has a customer base which reaches the store by driving. A lane reduction would greatly restrict this access three times every day--during the commute hours and during times when deliveries are being made to the store.

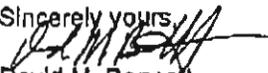
Not only do we own and operate the grocery store, but my partner and I own the property. I am speaking from a business owner and one of the largest property owners on the Avenue.

I attended 2 of the public meetings which the City held concerning the Project and indicated that a lane reduction would interfere with deliveries because there simply is no physical location where they can be accomplished on adjacent allies or cross streets because of the lack of space to do so. Although the City Staff represented they would address these issues, the Project does not do so.

The City has proposed a lane reduction from four lanes to two lanes before this Project on at least two occasions, which Mollie Stone opposed because they did not address what is needed--resurfacing of the street.

Referring the matter back to the VTA and the City for a more comprehensive analysis that will actually help preserve existing businesses and employment would be a more prudent use of the involved federal funds.

Mollie Stone's is proud of its organic products and its long-standing recycling programs. Re-evaluation of the Project is needed to address impacts of the Project including its short term (construction impacts were not addressed by Staff) and long term impacts--the loss of businesses and existing employment--something which should not be pursued by any government in the present economic environment.

Sincerely yours,

David M. Bennett
Owner
Mollie Stone's Markets

cc: Kinsey's Marin County Board of Supervisors' Office

150 Shoreline Highway, Building D ■ Mill Valley, CA 94941 ■ Phone (415) 289-5720 ■ Fax (415) 289-0141

SAUSALITO ■ SAN FRANCISCO ■ PALO ALTO ■ GREENBRAE ■ SAN BRUNO ■ BURLINGAME ■ SAN MATEO

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs and Allocations Committee
Metropolitatn Transportation Commission
101 Eighth Street
Oakland, California 94607

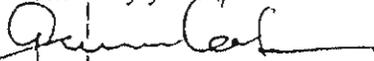
Re: California Avenue Lane Project,
Reconsideration of MTC Approval of VTA Grant

Dear Commission Members:

I am a business owner in Palo Alto, and have been dismayed at the progress of the above referenced project, both from the merits of the project and also the process under which the project was approved. It appears very clear to me that many businesses and residents in the California Avenue area are strongly opposed to the project, for the simple reason that it will introduce inconvenience for customers of California Avenue businesses and for residents. My impression is that Palo Alto City officials want to push this project through solely for the purpose of obtaining the TVA grant, rather than to improve the environment for the businesses in the area, and that they have therefore chosen to ignore the input given from businesses and residents in the area.

I would strongly urge you to reconsider the MTC approval of the VTA grant in question. It is an unnecessary alteration of the local landscape, and would be very disruptive, both during the implementation phase as well as afterwards.

Sincerely yours,



Gunnar Carlsson
President, Ayasdi Inc.



GREENEARTHSM
CLEANING

California Ave. Norge Village
240 California Ave
Palo Alto, CA 94306

VIA ELECTRONIC MAIL

rlveyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street,
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting;
Reconsideration of MTC Approval of VTA Grant
California Avenue Lane Reduction Project

Our family has operated Norge Village Cleaners since 1985 on South California Avenue in the City of Palo Alto (City). We are not against the City proposal to clean-up or fix California Avenue. We are AGAINST THE LANE REDUCTION proposed in the City Grant Application which the Valley Transportation Authority (VTA) approved and which is being reconsidered as Consent Item 2b (See Attachment B, page 3 to the Commission Staff Report).

We request your Subcommittee either eliminate the City of Palo Alto project in the list of projects in proposed MTC Revised Resolution 3925, or recommend that the matter be referred back to VTA for further action because of the lack of public involvement in hearings on the project, the lack of need for the lane reduction and because of the potential for and actual harm to existing businesses --whose customers come by car.

I would not be writing this letter or taking the time during the work day to come to your meeting to raise this issue if the City had done its job and actually listened to the businesses and

residents that appeared at the public meetings—many of which were scheduled in the middle of the day and could not be attended by business owners.

I attended each of the public meetings held by the City—where almost all of the people present—stated they were opposed to the lane reduction. This opposition was not acknowledged by the City even though it was raised continually before them - including at the December 6, 2010 City Council meeting where the Grant application was approved.

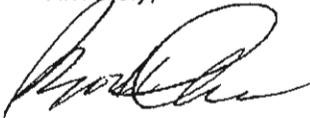
Also, City officials contracted themselves by saying that the lane reduction was not part of the Grant when concern was expressed about it, but then stated that absolutely the Grant had to have the lane reduction.

Our customers come to our shop by car. If that ability is limited because of the resulting congestion, which can be personally observed—at commute times and at noon—something which the lane reduction will cause—our business, along with other businesses, will be threatened, if not, eliminated.

The need for a lane reduction to encourage transit oriented activities on California also makes no sense (especially with the reduction in bus trips and train trips by VTA and Caltrain to the area) and because transit doesn't bring customers to California Avenue now—something that was also continually overlooked, or ignored, by the City.

In closing, I respectfully request your thoughtful review of this matter. Because the lane reduction project won't contribute to increased use of the now reduced transit available and would be harmful if not destructive of California Avenue businesses it should not be recommended for approval to the entire Commission, or it should be referred back to VTA for further consideration. These federal funds shouldn't be used to endanger existing businesses and existing jobs for everyday needs.

Sincerely,

A handwritten signature in black ink, appearing to read 'BW Cho', written in a cursive style.

BW Cho

Cho's Dim Sum
213 South California Avenue
Palo Alto, California 94306

February 5, 2011

VIA ELECTRONIC MAIL

rlvva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Opposition to VTA Grant Funding
for California Avenue Lane Reduction

Dear Commissioner Kinsey and Members of the Commission Subcommittee:

Our family has operated our restaurant in the City of Palo Alto on California Avenue for over 35 years.

We understand that the City of Palo Alto proposal to reduce the traffic lanes on California Avenue is subject to a grant approval, first approved by the Valley Transportation Authority and secondly by the Metropolitan Transportation Commission ("MTC").

One or more members of our family have participated in all the public meetings on this matter and can say that, the City always represented publicly that the grant was subject to modification, meaning that there would not have to be two lanes.

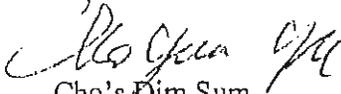
In fact, when the matter came up for final City approval, different from the presentations in the public meetings, it was indicated that the *only way* the project would go forward was with two lanes.

The City has never discussed the impact of construction on our business nor the impact of our customers – which almost exclusively – come by car would have.

We have done business in Palo Alto long enough to know that a lane reduction like that which occurred on University Avenue, will have severe impact on almost all businesses. Simply because we are service oriented and our customers drive to our restaurant. We have opposed the concept of a lane reduction for over four years and believe it is a matter of substantial controversy which was not addressed by the City and will affect the profitability of our business.

We urge the Commission to recommend that the MTC approval be rescinded and that the matter be sent back to the City so that they can honestly assess the economic impact on our restaurant and other businesses.

Very truly yours,


Cho's Dim Sum
CHO YAM YU

January 16, 2011

Subject: California Avenue Streetscape Project

Dear Mayor Espinoza and Fellow Council members,

As the owner/manager of the Stone Age Pooling Company, located on ⁴⁸⁰ California Avenue, I wanted to contact our city representatives to voice my opposition to the City's proposed plan to reduce the number of traffic lanes on California Avenue from the current 4 lanes down to 2 lanes.

Our business' opposition is focused on three key areas: 1) increased difficulties for all vehicles to use California Avenue as a commercial and residential thoroughfare, 2) greater parking and traffic impacts and 3) increased bicycle safety concerns.

I believe that if the street is narrowed from 4 lanes down to 2, it will be increasingly difficult for many of my customer's vehicles to navigate around other vehicles that are backing up into the street (diagonally parking) during the day. This means the other cars or delivery trucks that are behind the backing-up vehicle must now stop and wait until the road is once again clear so they can move forward again. We believe that these delays will be significant, block traffic for several minutes, and be a major inconvenience for many of our patrons. There is no doubt; this will discourage many of my customers. In addition, our business depends heavily on several commercial truck deliveries each week and often these deliveries can only be made through a front-facing entrance on California. Presently, the trucks can stop briefly in the right lane and unload quickly, while the left lane is still used for thru traffic. If the City changes to a single lane configuration in each direction, our delivery trucks can't deliver their goods without blocking the only traffic lane on the street. Without deliveries, we don't survive.

We don't think in these difficult economic times, the City should do anything to make it less convenient for people to visit a business or commercial entity on California Avenue. Instead, the City should look for ways to support local retail businesses and restaurants and help them to survive in this struggling economy. We would hope the City would want to avoid seeing several empty storefronts on California Avenue that could happen when patrons feel it is too inconvenient to shop or dine on the street and go elsewhere (outside the City limits).

As for our parking challenges, we believe the current plan does not truly reflect the problems that we are have in this area. By increasing just the diagonal parking angles (from 45% to 60%), the City is planning on adding some 24 extra spaces on the street. However, this will only increase the danger for more accidents since the backing-up drivers must 'look back' at a sharper angle to make sure no traffic -- cars or bikes -- are coming down the street.

As for bike safety, I believe that contrary to City's belief that bicycle safety would be improved by the two-lane configuration, it will have the opposite effect. Several bike enthusiasts have indicated at the public meetings that their danger would increase along California Avenue because drivers backing up from their higher angle, diagonal parking spaces would be directly entering into the only lane used by both cars and bikes. Because of the increase in the angles, this would increase the danger for bicyclists being hit by backing up cars on the street. There is also the constant problem of bikes sharing the same lane as cars. If a family of two or three on bikes goes down California, blocking the same lane as cars going down the street, it's going to be a recipe for something bad to happen.

We hope you will seriously consider our request to keep California Avenue to four lanes and not reduce it to only two lanes. Thank you.

Respectfully yours,



STEVE DURST, Owner/Manager

SPACE ADVERTISING COMPANY (Business Name)

480 CALIFORNIA AVE #303

PALO ALTO CA 94306

Maximart Pharmacy
240 South Cambridge Avenue
Palo Alto, California 94305
February 3, 2011

VIA ELECTRONIC MAIL
rleyva@mtc.ca.gov

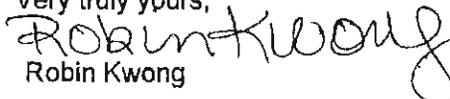
Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Reduction;
MTC Approval of VTA Grant Funding;
Request for Reconsideration and Denial

Dear Chairman Kinsey and Members of the Commission Subcommittee:

Our family has owned Maximart Pharmacy at its current location on South Cambridge Avenue for over 35 years. Cambridge Avenue is one block West of California Avenue and on a regular basis California Avenue traffic eliminates substantial possibility for parking near our business. Had we received notice, we would have appeared and protested the lane reduction. As it can only make worse the negative impact it has on existing businesses by reducing parking opportunities. 90% to 100% of our customers come to our store by car. The only exception would be people who live within 1 or 2 blocks.

We would emphasize the lack of notice to businesses like ours, which are long time members of the business community in the City on such a critical capital project. Finally, we would note the idea of facilitating use of rapid transit at a time when rapid transit capacity both buses and trains is being permanently reduced, seems to be an inefficient and unwise use of federal funds. We hope you reconsider MTC approval of the VTA Grant funding on California Avenue improvements, as they are certainly against the existing businesses, existing jobs and also the adjacent commercial area, which includes our business.

Very truly yours,

Robin Kwong

Lotus Thai Bistro
South California Avenue
Palo Alto, California 94306

February 7, 2011

VIA ELECTRONIC MAIL

rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: February 9, 2011 Subcommittee Meeting, Consent Item 2b;
Opposition to Lane Reduction California Avenue
City of Palo Alto; VTA Grant Funding

Board Members:

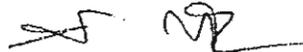
Lotus Thai Bistro has an established customer clientele and new customers from time-to-time in the City of Palo Alto. We are aware of the City proposal to reduce the number of lanes on California Avenue from 4 to 2 that would be funded by a grant from the VTA. Because most of our customers access our business by car, this would not be a good idea for our business.

Originally, the City proposed to beautify California Avenue with only a lane re-striping. The City has *not* made a commitment to repave the street even though the sidewalks will be extended and the lanes reduced.

The City's cutting down of all the shade trees that existed on California Avenue seems to have been the start of actions which are not adequately explained to the businesses and are not in the businesses' best interest.

We urge your reconsideration of the approval of the VTA Grant which partially pays for the lane reduction – it will be detrimental to California Avenue businesses.

Sincerely,



Rungsiri Tantavirojn, Owner
Lotus Thai Bistro

Antonio's Nut House
321 South California
Palo Alto, CA 94306
January 27, 2011

VIA ELECTRONIC MAIL
rleyva@mtc.ca.gov

Rosy Leyva, Commission Secretary
The Honorable Steve Kinsey, Chairman
Programs & Allocations Committee
Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607

Re: California Avenue Lane Widening Project;
Reconsideration of MTC Approval of VTA Grant for Same

Gentlemen:

I have been doing business on California Avenue in Palo Alto for over 3 decades. Antonio's Nut House has a large and loyal clientele who come for bar and restaurant services by car. Very few of our customers (except those that live nearby) ride their bicycles to our bar and restaurant.

I attended at least two of the meetings noticed by the City of Palo Alto and its traffic official concerning the lane reduction. The overall impression was even though many businesses oppose the lane reduction for the same reasons that I opposed it – most of their customers come by car. City Officials did not seem interested and in fact said, the project, which I understand to be funded by a Grant from VTA, would not go forward unless the lanes were reduced.

I strongly urge your committee to reconsider the MTC approval of the VTA Grant for the simple reason that it is not needed and it would be very disruptive on business. In fact, the City did not even address the impact on business for construction that the wish to pursue. Something which I thought was common for any street project.

Sincerely,

Antonio Montooth



ANTONIO'S NUT HOUSE
321 CALIFORNIA AVENUE
PALO ALTO, CA 94306