

Expanded Community Advisory Panel (XCAP)

THIS PACKET INCLUDES:

A compilation of emails (public comments, etc) submitted to the XCAP email box, XCAP@CityofPaloAlto.org, between **October 7 and October 14, 2020 at 12:00 pm approximately.**



Note: This PDF contains bookmarks separating each email in this compilation. If you'd like to see the bookmarks but your internet browser doesn't show them, download this PDF from your browser, then re-open it in a PDF reader (such as Adobe Reader, Foxit, etc) and make sure your bookmarks panel is open.

From: [Kathy Jordan](#)
To: [Expanded Community Advisory Panel](#)
Subject: Fwd: San Francisco Office Rents Tumble and Show No Sign of Bottoming - WSJ
Date: Wednesday, October 7, 2020 4:32:56 PM

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

To the XCAP:

Thank you to the XCAP for your work.

I would like to provide a few data points for the XCAP's consideration, to further confirm that the underlying assumptions upon which XCAP was asked to make recommendations have changed. I saw a quote from an XCAP member that predicted that previous circumstances would return, but I think it's fair to say that none of us really know. Here are current data points below.

The Daily Post reports 'Sizable drop in apartment rents in one month,' (Oct. 5, 2020) that cited the housing website Zumper. According to Zumper, [rents in San Francisco for a 1 bedroom apartment fell 20% from a year ago](#). Zumper also reported that in the past month, rent for a 1 bedroom apt in Redwood City fell 5.1%, while Menlo Park experienced a 4.8% drop, and Palo Alto a 2.5% drop.

Due to remote work and a change in attitudes towards remote work, jobs are apparently moving towards affordable housing, which is not the SF Bay Area or the Caltrain corridor. According to Zumper, the cost of rent in Fresno, CA for a 1 bedroom apartment jumped 14% in the last year.

This WSJ article with excerpts below discuss data points about the depressed office rental market in San Francisco.

Please consider whether the XCAP should not pass on the knowledge it has gained, while qualifying any possible recommendations it make, as the underlying circumstances under which XCAP received its charge no longer exist.

Thank you so much.

Best,

Kathy Jordan

<https://www.wsj.com/articles/san-francisco-office-rents-tumble-and-show-no-sign-of-bottoming-11601985601>


[REAL ESTATE](#) [PROPERTY REPORT](#)

San Francisco Office Rents

Tumble and Show No Sign of Bottoming

Big technology firms are exploring cheaper cities or allowing employees to work from home





Twitter has put more than 100,000 square feet of sublease space on the market in a building adjoining its San Francisco headquarters.

PHOTO: DAVID PAUL MORRIS/BLOOMBERG NEWS

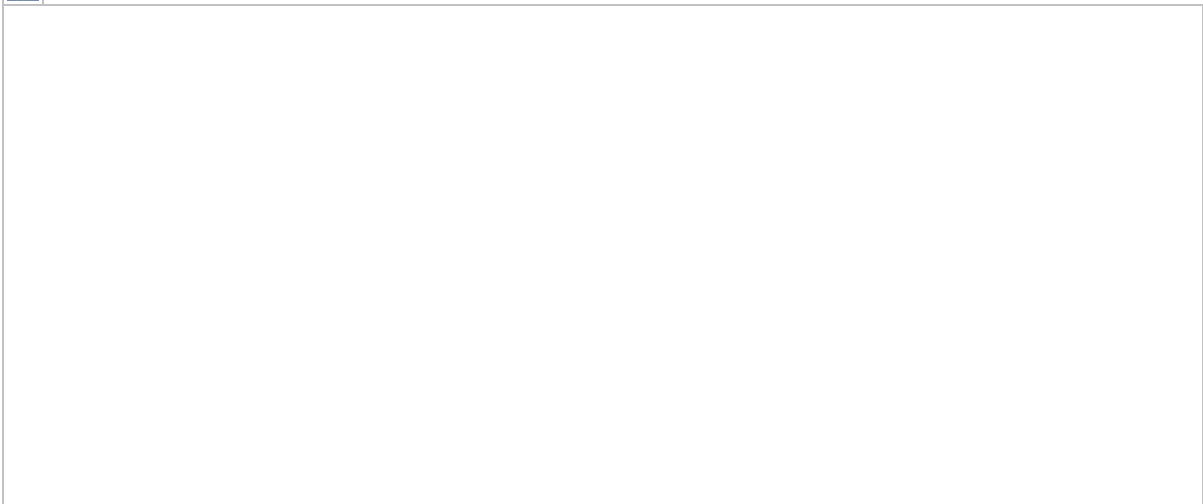
By [Peter Grant](#)

Updated Oct. 6, 2020 8:54 am ET

The technology boom elevated San Francisco office rents to the highest levels in the country. Now during the pandemic, these buildings are suffering the biggest rent declines.

A number of big tech firms are exploring cheaper cities or allowing their employees to work at home, setting the stage for an extended downturn in the office market.

San Francisco office rents fell 4% from the end of March to the end of September, a decline that was more than double that in any other major U.S. city, according to data firm CoStar Group Inc. San Francisco office owners signed only 700,000 square feet in new leasing deals in the third quarter, down about 81% from 3.6 million square feet during the same period in 2019.





The city's poor performance reflects how slowly San Francisco businesses have reopened compared to most cities. After nonessential office workers started to return in June, a rash of new Covid-19 infections in July sent them back home. Office occupancy for the San Francisco region was in the 15% range last month, [compared with about 25% nationally](#), and even lower in the city center, according to real-estate services firms.

“There are almost no tours. There's almost no proposals,” said Chris Roeder, who runs JLL's brokerage team in San Francisco. “The deal activity has totally dried up.”

The lack of office workers is clobbering the city's economy, wiping out thousands of jobs that support its businesses. About half of the city's 3,900 restaurants are likely to fail because of the pandemic, said Laurie Thomas, executive director of the Golden Gate Restaurant Association.

San Francisco office rents soared over the past decade as dozens of startups flocked there, convinced that an address in the city was crucial to their image and would help attract top talent. Companies that in previous years might have anchored their workers in nearby Silicon Valley now saw greater prestige in San Francisco, which younger employees also preferred over the surrounding suburbs.

'We're evaluating our strategy for a more distributed workforce across geographical locations.'

— A Pinterest spokesman

But in recent years, cities such as Austin, Texas, and Denver started to lure San Francisco tech firms with lower office rents and a cheaper cost of living for employees. Bechtel Corp. recently moved its headquarters from San Francisco to Reston, Va.

Much of the technology industry is also embracing a work-from-home policy, decreasing demand for office space. Facebook Inc. Chief Executive Mark Zuckerberg said that within 10 years the company expects as much as half of its employees to work from home. Ride-sharing behemoth Uber Technologies Inc. has delayed moving into a new San Francisco headquarters and told employees they can work remotely until at least June 2021.

In August, visual-search company [Pinterest Inc.](#) canceled a 490,000-square-foot office lease at a planned San Francisco office development. Instead, it paid the developer close to \$89.5 million to back out of the deal.

San Francisco office rents had soared over the past decade as dozens of startups flocked there.

PHOTO: JOSH EDELSON/AGENCE FRANCE-PRESSE/GETTY IMAGES

“We’re evaluating our strategy for a more distributed workforce across geographical locations,” a Pinterest spokesman said.

[Twitter](#) Inc., meanwhile, is moving ahead with plans for a more decentralized workforce that began in 2018. The company has put more than 100,000 square feet of sublease space on the market in a building adjoining its headquarters. The company’s “focus on prioritizing decentralization” is allowing it to be more flexible in the use of its leased space, a spokesman said.

Real-estate brokers say that practically the only new office leasing taking place is by businesses needing to renew expiring leases. Some smaller companies aren’t even doing that.

SHARE YOUR THOUGHTS

Can San Francisco’s office market recover from the shocks of the pandemic? Why or why not? Join the conversation below.

“They’re actually asking landlords: ‘If we let a lease lapse, can we leave all our furniture and equipment in the space,’” said Mr. Roeder of JLL. ““We’ll come back at the right time and potentially renew with you.””

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Green Street, a commercial-real-estate analytics firm, projects that office rents could drop as much as 20%.

But some landlords point out the market always bounces back. Brandon Shorenstein,

chief executive of a family-controlled firm that owns about 4 million square feet of San Francisco office space, points out that the city has suffered busts in the past because of its reliance on the tech sector.

“San Francisco has always been up and down,” he said. “Even if rents do go down, they’ll be back.”

Plexiglass dividers and floor decals might not be permanent, but the pandemic will bring lasting change to offices. Experts from the architecture and real-estate industries share how they are getting back to work and what offices will look like in the future. Photo: Cesare Salerno for The Wall Street Journal

Write to Peter Grant at peter.grant@wsj.com

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From: [Kenneth Streib](#)
To: [Expanded Community Advisory Panel](#)
Subject: Meeting
Date: Wednesday, October 7, 2020 6:02:01 PM

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XCAP members,

I had to leave the meeting a little early today.

Thanks to Larry Klein for at least mentioning the trench cost as unjustified, and raising an issue of the Flag costs of 35 million?? WOW. That does seem out of line.

I sympathize with the eminent domain objectors. Taking a house is the last resort in a city where housing is at a premium. And a violation of housing rights.

I am glad and grateful to Keith Reckdahl for burrowing into the real problem with this project, and that is the cost of these options, and to Gregory Brail for indicating that we don't have the money for a lot of these things.

We are in a time of uncertainty. We still don't know what the final effect of Covid-19 is going to be. It might not be too bad, but some of the tech companies here are starting to let many people work from other areas, and there is a lot of talk about people leaving the area. We may not have the money for a lot of this. And in any case Covid-19 is making it hard to raise revenue.

In this environment, can we wait until we know the final effects of Covid-19 before deciding?

One option I have not heard, which I would like to raise, is, would it be possible to save lives with simply more effective, perhaps larger barriers preventing cars, bikes and pedestrians from crossing the tracks when the train is crossing the road? This could be used in conjunction with perhaps low sound walls beside the tracks, to reduce noise. And perhaps separated bike lanes, and pedestrian lanes, where possible, with barriers could save lives from traffic accidents. This is not a high tech solution, but we might be able to afford it, and would it achieve our goals at a reasonable price, and in a reasonable time without a lot of construction hassle, and land seizures?

Thanks so much for your time,

Ken Streib

From: [carlin otto](#)
To: [Expanded Community Advisory Panel](#)
Subject: Needed additional information
Date: Wednesday, October 7, 2020 5:34:04 PM

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You need to know

- given the single story nature of most of south Palo Alto
- what will the noise level be for houses up to **6 rows** (parallel streets) away from the each of the options

From: [david stritmatter](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Deborah Ju](#)
Subject: Train Tressel or tunnel Charlston crossing, the consultants report is invalid
Date: Wednesday, October 7, 2020 2:14:31 PM

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

Dear XCap members.

The idea that a raised tressel or viaduct would in any way be satisfactory on the crossings at Charlston and Meadow is untenable. Having lived in Charlston Meadows for over 30 years. I have always felt the Only way to solve the Charlston crossing was a trench or a tunnel. A tressel such as they have in Belmont, although done up with fancy decorations is ugly. The Great underpass in Redwood City has expanded and added a clean look and allows for easy passage under the tracks. Redwood City did it right. As a long time citizen of Palo Alto (50 years) I strongly object a raised concrete wall, a division, a blight, totally unsuitable in my city and in my neighborhood. I ask for an independent analysis of both tunnel and Trench options. Perhaps the University train crossing or the Embarcadero crossing could be improved by new tressels as the current underpasses are narrow and old. Palo Alto has to get it right.

Thank You, David L. Stritmatter
363 Whitlem Pl. Palo Alto Ca

From: gmahany@aol.com
To: [Expanded Community Advisory Panel](#)
Subject: Daylight plane Viaduct shadow for Charleston and Meadow
Date: Thursday, October 8, 2020 8:47:12 PM

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hello all

During the XCAP meeting on 07OCT2020 in the round robin discussion Tony expressed a his desire for information about the Meadow/Charleston viaduct's shadow on the neighborhoods. Here is the info: on 22DEC2020 at 12:00 a 26ft (8m) high object will cast a 47ft (14.34m) long shadow that will fall mostly on Alma street. See the images bellow. the calculations are show in the attachment. The viaduct shadow will be 3m long on 22JUN2021.

I got this info from <https://www.suncalc.org>

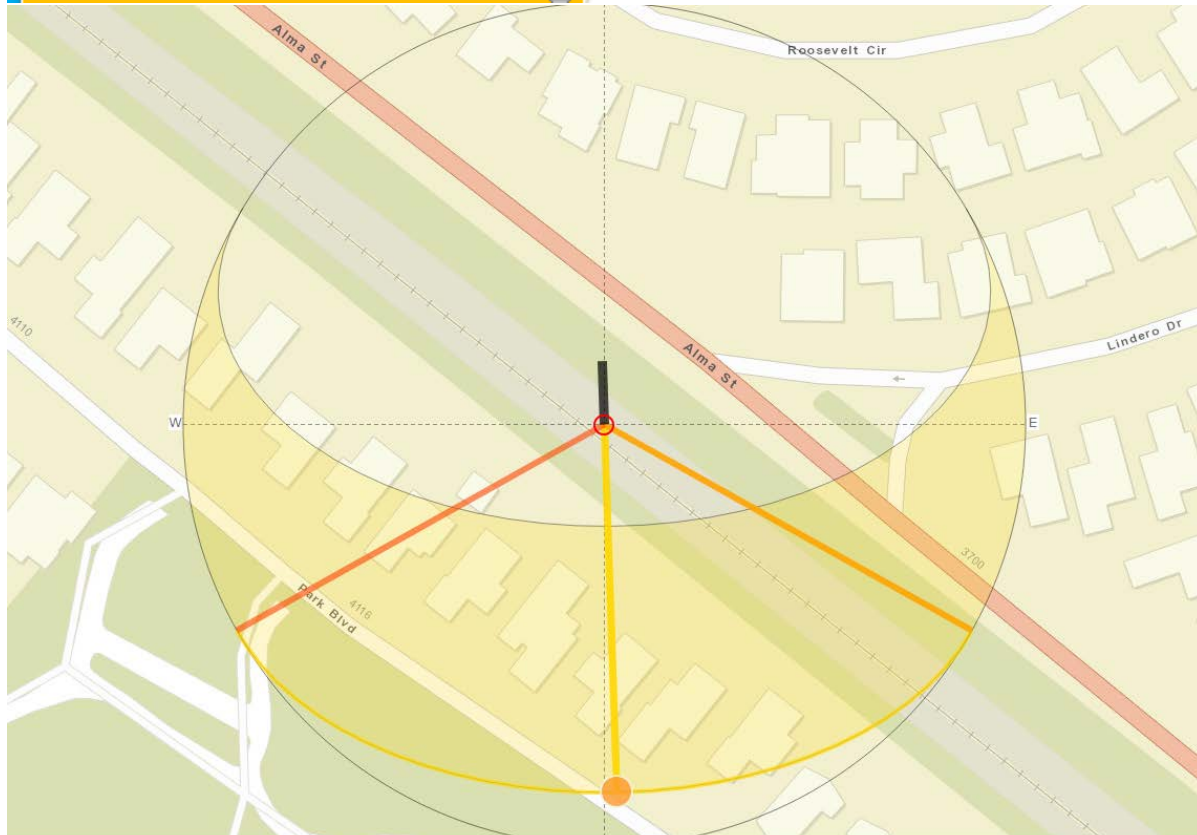
Solar data for the selected location	
Dawn:	06:50:43
Sunrise:	07:19:38
Culmination:	12:07:27
Sunset:	16:55:17
Dusk:	17:24:12
Daylight duration:	9h35m39s
Distance [km]:	147.151.239
Altitude:	29.16°
Azimuth:	178.04°
Shadow length [m]:	14.34
at an object level [m]:	<input type="text" value="8"/>



During the xcap meeting on 07OCT2020 during the round robin discussion Tony expressed a his desire for information about the Meadow/Charleston viaduct's shadow on the neighborhoods. Attached to this email is an illustration of daylight planes effect.

Daylight plane for the Charleston /Meadow viaduct shadow is the info: on 22DEC2020 at 12:00 a 26ft (8m) high object will cast a 47ft (14.34m) long shadow that will fall mostly on Alma street. The shadow will only be 3m on 22JUN2021

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1. Why is XCAP being apologetic on the cities behalf. I thought XCAP was supposedly independent? Would it be more appropriate to not prepare "a way out" for the city representative, and letting him explain and speak for himself without paving a way for him? I am beginning to question the relationship between XCAP and the City Council.

2. It seems the city "surprised" and tried to bypass XCAP at a public meeting with the Underpass Option - "even XCap didn't get to see it - it came up at a public meeting ". That means, the city pulled out the underpass option like a rabbit from the cylinder, without lengthy consultation, discussion or participation process? This is the first time I am hearing this. Thanks for that crucial piece of information. This is very concerning and questions the whole process of transparency and participation even more. Also remarkable: "I think the day prior there was an effort made by the city to try to alert as many properties they had figured out maybe would be impacted?" Let me repeat - the DAY BEFORE THE UNDERPASS OPTION was revealed (after MONTHS of design by the contractors?) the city "mad an effort"? What exactly would that have been? Please clarify in the next XCAP meeting, with some evidence.

3. XCAP said that at that point, it was XCAP's understanding that "nobody was being notified about anything", basically agreeing with our previous assessment that Mr. Kamhil's previous statement "we have notified properties" was confusing, or meant in a different way:

<https://youtu.be/BqyYn8SVgnA?t=7494>

At that point, I would have expected that Mr. Kamhil would take the "way out" that XCAP had offered him and agree with the interpretation that "nobody had been notified" by the city. HOWEVER, instead he chose to repeat, in disguise, what he said before: that "there was an effort by the city to get out messages to all of the properties that could be impacted". I am asking XCAP and Mr. Kamhil to please provide details of a) who, b) when, and c) how "properties" were notified.

4. I am not sure if XCAP gave the right reply after Mr. Kamhil's "explanation". I certainly was NOT satisfied with his explanation at all, and I did NOT find it "great" at all.

Dear XCAP and City Council / Mr. Kamhil, I do not consider this issue sufficiently discussed or resolved yet. Please cover this in the next XCAP meeting. I am looking forward to some explanations that make a little bit more sense.

Thank you, best regards,

Michael Wessel

From: [Michael Wessel](#)
To: [Patrice Banal](#); [Expanded Community Advisory Panel](#); [Council, City](#); [Nadia Naik](#); [Reckdahl, Keith](#); cma_neighborhood@googlegroups.com
Subject: Re: MISREPRESENTATIONS
Date: Thursday, October 8, 2020 9:59:13 AM

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Dear XCAP and City Council,

please post yesterday's XCAP video ASAP on YouTube, so I can comment on Mr. Kamhil's replies on the questions of misinformation

1. His reaction to Nadia Nail's request to clarify his public statement made last week about communication attempts with the home owners that would be effected by eminent domain was as wishy-washy as last time. This time, he spoke of "earlier communications" with some of the neighbors that might be effected (eventually) - how much more vague and wish-washy can you be? Obviosuly, this doesn't change a thing in our main statement: **NONE OF OUR NEIGHBOORS HAVE BEEN NOTIFIED OR CONTACTED (NEITHER EARLIER OR LATER) BY THE CITY.** I am not sure how he got away with this answer in the XCap call yesterday. An obvious question would have been. Unless he is able to present ONE NEIGHTBOOR of ours that was informed or had any kind of communication with the city, I repeat my previous statement: he is publicly spreading misinformation to nudge XCap into certain options.

2. His reaction to Keith Reckdahl's excellent research regarding > 300 % inflated cost estimates for the Trench and Tunnel options spoke a clear language. It has become clear to me that the City is not interesting in pursuing further analysis and research, and that they want to process done (soon).

Thanks, Mr. Kamhil, we can read you like an open book now!

XCap, now you have hard evidence that the City Council is not playing transparently with you. You might need to reconsider your role in this process. Don't be a pawn on a chess board.

Michael Wessel

From: gmahany@aol.com
To: [Expanded Community Advisory Panel](#)
Subject: The daylight plan attachment for Charleston Meadow viaduct
Date: Thursday, October 8, 2020 8:51:48 PM
Attachments: [daylight plane at charleston and meadow viaduct.docx](#)

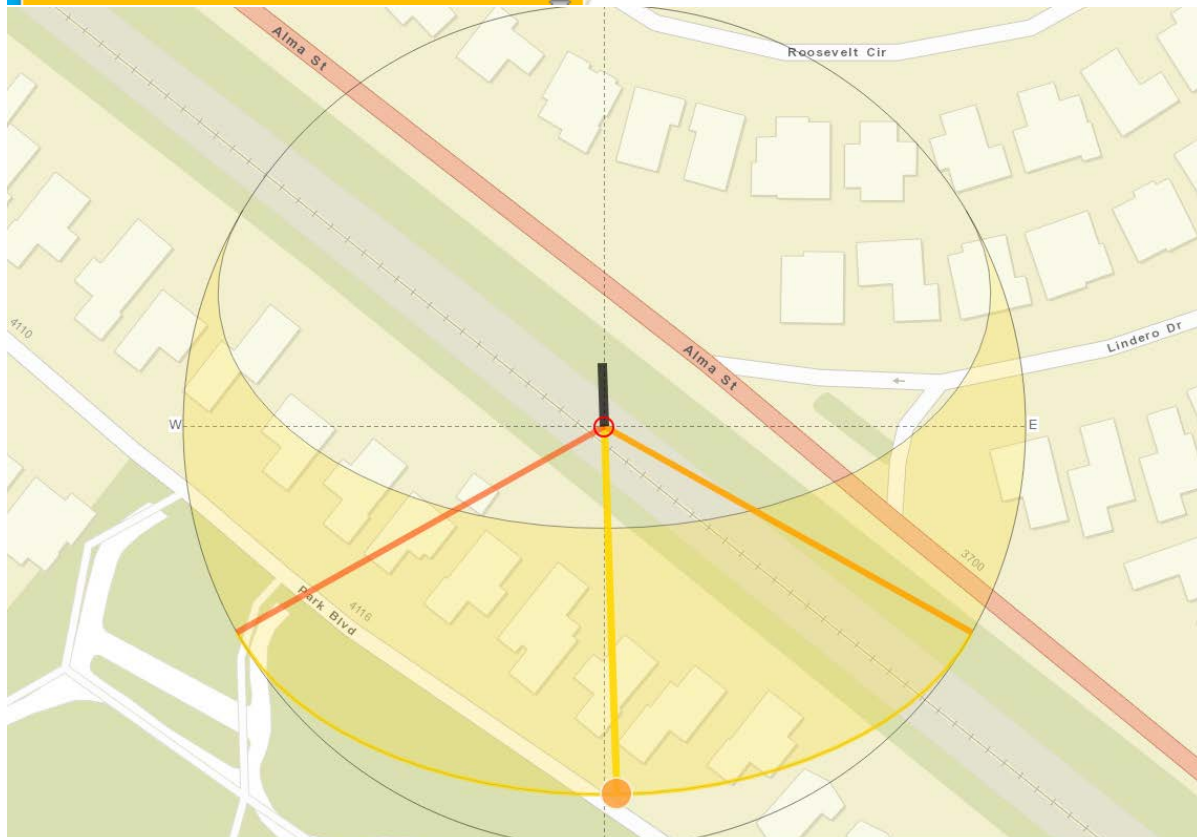
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Hello all
sorry forgot to attach the attachment to my previous email.
Gary Mahany

During the xcap meeting on 07OCT2020 during the round robin discussion Tony expressed a his desire for information about the Meadow/Charleston viaduct's shadow on the neighborhoods. Attached to this email is an illustration of daylight planes effect.

Daylight plane for the Charleston /Meadow viaduct shadow is the info: on 22DEC2020 at 12:00 a 26ft (8m) high object will cast a 47ft (14.34m) long shadow that will fall mostly on Alma street. The shadow will only be 3m on 22JUN2021

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Altitude:	29.16°
Azimuth:	178.04°
Shadow length [m]:	14.34
at an object level [m]:	<input type="text" value="8"/>



From: gmahany@aol.com
To: [Reckdahl, Keith](#); [Expanded Community Advisory Panel](#)
Subject: XCAP trench done by unskilled labor
Date: Thursday, October 8, 2020 7:39:24 PM

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Hello Keith, and other XCAP members

I must comment to you about implying on 07OCT2020 that digging a trench involves unskilled, and therefore cheap, labor. Trench digging will not be dug by hand shovels and wheelbarrows. Instead, large, expensive machines will be used guided by state-of-the-art satellite coordinates. A 40-foot deep trench first has to be isolated from the water table; this task is also done by large expensive machinery guided by highly skilled engineers and workers. At the trench bottom a lot of iron rebar is set ready for the massive slab of concrete to be poured for the base. Finally, the trench side rebar is installed and the concrete forms made and set then concrete poured into the forms. None of this work is done by unskilled labor.

Gary Mahany

From: [Neil Shea](#)
To: [Expanded Community Advisory Panel](#); [Kamhi, Philip](#); [Council, City](#)
Subject: Reconsidering the Viaduct
Date: Friday, October 9, 2020 4:54:27 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)

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Thanks XCAPers. I appreciate your discussion of the low cost of the Hybrid option, that was my long time favorite. But as I see pictures of completed viaduct projects elsewhere (e.g. below) I see huge potential for:

- * open sitelines, no 'wall' feeling
- * daylighted clear views across the tracks
- * getting Caltrain approval to use the R/W for trails or other open space
- * keeping our city linked & knitted together East-West
- * adding ped/bike crossings at several other places
- * easy level crossings for peds, bikes and vehicles
- * can be built near Alma, away from homes
- * while 4 tracks are very unlikely, a viaduct could be expanded to 4 to meet Caltrain's requirement
- * fast construction, minimal disruption, and affordable cost

As you saw on the virtual town hall, more people voted for elevated options than submerged.

Let's keep the Viaduct fully on the list, request some nice designs like the below, ask for Caltrain's support on landscaping, colors, use of the R/W for a trail, etc. and help our neighbors warm to it.

Thanks all!
Neil Shea & family
800 High St, Palo Alto x Homer Ave





From: [Arnout Boelens](#)
To: [Nadia Naik](#)
Cc: [Expanded Community Advisory Panel](#)
Subject: Re: Turning radius of a cargo bike
Date: Saturday, October 10, 2020 5:13:16 PM
Attachments: [curveRadiusF.pdf](#)

You're welcome.

Because I was surprised about my results, I actually went out again this morning to do some more measurements. Not unexpected, it turns out it makes a big difference whether you fully lean into a curve without pedaling, or whether you continue pedaling while cornering. In the attached plot "tight" means leaning in and not pedaling, while "comfortable" means pedaling while cornering. "Comfortable" is probably the more realistic scenario when there is precious cargo onboard the cargo bike.

Kind regards,

Arnout

On Sat, Oct 10, 2020 at 10:25 AM Nadia Naik <nadianaik@gmail.com> wrote:

Thanks!!

On Fri, Oct 9, 2020 at 10:20 PM Arnout Boelens <a.m.p.boelens@gmail.com> wrote:

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Dear XCAP members,

The last XCAP meeting I attended on September 30th I overheard one of you wondering what is the turning radius of a cargo bike. This afternoon I found some time to head to an empty parking lot and measure the turning radius of our two wheel cargo bike as a function of speed (Unfortunately, I do not have access to a three wheel cargo bike to test its turning radius).

The results are plotted in the attached graph. It turns out that I can make a tighter curve than what is considered a comfortable turning radius for a bicycle according to the CROW Design Manual for Bicycle Traffic. Consequently, I would recommend adhering to the more conservative suggestion from the CROW design manual (page 50).

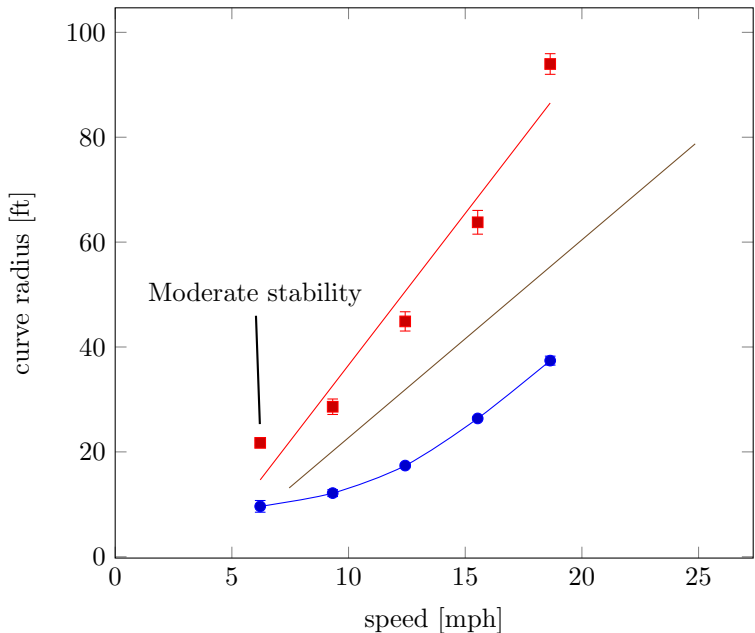
For a main cycling route the **design speed is 20mph** with a **minimum turning radius of 60ft**.

Thank you for all your work.

Kind regards,

Arnout Boelens

Turning radius as function of speed for bicycles



- Urban Arrow cargo bike (tight)
- Urban Arrow cargo bike (comfortable)
- CROW Design Manual for Bicycle traffic

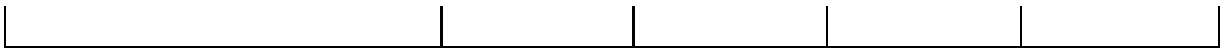
From: [Neil Shea](#)
To: [Expanded Community Advisory Panel](#); [Kamhi, Philip](#)
Subject: Suggestion for Final Report
Date: Saturday, October 10, 2020 8:58:11 PM

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Thanks XCAPers. Understanding it may not be easy to pick one option or even to rank the options for Meadow/Charleston, it would no doubt have a great deal of value to the Counsel, the public and future stakeholders if you summarized your findings in a chart (with appropriate notes), e.g. below. Thanks.

Neil Shea
 800 High St, x Homer Ave, PA

	Hybrid	Viaduct	Trench	Underpass
Positives				
Cost	XX	X	-	X
Shorter Construction Time	-	XX	-	-
Aesthetics	-	-	XX	X
Level for Peds, Bikes & Cars	-	XX	XX	-
More Ped/Bike Crossings Easy	X	XX	X	-
Flexible for Landscaping	XX	XX	-	X
Opportunity for trail, open space	-	XX	-	-
Approvable for 4 Tracks option	XX	XX	<i>(Note 1)</i>	XX
Concerns				
Cost	-	-	XX	-
Property Takings	-	-	-	XX
Requires Construction Shoofly Tracks incl Catenary, Shrinks Alma to 2 lanes	XX	-	XX	XX
Aesthetics	X	XX	-	-
Restricted Car Turning Motions	-	-	-	XX
Not Level for Peds, Bikes	X	-	-	XX
May Visually Divide City	XX	-	-	-
Not Approvable for 4 Tracks	-	-	<i>(Note 1)</i>	
Requires Caltrain Variances	-	-	<i>(Note 2)</i>	-
Creek Hydrology Issues	-	-	XX	-
Many Hydrology Approvals Req'd	-	-	XX	-
Flooding Risks			XX	-
Perpetual Pumping Need	-	-	XX	X
Uncertain Soil Conditions	-	-	XX	-
Tie Rods Under Yards, Restricts Owner Landscaping	-	-	XX	-



Note 1: Trench as current designed, scoped & costed cannot accommodate 4 tracks and likely cannot be approved by Caltrain.

Note 2: >1% Slope, etc.

Other Notes: All options eliminate train horns. Diesel engine noise being phased out by Caltrain.

From: [Amy Ho](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: High speed rail: data and analysis insufficient for decision making
Date: Sunday, October 11, 2020 6:54:21 PM

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Dear XCAP and city council,

I am writing to express my concern about the current situation with the rail project in my neighborhood. It is my understanding that the cost estimates for the trench are significantly higher than comparable projects elsewhere, and that the noise analysis has significant flaws as it ignores impacts that do need to be considered. It seems that any votes or decisions made now would be based on inaccurate facts and data. I urge you all to wait for information to make a more informed decision and to listen to the input of the families in our neighborhood that will be impacted if the high speed rail is built above ground. If a high speed rail is built, we feel that the below ground options should be seriously considered and evaluated.

Sincerely,
Amy Ho

From: [Suzanne Jacobs](#)
To: [Expanded Community Advisory Panel](#)
Subject: No to elevated rails
Date: Sunday, October 11, 2020 9:47:24 PM

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

No one wants this in their backyard.

Suzanne Jacobs
South Palo Alto resident

From: [Robert Martinson](#)
To: [Expanded Community Advisory Panel](#)
Subject: Palo Alto Grade Separation: Listen to our Community
Date: Sunday, October 11, 2020 4:03:08 PM

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

Dear XCAP Committee Members,

Thank you for all your time you continue to provide our community in this huge endeavor towards grade separation. Based on what I heard last week during your deliberations, it appears many of you are leaning towards an elevated-rail solution.

While any XCAP recommendations is just advisory, I strongly do not want any elevated-rail solution to be considered the grade-separation baseline. Considering that the City does not even allow two-story homes in most of the lots along Park Blvd, it is very hypocritical that the City would consider putting double-decker trains on top of a two-story structure behind their back fences.

Since the neighborhood does not want an elevated-rail solution, the City should perform a proper feasibility/cost evaluation for the two non-elevated solutions before considering an elevated solution. The City should not burden the neighborhood with an undesirable design when more desirable designs have received only cursory consideration.

Thank you in advance for this consideration.

Stephanie Martinson
Park Blvd.
C 650-703-6873

From: [carlin otto](#)
To: [Expanded Community Advisory Panel](#)
Subject: PLEASE PLEASE PLEASE
Date: Sunday, October 11, 2020 6:07:58 PM

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

No elevated train.
NO hybrid. NO viaduct.

Both of these elevated options will throw noise out to THOUSANDS of residents who TODAY do NOT hear the train. People who live 4 and 5 and 6 houses ("rows 3 + 4") away from the tracks -- on both sides --- will be woken up at night and will have conversations interrupted by trains passing on tracks that are higher than (above) the level of their roofs (which are **13-14 feet**). This is because most of south Palo Alto is single-story, and large portions are zoned "single story overlay" so will be single-story for many decades into the future

The noise expert (report) you hired did not report noise beyond row 2 (houses 1-3 away from the tracks). But he did say that noise spreads for long distances unless it is blocked by something solid, like a building. Because there is nothing to block the noise, it will spread out beyond row 2 and will be audible (new noise!) to houses 4, 5, 6, and further. One speaker (who lives on Whitclem, **15 houses** away from the tracks) told you that from her second story (unblocked by any other houses) she is woken up by the train.

Please NO ELEVATED TRAIN

Carlin Otto
231 Whitclem Court
Palo Alto, CA 94306

From: [Gari Gene](#)
To: [Expanded Community Advisory Panel](#)
Subject: The Trench, please please please!
Date: Sunday, October 11, 2020 10:54:19 PM

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

Dear XCAP:

The two elevated options are both equally horrible.
Both are noisy, dust-creating, UGLY, and divisive.
The five feet of difference between them is irrelevant.

Palo Alto already feels divided with the current ground level tracks,
please do NOT make it worse with a highly visible division in the sky.
Surely you have read that most cities who build elevated
trains decide to tear them down within a few years !!!
They discover that they are dirty, noisy, ugly, and divisive.
And what do they build? tunnels or trenches.

PLEASE RECOMMEND THE TRENCH.

It is the least evil among the current options (all of which are problematic).
Only the TUNNEL is a good option, but you removed that one
from consideration ... unfortunately.

Gari Gene
231 Whitclem Court
Palo Alto, CA 94306

From: [Karen Ouk](#)
To: [Council, City; Expanded Community Advisory Panel](#)
Subject: Against all elevated options for the rail
Date: Monday, October 12, 2020 11:21:49 PM

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

Hi - I would like to express my objection to any rail option that includes an elevated option as I live right on Alma and Charleston and all privacy would be gone and the unsightly raised rail would make the city look like an ugly industrial zone cut right through the middle of the city.
Thanks.

Karen
129 Lundy Lane Palo Alto

From: [Deborah Ju](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Cc: [CMA Group](#)
Subject: Charleston Grade Crossing
Date: Monday, October 12, 2020 5:33:18 PM

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

Greetings to you all. I attended the two recent XCAP zoom meetings relating to the Charleston crossing. At the last meeting, each XCAP member spoke about their leanings. Several things are clear:

- 1) None of the XCAP members like the visuals of the raised options (the above grade or the viaduct), or would like to have one in their neighborhood.
- 2) Our neighborhood has been engaged in this process from the beginning and the overwhelming majority of residents oppose a raised option.
- 3) There are significant questions about the accuracy of the cost estimate of the trench option vis-a-vis the raised options. Similar trench projects have been built in other locations at much, much lower costs. Many residents feel that the consultants went into this project intent on pushing an elevated option and that the stark cost differential between the raised options and the trench reflects that bias. An independent cost review is needed to have any confidence in the analysis.
- 4) Any decision made now would be made without important information about the future of high-speed rail and/or CalTrains. There is no need to rush a decision now and not wait for fuller information. Several XCAP members expressed understandable fatigue but a raised option would adversely affect our neighborhood for decades and a decision should not be made prematurely out of fatigue when no one likes that option.
- 5) There has not been an adequate noise analysis. The consultants only addressed noise level for the 2 rows of houses closest to the track, which represents a very small fraction of the affected homes. Their report assumed that 2nd story homes would buffer noise beyond the second row of houses. Clearly, the consultants' analysis is misinformed. Had they visited the neighborhood, or done any research at all, they would have learned that there is a one-story overlay over much of the neighborhood (as there is in Greenmeadow on the other side of the tracks). There are very few two-story homes and none located where they will buffer noise for the affected area. Thus, the noise analysis is sloppy, inaccurate and invalid. I live in one of the few two story homes. I can attest that the train noise is much louder on our second story where there is nothing to buffer it than it is downstairs. An elevated train would affect all the homes in the neighborhood in this fashion--there would be nothing to buffer the noise for many, many blocks in both directions.
- 6) Large concrete viaducts and overpasses are ugly and not compatible with a residential neighborhood in a green community. Palo Alto would be embarrassed and ashamed by such a structure and future generations will wonder how in the world a City full of smart engineers let this happen.

Sincerely,

Deborah Ju
371 Whitelem Drive
Palo Alto, CA 94306

From: [Lee Law](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Charleston/Meadow Rail Crossing
Date: Monday, October 12, 2020 5:56:13 PM

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

Dear XCAP members and Palo Alto City Council,

I am writing to implore you to reexamine assumptions about the tunnel and trench solutions for the Charleston/Meadow rail crossing and to give them proper due diligence with realistic financial analysis, coupled with a valuation of the intangible benefits for the city. Having been a long-time Palo Alto resident, I understand that many have simply given up on the idea that City Hall listens to the residents of the city it represents, believing that they will take the path of least resistance to these complex problems by deferring to hired consultants whose agenda has been, from the start, clearly slanted toward raised rail solutions, particularly the viaduct. However, this issue is far too significant for a path of least resistance and will have lasting ramifications for decades and more. Therefore, I'd like to add my voice once again to the hundreds of neighbors who petitioned IN FAVOR of the TUNNEL/TRENCH solution for Charleston/Meadow.

A raised rail is not a solution for Palo Alto. A tunnel/trench is. The arguments against a raised rail have been enumerated many, many times by many, many neighbors, including myself, so please listen. We do not want our neighborhood destroyed by the attendant blight, noise, and ugliness that tons of concrete would bring to a city that touts itself as a green community leading in innovation and early adoption. A viaduct is a backward solution, and it is the wrong solution.

XCAP has worked incredibly hard to represent residents' interests, for which I am extremely grateful. Please do what it takes to provide them the necessary support and resources required to secure an independent and fair evaluation for an innovative, forward thinking approach to tunneling or trenching that will be a source of pride for Palo Alto and serve as an exemplar for other communities grappling with these same issues.

Sincerely,

Lee Langhammer Law
4253 Park Blvd
Palo Alto, CA 94306

From: [khurshid.gandhi](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Charleston_Meadows Trench estimate and other views
Date: Monday, October 12, 2020 12:04:20 AM

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

Hello XCAP and city council members:

I am writing to you to request that any decision on what option is best for grade separation for the Charleston-meadows neighborhood not be made until we can get another estimate on the trench option from another independent consultant (i.e not AECOM). AECOM has expertise and experience in building hybrid options in the bay area and I feel like its analysis and estimates are 'herding' us into opting for that option. I strongly feel that neither the hybrid nor the underpass (eminent domain acquisition is unacceptable) are viable options for the Charleston-Meadows neighborhood.

Our neighborhood has a very strong preference for the trench option or any underground train option. It is impossible to know if this is possible based on AECOM's seemingly skewed cost estimates on this option.

In addition, I would strongly suggest that options that keep the *road at grade* and that allows *all turning options* at the Meadow- Alma and Charleston-Alma intersections be prioritised. Those are the two main factors that will maintain the feel of the neighborhood and increase connectivity. Please do not isolate neighborhoods and create options that increases the flow of traffic through neighborhood residential streets. Please let our neighborhood stay connected with the rest of Palo Alto and not isolated or divided.

This is as oft quoted a project that will probably last a century. Let us not choose the easiest or cheapest option and instead choose the best option for our neighborhood and city.

Thank you
Khurshid Gandhi

From: [Neil Shea](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Kamhi, Philip](#); [Council, City](#)
Subject: Chart Makes Sense - Meadow/Charleston
Date: Monday, October 12, 2020 5:03:05 PM

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

Thanks XCAPers, resending after review as I think it provides a simple visual way to summarize many of the learnings of XCAP about the key positive aspects and concerns for the grade separation options for Meadow/Charleston. I added one more Positive and one more Concern, below in color.

We understand that it's not easy to pick just one option for environmental review. We know no one wants all this time and effort invested in XCAP to be a 'failure' or a 'waste of time'. Accordingly it will be very valuable even to help eliminate any one or two of the choices, and to summarize the others for Council action, for example as below.

I believe the Underpass can be ranked lowest and eliminated due to the many disadvantages discussed -- including the property takes; long construction time and disruptions; greatly restricted auto turning movements; inconvenience to peds and bikes; and fairly significant cost. (I believe the Tunnel with Freight at Grade can also be easily eliminated due to broad lack of support.)

If you do that, and you agree that a chart like below gives a fair summary of the positives and concerns you heard, I believe you will be providing real value to the Council and the City. From these three final options, decision makers can weigh the ultimate issues of cost; aesthetics; and the other factors.

For me, late in this process, I have become more open to the many positives and relatively few concerns with the Viaduct. At the end of the day I support whatever decision the Council makes - i DO NOT however support further indecision and delay.

Thanks again XCAPers, you can make a difference!

Neil Shea
 High St & Homer Ave, PA

	Hybrid	Viaduct	Trench	Underpass
Positives				
Relatively Lower Cost	XX	X	-	X
Much Shorter Construction Time	-	XX	-	-
Aesthetics	-	-	XX	X
Level for Peds, Bikes & Vehicles	-	XX	XX	-
More Ped/Bike Crossings Easy to Add	X	XX	X	-
Flexible for Landscaping	XX	XX	-	X
Opportunity for Trail, Open Space	-	XX	-	-

Approvable for 4 Tracks Option	XX	XX	(Note 1)	XX
Support of Virtual Town Hall Votes	XX	X	X	-
Concerns				
Cost	-	-	XX	-
Property Takings	-	-	-	XX
Requires Temporary Shoofly Tracks including Catenary, Shrinks Alma	XX	-	XX	XX
Aesthetics	X	XX	-	-
Restricted Turning Motions	-	-	-	XX
Not Level for Peds, Bikes	X	-	-	XX
May Visually Divide City	XX	-	-	-
Not Approvable for 4 Tracks	-	-	(Note 1)	
Requires Caltrain Variances	-	-	(Note 2)	-
Creek Hydrology Issues	-	-	XX	-
Many Hydrology Approvals req'd	-	-	XX	-
Flooding Risks			XX	-
Perpetual Pumping Need	-	-	XX	X
Uncertain Soil Conditions	-	-	XX	-
Tie Rods Under Yards, Restrict Owner Landscaping	-	-	XX	-
Risk of Objects Thrown in Tunnel, Persons Scaling Fence to Access It	-	-	XX (Note 3)	-

Note 1: Trench as currently designed, scoped & costed cannot accommodate 4 tracks, and thus likely cannot be approved by Caltrain.

Note 2: >1% Slope, etc.

Note 3: How tall must the protective fence be to adequately mitigate these risks? What are the aesthetics of this very tall fence? What are City liabilities if anyone is hurt?

Other Notes: All options far quieter than today – train horns eliminated. Diesel engine noise being phased out by Caltrain.

From: [Kenneth Streib](#)
To: [Expanded Community Advisory Panel](#); [Nadia Naik](#)
Subject: Clarification
Date: Monday, October 12, 2020 5:13:47 PM

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

Greetings,

I was wondering if it would help to clarify exactly what we expect from grade separation. EXACTLY WHY are we doing this? increased safety? A great reason, but do we have statistics of exactly the types of accidents which happen, and why? Noise? Another good reason, if there are others I would like to see if we have a source for all the reasons for doing this, after all, this is the most expensive thing we have ever done, and I for one would like to really clarify what we are expecting from it.

Thanks, and stay well from the virus,

Ken Streib

From: [June](#)
To: [Expanded Community Advisory Panel](#)
Subject: grade-separation
Date: Monday, October 12, 2020 5:27:45 PM

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

Dear XCAP Committee Members,

No any elevated-rail solution please. Trench is the best solution!

Park Blvd

From: [Peter Bergsman](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: High Speed Rail
Date: Monday, October 12, 2020 11:03:49 PM

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

Dear City Councillors and others:

I urge you to do all in your power to oppose an elevated train in any part of Palo Alto. Thank you.

Peter D. Bergsman
108 Greenmeadow Way
Palo Alto, CA 94306
650-964-2071 -- pdb@acm.org

=====
Peter Bergsman
pdb@acm.org
=====

From: [Florence LaRiviere](#)
To: [Expanded Community Advisory Panel](#)
Subject: Meadow-Charleston crossings
Date: Monday, October 12, 2020 9:53:55 AM

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

Dear Committee Members,

We have signed petitions and have written letting you know South Palo Alto does NOT favor an elevated-rail solution. Stephanie Martinson states it very well. Thank you for all your work on this matter. Any excellent leader is a visionary too—what is done will be in place a long time.

Virginia LaRiviere
453 Tennessee Lane

From: [Terri Shifrin](#)
To: [Expanded Community Advisory Panel](#)
Subject: NO RAISED RAIL TRAINS
Date: Monday, October 12, 2020 4:56:15 PM

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

Dear XCAP Committee Members,

Thank you for all your time you continue to provide our community in this huge endeavor towards grade separation. Based on what I heard last week during your deliberations, it appears many of you are leaning towards an elevated-rail solution.

While any XCAP recommendations is just advisory, I strongly do not want any elevated-rail solution to be considered the grade-separation baseline. Considering that the City does not even allow two-story homes in most of the lots along Park Blvd, it is very hypocritical that the City would consider putting double-decker trains on top of a two-story structure behind their back fences.

Since the neighborhood does not want an elevated-rail solution, the City should perform a proper feasibility/cost evaluation for the two non-elevated solutions before considering an elevated solution. The City should not burden the neighborhood with an undesirable design when more desirable designs have received only cursory consideration.

Palo Alto has always had a special charm. Slapping a huge long monolith that cuts right through our beautiful town would change the usage, and the quality of all parts of town feeling included with each other.

We will be living with this decision for our lifetimes and our children's lifetimes.
Thank you in advance for this consideration.

Terri Shifrin
Middlefield Road

Sent from my iPad

From: [Deborah Waxman](#)
To: [Expanded Community Advisory Panel](#)
Subject: Please NO viaduct!
Date: Monday, October 12, 2020 9:04:48 PM

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

Dear XCAP Committee Members, I am writing to beg you once again not to recommend the viaduct option. We may have lost the chance to have a tunnel, which is a sad loss, but based on what I've heard from all my neighbors over the years, we remain strongly opposed to the viaduct. You have the opportunity to find better data to support your decision than has been presented thus far. Please take advantage of this opportunity to move past current assumptions about cost and difficulty. And please consider the impact of a viaduct on those who have to face it day after day for the rest of their lives in Palo Alto. Please recommend that the city perform a proper feasibility/cost evaluation for the two non-elevated solutions before considering an elevated solution. Thank you for your consideration,
Deborah Waxman
Park Blvd

From: [Ellen Hartog](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: rail road track options
Date: Monday, October 12, 2020 7:27:44 AM

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

Dear XCAP Committee Members and Members of the City Council, Thank you for all your time you continue to provide our community in this huge endeavor towards grade separation. Based on what I heard last week during XCAP deliberations, it appears many of you are leaning towards an elevated-rail solution. While any XCAP recommendations is just advisory, my advise is against any elevated-rail solution to be considered the grade-separation baseline for many reasons.

For one, considering that the City approved restricting building to one story developments along existing Park Blvd. neighborhoods and does not allow two-story homes in most of the lots along Park Blvd, it is very hypocritical that the City would consider putting double-decker trains on top of a two-story structure behind their back fences even when tracks are towards Alma side of right of way. It is unsightly and out of character for a residential neighborhood. Architectural review approval of this type structure would be denied based upon the City's guidelines.

Secondly, the noise factor within the study did not take into account the amount of noise received further from the tracks and thus inaccurate to assume the noise dies outside the immediate surroundings. It does not. The neighborhood is single story and elevated noise will travel over the rooftops and noise heard far beyond what is stated. The study is flawed. Since the immediate and surrounding neighborhoods do not want an elevated-rail solution, the City should perform a proper feasibility/cost evaluation for the two non-elevated solutions before considering an elevated solution. The City should not burden those directly impacted with an undesirable design when more desirable designs have received only cursory consideration. Thank you in advance for this consideration. Ellen Hartog
Victoria Place

From: [Vijay Vusiri](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: South Palo Alto rail corridor - Please eliminate the "elevated rail" option
Date: Monday, October 12, 2020 11:13:41 PM

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

I live in South Palo Alto (Ruthelma Ave). I would like the XCAP and City council to please consider taking the "elevated rail" off the table. It is unsightly and aesthetically disruptive. Given the importance of this critical decision for the future of Palo Alto, I humbly request you to consider the trench option and consider the views expressed that current cost/schedule estimates from AECOM are too high and thus obtaining a second opinion would be prudent

- Vijay Vusirikala
Resident of Charleston Meadows.

From: [Judy Palmer MD](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Cc: parag@virtunetsystems.com
Subject: ABSOLUTELYNOELEVATEDRAIL
Date: Tuesday, October 13, 2020 9:03:00 AM

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

DEMAND THAT CITY COUNCIL ELIMINATE THIS OPTION FOR ONCE AND FOR ALL!

Not only would this be unsightly, noisy, and disruptive, it would lower the value of nearby properties

Judy Palmer

Judy Palmer
441 Carolina Lane
Palo Alto, CA 94306
judypalm@stanford.edu
650 400 5971

Some people are more certain of everything than I am of anything.
— Robert Rubin (2004)

From: [Kathleen Murren](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Kathleen Murren](#)
Subject: CalTrain Options
Date: Tuesday, October 13, 2020 7:40:38 PM

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

XCAP Committee,

I would like to share my views on the grade separation options currently under consideration for Meadow and Charleston:

1. I **strongly oppose** all elevated options (Viaduct and Hybrid). They are in direct conflict with many of the items our community values, such as maintaining our vibrant, friendly, cohesive neighborhoods; respecting the property rights and investments of neighbors that would be impacted by eminent domain, increased noise, and negative visual aesthetics.
2. While a lot of good work has been done to date by XCAP, staff and Consultants- the analysis to date has not identified a solution that even comes close to meeting the Technical, Financial and Property Criteria. (I believe that Tier 2 Criteria are extremely important as they best reflect our values and what is most important to the citizens of Meadow/Charleston and PA.)
3. Rather than vote on the 'least unfavorable' option, to me, this indicates that more work needs to be done. Unfortunately, this happens- XCAP has now identified a good option for Churchill that wasn't initially on the table, after many, many discussions and iterations. Charleston/Meadow crossings have only recently been put on the top of your Agenda, and have not been thoroughly vetted. There are better solutions out there.

For tomorrow's meeting, I would like to see XCAP proceed with the following recommendations to the City.

1. Eliminate Viaduct and Hybrid from further consideration. They will cause irreparable harm to the Charleston/Meadow communities, at great cost and for little benefit to us. (~ 600 residents signed the petition awhile ago, in spite of what the Town Hall survey concluded, we don't want this!!)
2. Continue work to find a solution that actually Meets both Tier 1 and Tier 2 Criteria (e.g. more streamlined Underground option, more affordable trench, additional funding sources for tunnel etc.)
3. In the short term, use the funding available to begin implementing the following improvements:
 1. Fix the timing on the lights (so you don't lose an entire cycle when the train passes) (Improves East/West Connectivity)
 2. Eliminate Left Turns onto Alma during rush hour (Improves East/West Connectivity)
 3. Build Pedestrian/Bike Tunnels at both Charleston and Meadow (Improves Ped/Bike Circulation and Safety and 4 of the Tier 2 Criteria!)
 4. Eliminate Crosswalks, now that there is bike/ped tunnel (Improves East/West Connectivity)
 5. Eliminate the horn at every crossing -only use when tracks are obstructed (

Reduces noise considerably!!)

I have lived in PA for over 30 years, and on Carolina Lane for the past 25 years. Until this year, I crossed those tracks almost daily, on bike, foot or car to get to work, transport my children to school etc. I hate to drive, yet rarely take CalTrain as for many of us, it does not get us where we need to go in anywhere close to a timely manner. I realize that XCAP has a specific focus, but when I step back to see the 'big picture', it is hard to understand why we are even considering options that will ruin our neighborhoods in the long term, cause major disruption during lengthy construction - at a time we have all endured so much disruption.

I believe we need to prioritize solutions that will provide true benefits and not harm the impacted Charleston/Meadow neighborhood.

We also need to be very mindful that CalTrain's future viability, funding and ridership is unclear right now.

I truly appreciate the efforts and contributions put forth by the XCAP's committee.

Kathy Murren

Carolina Lane, Palo Alto

Kathleen Murren kmurren@gmail.com

From: gmahany@aol.com
To: [Expanded Community Advisory Panel](#); cma_neighborhood@googlegroups.com
Subject: Carlsbad trench compared to Palo Altos trench
Date: Tuesday, October 13, 2020 5:53:21 PM

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

hello all

I down loaded the Carlsbad Village Railroad Trench, Final Alternative Analysis Report dated April 2020 (all 692 pages) and have listed 10 differences between the two trenches. I did not add lot of wordage to this list. Some items are more significant than other but the Palo Alto trench has some characteristics that make it more complicated and impactful to Palo Alto than the trench in Carlsbad.

1. Palo Alto's trench is 37 ft deep Carlsbad is 24 or 26 ft deep.
2. Carlsbad trench crosses no creeks.
3. Allowed a rail grade of 2% not 1%.
4. The at grade crossings in between blocks of their roads requiring a straight crossover bridge. This is not the situation at intersections like Alma at Meadow and Charleston where turning and waiting for stop lights will be on the bridges. (wider bridges)
5. The Coaster rail road right of way is larger than Caltrains. The ROW in Carlsbad is from 200 ft then narrows to 100 ft in area that requires three residential properties to be taken for the long trench option see page 23.
6. Only one pump station will be required not three
7. Carlsbad will not use ground anchors for wall strength, cross brace at the trench top will be used.
8. The North County Transit District (NCTD) at Carlsbad has 56 trains a day with a plan to go to 101 trains a day Caltrain is about the same with more to add later
9. Caltrain is electric and diesel and North County Transit District is all diesel.
10. North County Transit District has a plan they are building to and federal, state and regional \$ to build out their transportation corridor. Caltrain dose not have a plan nor regional \$ or state and federal \$ for at grade crossings

I have not attached the SANDAGCBT final report as it is large.
Gary Mahany

From: [Ronald Pyszka](#)
To: [Expanded Community Advisory Panel](#)
Subject: Charleston - Meadow Grade Separation
Date: Tuesday, October 13, 2020 10:56:12 AM

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

To: Members of XCAP

Keith Reckdahl's research on trench costs and build-times in other cities is very enlightening. Thank you Keith. In light of Keith's research, Palo Alto's cost estimates seem to be highly suspect.

For medical advice, we are always urged to seek a second opinion. Palo Alto should do the same with respect to the Trench option. The City's reluctance to do so is understandable, but the stakes are too high to avoid doing so. A second opinion from another consultant will be money well spent.

It would be wonderful if the trench option can be made to work. If not, the Hybrid option is the best compromise. The Underpass option continues to be the worst option by far.

Ron Pyszka

From: [Jon Moeller](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#); [CMA Group](#)
Subject: Charleston/Meadow Rail Options
Date: Tuesday, October 13, 2020 3:58:25 PM

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

XCAP & Palo Alto City Council -

I'd like to express my support for any solution that leaves **intact ground for recreational and park usage** along the current Caltrain right-of-way.

I believe there are two options that satisfy this requirement:

- 1) A full bore tunnel, or a trench with a load-bearing roof structure.
- 2) A viaduct.

There are approximately 15 acres of land that could be repurposed for the citizens of Palo Alto along this right-of-way. Rather than leaving it inaccessible with an open trench or a hybrid berm, I believe it is in our city's best interest to convert this land to a linear park.

There are currently no public parks in Palo Alto that offer long, continuous, paved paths for activities like scooter riding, bike riding, roller skating, and skateboarding. A linear park would offer a great way to enable these activities without the interference of traffic.

At a land value of \$8M / acre, Palo Alto would be essentially forfeiting \$120M by not utilizing this space for the public interest.

I strongly believe we are wasting our money if we finance and build a solution that only serves the railroad, rather than the people of Palo Alto.

--

Jon Moeller
393 Whitclem Drive
Palo Alto, CA 94306

From: [Daniel Lilienstein](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Council, City](#)
Subject: Don't elevate the tracks!
Date: Tuesday, October 13, 2020 9:40:06 AM

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

Thanks for taking the time to fully discuss this track realignment issue. It is truly a once in a lifetime opportunity to fix a long-existing problem.

We must separate the grades for car/bike/ped and train somehow. The #1 consideration is traffic, and the #2 close behind is noise. If you elevate the tracks the noise will carry further, even without the horn blasts. Trench or tunnel are acceptable alternatives.

Good luck with this. I don't expect to live long enough to see it finished (and I'm not that old!)

Daniel Lilienstein

From: [BJCC T](#)
To: [Expanded Community Advisory Panel](#)
Subject: East Meadows and Charleston Rail Crossings
Date: Tuesday, October 13, 2020 12:52:21 PM

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

Hi,

As a long time Palo Alto resident (Wilkie Ct), I'm strongly advocating **against** pursuing any of the aerial options (viaduct, berm or hybrid).

I've been following the recent set of discussions on the latest offerings. It surprises me that I don't really see any impact analysis on the possible train derailment if the city opted for an aerial option in a residential area. We do live in earthquake country and if one was to hit when a train is speeding through Alma - derailment is quite possible and such an event could knock out many houses in the vicinity. The risks to residents and properties could be immense.

Please prioritize the safety of residents above cost considerations.

I am strongly advocating for XCAP to consider either the trench solution and hopefully re-open the tunnel solution.

Regards,

Ben Tseng
Wilkie Ct Resident

From: [John Hamburger](#)
To: [Expanded Community Advisory Panel](#)
Subject: Elevated Train Track
Date: Tuesday, October 13, 2020 3:53:54 PM

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

To XCAP:

I strongly oppose the option of an elevated train track:

1. An elevated train track where the top of the train sits 40 feet from street level will be a major eyesore.
2. It will encourage blight, garbage, homeless encampments below the berm.
3. The city doesn't allow 40- foot high multi-family units but now they will allow a train to go 40 feet from street level, an established bad idea.
4. Train noise will travel farther and it will be louder.
5. Palo Alto prides itself in excellent planning and design. An elevated train track close to residences is a failed concept that would cause permanent problems for this town and its residents.

Respectfully submitted,
John Hamburger
3700 Carlson Circle
Palo Alto, CA 94306

From: [Sandra Park](#)
To: [Expanded Community Advisory Panel](#)
Subject: elevated train track
Date: Tuesday, October 13, 2020 1:01:33 PM

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

To XCAP:

I strongly oppose the option of an elevated train track:

1. An elevated train track where the top of the train sits [40 feet from street](#) level will be a major eyesore.
2. It will encourage blight, garbage, homeless encampments below the berm.
3. The city doesn't allow 40- foot high multi-family units but now they will allow a train to go [40 feet from street](#) level, an established bad idea.
4. Train noise will travel farther and it will be louder.
5. Palo Alto prides itself in excellent planning and design. An elevated train track close to residences is a failed concept that would cause permanent problems for this town and its residents.

Respectfully submitted,
Sandra Park
3700 Carlson Circle
Palo Alto 94306

From: [Judy P](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Eliminate Elevated Rail Grade Separation Option
Date: Tuesday, October 13, 2020 3:46:42 PM

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

To XCAP and City Council,

Please eliminate the Elevated and Overhead rail option. The Elevated Rail option is the wrong thing to put in the middle of residential neighborhoods.

I live in the Fairmeadow neighborhood in south Palo Alto which is bordered by Alma and Charleston and Meadow. My neighborhood along with many other Palo Alto neighborhoods would be greatly impacted by the Elevated Rail option.

Reasons to eliminate Elevated Rail option:

- **Noise** - Trains 40 feet high will generate noise levels louder and farther.
- **Blight** - Areas under this rail option will invite garbage dumping and the homeless. The homeless need real housing, not more places for homelessness.
- **Eyesore** - Palo Alto is a beautiful city of trees. We do not want to permanently destroy our beautiful skyline and mountain views with a 40 foot structure running through the middle of our beautiful city.

We have rules against buildings that tall in residential neighborhoods.

The Elevated Rail option is the wrong thing to put in the middle of residential neighborhoods.

Thank you for your consideration,
Judy Petersen

From: [Andrew Kowal](#)
To: [Expanded Community Advisory Panel](#)
Subject: Eliminate elevated rail option
Date: Tuesday, October 13, 2020 9:19:12 AM

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

I've lived in Palo Alto for more than ten years, with most of that on Park Blvd in Ventura with the trains in my backyard.

We're in a visionary part of the country, at a visionary time. Palo Alto can do better than elevated rail. We're resourceful and care about all neighborhoods. We look to the future.

Eliminate the elevated rail option, not just for the people here now but for the best of the community long into the future.

Thanks

Andrew Kowal

From: [Manoj R](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Eliminate Overhead Rail Option Completely
Date: Tuesday, October 13, 2020 10:38:28 PM

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

Hello City Council members, hope you are all doing well, staying healthy and safe.

Would appreciate if you can vote against the Elevated Rail or Overhead Rail option that is being proposed.

Please vote NO to overhead rail because:

- An elevated train track where the top of train sits 40 feet from street level will create tremendous noise (pollution) as it will be way louder than the noise levels we already hear at ground level. In addition the noise will traverse lot farther into the city on both sides of the tracks.

- As we have seen in most urban and suburban cities, an overhead rail gives an opportunity for many of the unfortunate to make their dwelling under the berm .. encouraging blight, and uncleanliness. This will add more to the maintenance costs of the city and and make it much harder for people and nearby homes to experience normal Palo Alto living.

It is highly commendable that the city council has worked very hard to maintain the beauty and serenity of Palo Alto in the decisions it makes everyday. This is what makes our city a unique and a desirable place to live. I really hope you will continue to ensure and aspire the same as we move forward and start our next decade.

Kindly decline and vote NO for overhead or elevated rail recommendations. Please remove the overhead rail option from the set of rail infrastructure choices we have.

Kind regards and have a great day and stay healthy.

Best wishes,
Manoj Raisinghani
650 556 3455

From: [Liz Cowie](#)
To: [Expanded Community Advisory Panel](#)
Subject: Eliminate the overhead rail option once and for all
Date: Tuesday, October 13, 2020 4:36:04 AM

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

Dear XCAP,

We do not want the train tracks to be raised. The train should go underground. Eliminate the overhead rail “option” once and for all in Palo Alto.

We can do so much better than this. Overhead is a blight. Underground is a way to beautify our city, and make it safer and greener. The added expense is worth it.

Thank you,
Liz Cowie
Midtown Palo Alto

From: tim.perkins@yahoo.com
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Grade Separation Comments - Fairmeadow Neighborhood
Date: Tuesday, October 13, 2020 3:02:09 PM

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

Dear City Counsel and XCAP Members,

I support the city to re-evaluate the cost the the trench option. Keith Reckdahl's presentation raises serious questions on the costs developed by AECOM. The costs and timelines are significantly more than other projects of less complexity.

Additionally, I oppose the elevated train track due to several reasons:

1. The tracks are significantly higher than street level (40 ft. I believe) and creates an monolith that is aesthetically incompatible with family neighborhood living.
2. Noise will travel farther the higher the tracks
3. Privacy is lost to those who live adjacent to the tracks.

Sincerely,

Tim Perkins
3712 Carlson Circle
Palo Alto, CA 94306

From: [Marty DOUGLAS](#)
To: [Expanded Community Advisory Panel](#)
Subject: Grade separation options
Date: Tuesday, October 13, 2020 3:58:22 PM

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

Please eliminate the "Elevated Rail option from your considerations of grade separations.

Marilyn K Douglas
360 Maclane St
Palo Alto, CA 94306
martydoug3@gmail.com

From: [KATHLEEN M GOLDFEIN](#)
To: [Expanded Community Advisory Panel; Council, City](#)
Cc: parag@virtunetsystems.com
Subject: Meadow Charleston Grade Separations
Date: Tuesday, October 13, 2020 1:41:24 PM
Attachments: [Meadow Charleston Grade Separations.msg](#)

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

From: KATHLEEN M GOLDFEIN <vz222222@gmail.com>
Sent: Tuesday, October 13, 2020 1:41 PM
To: Expanded Community Advisory Panel; Council, City
Cc: parag@virtunetsystems.com
Subject: Meadow Charleston Grade Separations

Hi all,

I am a homeowner on Alma Street in Palo Alto. I strongly support grade separations, even though I know any solution will cause unavoidable years-long negative impacts to me. I accept that.

However, I oppose all elevated solutions which would cause a permanent blight not only to my immediate neighbors but for all of our surrounding neighbors even miles away.

Although, like most people, I prefer a trench or tunnel, if this is impossible, then the proposed underpasses, modified to reduce cost, is my choice.

It is clear that AECOM picked the most expensive possible design. It is as if they are purposefully discouraging anything but an elevated plan. Luckily, our XCAP committee has carefully examined their plans and thoughtfully requested alternatives that are far better for are community, and if estimated properly, would be much cheaper.

Since Caltrain's unwillingness to specify what they are willing to accept for grade separations is likely to once again lead the city council to postpone a final decision, I urge you to take this time to hire another consultant who is more willing to cooperate to our experts.

I urge you to eliminate all elevated solutions at Meadow and Charleston, to focus on those solutions that will benefit the greatest number of Palo Alto residents, even if you cannot make a final decision at this time,

Best regards,

Kathleen Goldfein
Palo Alto Homeowner since 1995

From: [Susan Phinney Silver](#)
To: [Council, City; Expanded Community Advisory Panel](#)
Subject: Need to eliminate elevated rail option
Date: Tuesday, October 13, 2020 9:23:09 PM

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

Hello City Council and XCAP,

I am writing to urge you to eliminate the elevated/ overhead options for the train grade separation. As you know, there is fierce opposition throughout South Palo Alto for these options which would have a deleterious and blighting effect on our neighborhoods. We urge you to do a second opinion on the sloppy AECOM consultant study, and further assessment on the promising underpass option.

Susan

Sent from my iPhone

From: [Irene Lloyd](#)
To: [Expanded Community Advisory Panel](#)
Subject: No Elevated Option for Palo Alto
Date: Tuesday, October 13, 2020 8:40:54 AM

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

As I already wrote before, the construction consultant (AECOM) that Palo Alto has hired for this project does not hold interest of Palo Alto residents as far as grade separation. How can they if they also work for Caltrain? Their estimate figures are inflated on purpose so the city would do what Caltrain wants.

It would be only fair for City Council to get a second opinion--AECOM is not the answer. The project of this scale (\$300M - \$1B) must require a second opinion, just like what you would do with your own home projects.

I strongly oppose elevated rail. Not only it is ugly, it contributes to noise pollution and also to air pollution we all breathe. It is also dangerous to have a structure like that in such a densely populated area as trains do derail.

Please do the right thing and vote elevated option out!

Sincerely

Irene Lloyd
Resident

From: [Reva Bailey](#)
To: [Expanded Community Advisory Panel](#)
Subject: NO elevated rail
Date: Tuesday, October 13, 2020 12:21:30 PM

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

Please remove the elevated rail option from our neighborhood. Put the train in a trench or tunnel.

Reva Bailey
343 Maclane Street
Palo Alto, CA

From: [Ashwinee Khaladkar](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: No Elevated train - trench or tunnel in South Palo Alto
Date: Tuesday, October 13, 2020 9:43:10 AM

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

Hello XCap and City Council members,

I strongly support train in trench or tunnel option for South Palo Alto in order to preserve and improve quality of life in this area. Please no elevated train or surface train.

I saw Keith Reckdahl's presentation ([click here for PDF](#)) which provides comparison of costs with other similar projects and proves the sense I always had - the construction company AECOM selected by City is presenting exorbitant expenses and forcing citizens to make an unfavorable poor long term choice. The city needs to get multiple bids and find an alternate option as well as make it cheaper for construction companies to build in Palo Alto.

Thanks,
Ashwinee

From: [Suzanne Attenborough](#)
To: [Expanded Community Advisory Panel](#)
Subject: No on elevated rail option in South Palo Alto
Date: Tuesday, October 13, 2020 8:48:22 PM

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

Please remove the elevated 40foot high rail option for South Palo Alto. This is not Chicago, we do not need or want an El.

The height will magnify the already annoying noise levels of the trains. Additionally it will be unsightly and not at all in concert with our beautiful city of trees.

My personal and cost effective, although I realize unpopular suggestion, is to close the crossings at both Charleston and East Meadow. This will reduce noise pollution, mitigate the tragic suicide issue, and cost very little. There are consequences of how to get to Gunn, but I am positive a creative solution can be implemented for pedestrians and cyclists. Cars can cross over or under the tracks at San Antonio and Oregon.

Thank you.

Suzanne

Suzanne Attenborough
3732 Carlson Circle 94306
650-213-8410

From: [Joan Holtzman](#)
To: [Expanded Community Advisory Panel](#)
Subject: NO on the elevated rail option
Date: Tuesday, October 13, 2020 11:54:21 AM

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

For many years I have been opposed to the elevated rail option and, now more than ever, I want to see it eliminated from consideration.

Thank you,

Joan Holtzman
4139 Wilkie Way

From: Jean-marc.mommessin
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: No Overhead rail option
Date: Tuesday, October 13, 2020 11:25:16 AM

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

Dear Team,

Please consider this strong request for **no overhead rail option**. Here is the rational

1. The noise will traverse farther and it will be louder....and this forever.
2. An elevated train track where the top of the train sits 40 feet from street level will look hopelessly bad. This is not downtown Chicago.
3. The city doesn't allow 40 feet high multi family units (and that is good) but now they will allow a train to go 40 feet from street level.
4. The noise will traverse farther and it will be louder..yes let me mention that again.

Thank you for considering this opinion.

Jean-marc Mommessin
3726 Carlson Cir, Palo Alto, CA 94306

From: [Ken Joye](#)
To: [Council, City](#)
Cc: [Expanded Community Advisory Panel](#)
Subject: PABAC input regarding Churchill Ave (XCAP)
Date: Tuesday, October 13, 2020 12:02:25 PM

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

Dear City Council,

I write to express PABAC (Palo Alto Pedestrian and Bicycle Advisory Committee)'s response to the XCAP recommendation regarding Churchill Ave.

At our October meeting, PABAC members endorsed Closure Option #2, in which pedestrians and bicycle riders would pass beneath both Alma St and the rail tracks in a straight line.

thank you for considering this input when you discuss grade separation alternatives,

Ken Joye
2020 PABAC Chair, representing the
Palo Alto Pedestrian and Bicycle Advisory Committee

From: [Eddie Gornish](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Cc: [gornish](#)
Subject: Please do not vote on an elevated rail option for South Palo Alto.
Date: Tuesday, October 13, 2020 6:22:05 PM

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

Please do not vote on an elevated rail option for South Palo Alto.

Thank You
Eddie Gornish
3694 South Ct, Palo Alto, CA 94306

From: [Leena Joshi](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: please eliminate elevated rail option for south palo alto
Date: Tuesday, October 13, 2020 8:33:04 AM

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

Dear City Council - I know this is likely the nth email you are getting on this topic- but we have now been involved in this for a few years and it doesnt feel like our voices are being heard.

Keith Reckdahl's extraordinary presentation ([click here for PDF](#)) shows very clearly that the construction consultant (called AECOM) that Palo Alto has hired for this project has done a sloppy job of presenting a cost estimate, timeline, and engineering challenges associated with putting the train in a trench. They have tripled the costs and doubled the timeline (slide 3) versus other projects of a similar scale.

Please dear members of the City Council - Please pause AECOM's contract and get a second opinion. The project of this scale (\$300M - \$1B) must require a second opinion.

This is a project with lasting impact to our neighborhoods - there is absolutely no reason why we must trust third parties like AECOM despite whatever methods they may have employed to get the contract..

Please get a second opinion! We do not want elevated rail in our neighborhood..

Leena Joshi

Resident: 4102 Wilkie Way

From: [Nirav Chhatrapati](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Rail Options for South Palo Alto - please remove elevated rail option
Date: Tuesday, October 13, 2020 7:54:21 PM

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

Dear City Council and XCAP members -

I know this is likely the nth email you are getting on this topic- but our neighborhood has now been involved in this for a few years and it doesn't feel like our voices are being heard.

Keith Reckdahl's extraordinary presentation ([click here for PDF](#)) shows very clearly that the construction consultant (called AECOM) that Palo Alto has hired for this project has done a sloppy job of presenting a cost estimate, timeline, and engineering challenges associated with putting the train in a trench. They have tripled the costs and doubled the timeline (slide 3) versus other projects of a similar scale.

Please dear members of the City Council - Please pause AECOM's contract and get a second opinion. The project of this scale (\$300M - \$1B) must require a second opinion.

This is a project with lasting impact on our neighborhoods - there is absolutely no reason why we must trust third parties like AECOM despite whatever methods they may have employed to get the contract..

Please get a second opinion! We do not want elevated rail in our neighborhood.

Thank you,

Nirav Chhatrapati

Resident: 4102 Wilkie Way, Palo Alto, CA 94306

From: [Linda Jensen](#)
To: [Expanded Community Advisory Panel](#)
Subject: Rail Request
Date: Tuesday, October 13, 2020 11:57:49 AM

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

Please underground the tracks through the city! This is a once in a lifetime opportunity for us to make a huge, positive mark on our town. The citizens of Palo Alto, throughout the decades, have done so much in the way of projects and improvements, to make out town a wonderful place for us to live. Now it is our turn to make an improvement that will impact the entire city forever. Undergrounding all tracks can make way for a beltway like other cities in the US have done. It will take away the separation of our East/West neighborhoods and make Palo Alto a more cohesive town.

Please be bold, do the right thing and let this be our generation's major contribution to making this city better in every way!

Linda Jensen

From: [Xia Jin](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: railroad grade separation project - please ELIMINATE option for viaduct
Date: Tuesday, October 13, 2020 10:47:17 PM

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

Hello:

I am writing to raise strong *opposition* to the viaduct option.

This option encourages problems below the berm, such as homelessness etc.

The elevated train track would also look very bad.

The train noise will travel farther and louder affecting many residents.

Many people are concerned. So please eliminate this option once for all.

Regards,
Xia

From: cpatrick54@yahoo.com
To: [Expanded Community Advisory Panel](#)
Subject: RR
Date: Tuesday, October 13, 2020 11:09:39 AM

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

I live at 54 Roosevelt. Certainly would prefer a trench for the train solution!

Cindy Patrick

Sent from my iPad

From: [shantwo](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: S Palo Alto rail option
Date: Tuesday, October 13, 2020 11:14:34 AM

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

As owners of residential property that directly borders the train track, we urge you to eliminate any elevated rail option.

The noise and disruption from the current trains are significant. An elevated rail would be horrible. Please vote to continue with a trench.

If you see the cost of a trench option as prohibitive, please seek a second opinion from a new consultant. This is too important for the future of our neighborhood to get it wrong.

Respectfully,

Jett and Shan Richards
278 Monroe Dr, Unit 17

From: [Raubenheimer, Tor O.](#)
To: [Expanded Community Advisory Panel](#)
Cc: cma_neighborhood@googlegroups.com
Subject: South Palo Alto elevated train
Date: Tuesday, October 13, 2020 7:38:46 AM

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

Dear XCAP.

Developing a solution for the train tracks through Palo Alto is a critical issue that will define the city for the future decades. The current considerations regarding an Elevated Rail solution for southern palo alto should be reconsidered. Such a solution would be devastating to the community in terms of both noise and visual obstruction. On that basis alone, it should not be considered further.

One of the challenges with moving forward appears to be a flawed cost estimate by AECOM for the alternative solution, a Trenched Track, which has an estimated cost that is 2 to 3 times higher than comparable projects. A second cost estimate by another construction firm for the Trenched Track solution should be developed.

Tor Raubenheimer
4262 Newberry Ct
Palo Alto CA
Resident of Palo Alto since 1989.

From: [KHUSHROO GANDHI](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: South Palo Alto Grade seapration
Date: Tuesday, October 13, 2020 8:06:37 PM

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

Hi there,

I wanted to share again my opinion on the grade separation options for South Palo Alto.

Recently it has come to light from Keith's analysis that the consultants estimate for a South Palo Alto trench is grossly overestimated. Hence there might not be any cost differential or a very slight cost differential between the trench option and the other options. The City needs to consider the options in light of a 50 year plan and chose a option which benefits the citizens in the long term. The trench option is the best option for this because it keeps the roads at grade and does not separate neighborhoods.

My vote is in favor of the trench without a close second option. I would like the XCAP committee to recommend this option to the City.

The important factors for me are

- 1) no eminent domain acquisitions
- 2) keeping roads at grade so that PED and bikes can navigate smoothly without steep climbs and descent.
- 3) Keeping the neighborhood together without dividing it and with easy of crossing tracks on foot and car and bikes
- 4) Availability of all turning options at Charleston and Meadow.

And the Trench option meets all of those factors and no other option comes close.

Thank you for reading this and your understanding.

Khushroo Gandhi

W. Meadow

From: [Charlotta Hauksdottir](#)
To: [Expanded Community Advisory Panel](#)
Subject: South Palo Alto Rail
Date: Tuesday, October 13, 2020 1:40:17 AM

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

Good morning,

Please do not elevate the train.

Thank you,
Charlotta Hauksdottir

3645 Ramona Circle
Palo Alto, CA 94306

From: [Davina Brown](#)
To: [Expanded Community Advisory Panel](#)
Subject: Train Tracks
Date: Tuesday, October 13, 2020 2:01:37 PM

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

Please put the train in a ditch or tunnel. Putting them above ground is unsightly, noisy and unnecessary. I know it is more expensive, but we should spend the money now to do the right thing. This opportunity leaves forever. Having the train in a ditch or tunnel is for the good of Palo Alto now and into the future.

Davina Brown
3525 Greer Road
Palo Alto, CA 94303

From: [Jasleen Raisinghani](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Vote No on overhead rail option
Date: Tuesday, October 13, 2020 10:49:02 PM

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

Eliminate Overhead Rail Option Completely

Hello City Council members, hope you and your families are healthy and safe.

Request you can vote against the Elevated Rail or Overhead Rail option proposal.

Please vote NO to overhead rail because:

- The underpass may attract blight.
- Noise pollution on either sides of the rail track. Due to the 40ft height the noise will be amplified

We appreciate the hard work and tough decisions you all make everyday.

Kindly vote NO for overhead or elevated rail recommendations. Please remove the overhead rail option from the set of rail infrastructure choices we have.

Warmest Regards
Jasleen Raisinghani
408-930-5743

From: [carlin otto](#)
To: [Expanded Community Advisory Panel](#)
Subject: 600+ signature on NO ELEVATED OPTION petition
Date: Wednesday, October 14, 2020 1:11:43 PM

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

Dear XCAP members:

Surely you must be aware that over 600+ Palo Alto residents have signed this petition that asks for NO ELEVATED options. This petition supports only TUNNEL and TRENCH options, or other options that are UNDERGROUND.

<https://goo.gl/forms/x6WyELbL4lgpzZpF3>

Carlin Otto
231 Whitclem Court
Palo Alto, CA 94306

From: [Amie Neff](#)
To: [Expanded Community Advisory Panel](#); [Council, City](#)
Subject: Elevated Rail
Date: Tuesday, October 13, 2020 12:59:13 AM

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

Good Morning XCAP and City Council,

I understand there is an upcoming meeting where the issue of elevated rail is once again on the table for South Palo Alto.

I will say clearly once more, in case it is needed that **any option for elevated rail should be taken off the table: This includes hybrid options, berms, trestles, viaducts, or whatever else has been imagined since last time I wrote.**

I should also again include my reservations about the viability of accurate information from our consultants AECOM. Their contributions have been skewed to respond to the expertise of AECOM: elevated rail. The complexity and the cost estimates presented by AECOM for below-ground options are wildly out of proportion compared to other projects that have been completed around the bay area with similar constraints. This is, as I have said before, a huge conflict of interest. Effectively what they are doing now is preparing a package for an RFP, and not providing a service to Palo Alto to choose the most appropriate direction. If AECOM must remain in this role as our consultants, they should be denied the right to also bid on the construction of this project.

--

Amie Neff
M.Arch, LEED® AP

--

cell: 650/ 396/ 9146
amie.neff@gmail.com
www.capabledesign.com

From: [Nancy Wesson](#)
To: [Expanded Community Advisory Panel](#)
Subject: Elevated rail
Date: Wednesday, October 14, 2020 11:02:20 AM

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

Please take this option off the table. Those of us who live in the south Palo Alto area and our children would be negatively affected.

Traffic has been greatly reduced by those permanently working remotely.

As a taxpayer I believe we would be subsidizing the wealthy tech companies whose workers use the train to get to and from the city.

Nancy Wesson
3724 Carlson Circle

From: [carlin otto](#)
To: [Expanded Community Advisory Panel](#)
Subject: Fwd: FW: Can we count on your vote in the Council against any "Elevated Rail" options for Charleston and Meadow intersections?
Date: Wednesday, October 14, 2020 1:16:33 PM
Attachments: [Signatures on the S PA petition from 2018.pdf](#)

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

XCAP Members:

Attached is the list of the 600 Palo Alto residents who signed this petition asking for NO ELEVATED grade-separation options.

.

The petition is here

<https://goo.gl/forms/x6WyELbL4lgpzZpF3>

Signature Count	Full Name	Address
1	stephen gaudio	278 Monroe Drive, Palo Alto, CA 94040
2	Jett Richards	#17, 278 Monroe Drive, Palo Alto, CA 94040
3	Shan Richards	#17, 278 Monroe Drive, Palo Alto, CA 94040
4	DIANA COLLINS	#35, 278 Monroe Drive, Palo Alto, CA 94040
5	Jason Matlof	118 Churchill Avenue, Palo Alto, CA 94301
6	David Shen	128 Churchill Avenue, Palo Alto, CA 94301
7	payvand kadivar	1454 Hamilton ave, Palo Alto, CA 94301
8	Christine Czarnecki	614 Marion Avenue, Palo Alto, CA 94301
9	Sarada Chigurupati	1131 Parkinson Ave, Palo Alto, CA 94301
10	Barbara Carter	2545 Webster Street, Palo Alto, CA 94301
11	Katherine Lose'	724 Coastland Drive, Palo Alto, CA 94303
12	Jawahar Chiguruapti	818 East Meadow Drive, Palo Alto, CA 94303
13	Kathy Lierle	970 Ecsinore Court, Palo Alto, CA 94303
14	Nancy Hogan	814 Garland Drive, Palo Alto, CA 94303
15	Sunita Sarin	3161 Greer Road, Palo Alto, CA 94303
16	Davina Brown	3525 Greer Road, Palo Alto, CA 94303
17	Betsy Dickie	190 Heather Lane, Palo Alto, CA 94303
18	Roberta Stone	737 Loma Verde Ave, Palo Alto, CA 94303
19	Anne Fillin	2890 Ross Road, Palo Alto, CA 94303
20	Sunita Verma	3495 Ross Road, Palo Alto, CA 94303
21	Carol MacDonell	3649 Ross Road, Palo Alto, CA 94303
22	Dulce Ponceleon	3770 Ross Road, Palo Alto, CA 94303
23	Walter Murray	3770 Ross Road, Palo Alto, CA 94303
24	Barbara Jaarsma	3335 Stockton Place, Palo Alto, CA 94303
25	Jacquelya Caierea	3313 Vernon Terrace, Palo Alto, CA 94303
26	Daksha Dave	349 Walter Hays Drive, Palo Alto, CA 94303
27	Lori McCormick	764 Cereza Dr, Palo Alto, CA 94306
28	Niels Smaby	4230 Ruthelma Ave, Palo Alto, CA 94306
29	Rubert Meggwra	4032 2nd Street, Palo Alto, CA 94306
30	Neel Valame	4039 2nd Street, Palo Alto, CA 94306
31	Raj Valame	4039 2nd Street, Palo Alto, CA 94306
32	C. Schwerer	4059 2nd Street, Palo Alto, CA 94306
33	Carmela Ciral	4065 2nd Street, Palo Alto, CA 94306
34	Cary Shants	4071 2nd Street, Palo Alto, CA 94306
35	Engenne Kim	4079 2nd Street, Palo Alto, CA 94306
36	Wesky Lin	4082 2nd Street, Palo Alto, CA 94306
37	Daniel Lilienstein	4050 Manzana Lane, Palo Alto, CA 94306
38	Candice Wheeler	4134 Abel Avenue, Palo Alto, CA 94306
39	Heewon Park	455 Alder Lane, Palo Alto, CA 94306
40	Hongxia Xiong	430 Alger Drive, Palo Alto, CA 94306
41	Marie Anne Fogel	441 Alger Drive, Palo Alto, CA 94306
42	Kathleen Goldfein	3163 Alma Street, Palo Alto, CA 94306
43	Kathleen Goldfein	3163 Alma Street, Palo Alto, CA 94306
44	Dawne Hom	3483 Alma Village Circle, Palo Alto, CA 94306
45	Ivan Hom	3483 Alma Village Circle, Palo Alto, CA 94306

46	Rachael Cox	437 Amarillo Ave., Palo Alto, CA 94306
47	Marta Rostrigüey	574 Arastradero Road, Palo Alto, CA 94306
48	Gaya Bhaskar	580 Arastradero Road, Palo Alto, CA 94306
49	Lakshmi Muralidharan	580 Arastradero Road, Palo Alto, CA 94306
50	Elaine Aeal	609 Arastradero Road, Palo Alto, CA 94306
51	Christy Rice	670 Ashton Ave., Palo Alto, CA 94306
52	Matt Passell	315 Barclay Ct., Palo Alto, CA 94306
53	Sandra Koppe	315 Barclay Ct., Palo Alto, CA 94306
54	Dennis Brown	325 Barclay Ct., Palo Alto, CA 94306
55	Faith Brown-Rate	325 Barclay Ct., Palo Alto, CA 94306
56	Jake Brown	325 Barclay Ct., Palo Alto, CA 94306
57	KC Keith	4023 Ben Lomond, Palo Alto, CA 94306
58	Laurie Levy	810 Bruca Drive, Palo Alto, CA 94306
59	Paul Seaver	3638 Bryant Street, Palo Alto, CA 94306
60	Jean-marc mommessin	3726 Carlson Circle, Palo Alto, CA 94306
61	Tim Perkins	3712 Carlson Circle , Palo Alto, CA 94306
62	Hing Sham	241 Carolina Lane, Palo Alto, CA 94306
63	Choi Lee	241 Carolina Ln, Palo Alto, CA 94306
64	Kevin Moore	251 Carolina Ln, Palo Alto, CA 94306
65	Xiaohua Liu	252 Carolina Ln, Palo Alto, CA 94306
66	Mattison Lutini	271 Carolina Ln, Palo Alto, CA 94306
67	Jane Xue	281 Carolina Ln, Palo Alto, CA 94306
68	Ester Chiachio	282 Carolina Ln, Palo Alto, CA 94306
69	Oscar Redondo	282 Carolina Ln, Palo Alto, CA 94306
70	Bob Adle	291 Carolina Ln, Palo Alto, CA 94306
71	Lowt Lakye	291 Carolina Ln, Palo Alto, CA 94306
72	Amie Neff	292 Carolina Ln, Palo Alto, CA 94306
73	Douglas Eck	292 Carolina Ln, Palo Alto, CA 94306
74	Trene Mata	327 Carolina Ln, Palo Alto, CA 94306
75	Claire Fiennes	341 Carolina Ln, Palo Alto, CA 94306
76	Hugo Fiennes	341 Carolina Ln, Palo Alto, CA 94306
77	Neera Sohoni	342 Carolina Ln, Palo Alto, CA 94306
78	Venkat Sohoni	342 Carolina Ln, Palo Alto, CA 94306
79	kathleen murren	351 Carolina Ln, Palo Alto, CA 94306
80	Edith Carrick	361 Carolina Ln, Palo Alto, CA 94306
81	Lee Hsiand	362 Carolina Ln, Palo Alto, CA 94306
82	Pauline Tran	362 Carolina Ln, Palo Alto, CA 94306
83	Michael Wu	371 Carolina Ln, Palo Alto, CA 94306
84	Ying On	371 Carolina Ln, Palo Alto, CA 94306
85	Eva Shen	422 Carolina Ln, Palo Alto, CA 94306
86	Jack Liu	422 Carolina Ln, Palo Alto, CA 94306
87	Anne Hessing	431 Carolina Ln, Palo Alto, CA 94306
88	Min Chung	442 Carolina Ln, Palo Alto, CA 94306
89	Chikako Shigematsu	462 Carolina Ln, Palo Alto, CA 94306
90	Stephen Shigematsu	462 Carolina Ln, Palo Alto, CA 94306
91	Mark Segato	1225 Carson Street, Palo Alto, CA 94306
92	Brian McCormick	764 Cereza Drive, Palo Alto, CA 94306

93	Lori McCormick	764 Cereza Drive, Palo Alto, CA 94306
94	Nisha Datta	797 Cereza Drive, Palo Alto, CA 94306
95	Susan Burnett	Christopher ct, Palo Alto, CA 94306
96	Ana Funes	1133 Colorado Avenue, Palo Alto, CA 94306
97	Anne Schmtt	2344 Columbia Street, Palo Alto, CA 94306
98	Karen Schreiber	183 Creekside Drive, Palo Alto, CA 94306
99	Harry Maklee	4206 Darlington Ct., Palo Alto, CA 94306
100	Cristiana Costa	4212 Darlington Ct., Palo Alto, CA 94306
101	Curis May	4212 Darlington Ct., Palo Alto, CA 94306
102	Xiangqim Hu	4216 Darlington Ct., Palo Alto, CA 94306
103	Yi Zheng	4216 Darlington Ct., Palo Alto, CA 94306
104	I Purse	4224 Darlington Ct., Palo Alto, CA 94306
105	Youxiang Wang	4236 Darlington Ct., Palo Alto, CA 94306
106	Zhengqi Li	4236 Darlington Ct., Palo Alto, CA 94306
107	Anna Wang	4240 Darlington Ct., Palo Alto, CA 94306
108	Kevin Wang	4240 Darlington Ct., Palo Alto, CA 94306
109	A Fiedzienly	4265 Darlington Ct., Palo Alto, CA 94306
110	MB McGrath	4265 Darlington Ct., Palo Alto, CA 94306
111	S. Fiedzivsko	4268 Darlington Ct., Palo Alto, CA 94306
112	Roxanne Patel	230 Davenport Way, Palo Alto, CA 94306
113	Han Chen	250 Davenport Way, Palo Alto, CA 94306
114	Lillian Arajon	255 Davenport Way, Palo Alto, CA 94306
115	Diwret Lou McCourt	270 Davenport Way, Palo Alto, CA 94306
116	Jean Wang	271 Davenport Way, Palo Alto, CA 94306
117	Xun Liu	290 Davenport Way, Palo Alto, CA 94306
118	Ying Zhang	290 Davenport Way, Palo Alto, CA 94306
119	Rebecca Marasco	307 Diablo Ct., Palo Alto, CA 94306
120	Mary Shaw	363 Diablo Ct., Palo Alto, CA 94306
121	Aleqeksandr Shvets	431 Dinahs Ct, Palo Alto, CA 94306
122	Jean Qiu	110 East Charleston Rd, Palo Alto, CA 94306
123	Ying Fong	110 East Charleston Rd, Palo Alto, CA 94306
124	Michael Wessel	272 East Charleston Rd, Palo Alto, CA 94306
125	Patrice Banal	272 East Charleston Rd, Palo Alto, CA 94306
126	Karen Kalinsky	210 East Meadow Drive, Palo Alto, CA 94306
127	Mark Talbott	229 Edlee Ave., Palo Alto, CA 94306
128	Michelle Djolic	229 Edlee Ave., Palo Alto, CA 94306
129	Nicolas Talbott	229 Edlee Ave., Palo Alto, CA 94306
130	Anne Littleboy	234 Edlee Ave., Palo Alto, CA 94306
131	John Littleboy	234 Edlee Ave., Palo Alto, CA 94306
132	Brian Cooper	237 Edlee Ave., Palo Alto, CA 94306
133	Andrea Moore	250 Edlee Ave., Palo Alto, CA 94306
134	Angela Feng	255 Edlee Ave., Palo Alto, CA 94306
135	James Young	255 Edlee Ave., Palo Alto, CA 94306
136	Becky Epstein	256 Edlee Ave., Palo Alto, CA 94306
137	Keith Reckdahl	256 Edlee Ave., Palo Alto, CA 94306
138	Craig Evans	257 Edlee Ave., Palo Alto, CA 94306
139	Diana Luberman	257 Edlee Ave., Palo Alto, CA 94306

140	Carol Bly	261 Edlee Ave., Palo Alto, CA 94306
141	Jim Bly	261 Edlee Ave., Palo Alto, CA 94306
142	Krista McDermott	291 Edlee Ave., Palo Alto, CA 94306
143	Kyung Jung	295 Edlee Ave., Palo Alto, CA 94306
144	Yoon Jung	295 Edlee Ave., Palo Alto, CA 94306
145	Shachi Bahl	297 Edlee Ave., Palo Alto, CA 94306
146	Keri Wagner	311 Edlee Ave., Palo Alto, CA 94306
147	Trevor Jones	311 Edlee Ave., Palo Alto, CA 94306
148	Lucy Baldwin	330 Edlee Ave., Palo Alto, CA 94306
149	Anakarid Salles	361 Edlee Ave., Palo Alto, CA 94306
150	Jaime Ross	380 Edlee Ave., Palo Alto, CA 94306
151	Lindsay Zosmo	381 Edlee Ave., Palo Alto, CA 94306
152	Joanna Jiao	390 Edlee Ave., Palo Alto, CA 94306
153	Sergei Lopatin	#12, 4173 El Camino Real, Palo Alto, CA 94306
154	Elizabeth Cowie	189 El Dorado Ave, Palo Alto, CA 94306
155	Jim Cowie	189 El Dorado Ave, Palo Alto, CA 94306
156	Ashish Patwardhan	316 El Verano Avenue, Palo Alto, CA 94306
157	Sonia Patwardhan	316 El Verano Avenue, Palo Alto, CA 94306
158	Karen Brannon	193 Ely Place, Palo Alto, CA 94306
159	Samir Mittal	271 Ely Place, Palo Alto, CA 94306
160	Ana Barabas	340 Ely Place, Palo Alto, CA 94306
161	Nicholas Hall	3089 Emerson St., Palo Alto, CA 94306
162	Rinat Beeri	742 Encina Grande Drive, Palo Alto, CA 94306
163	Sophie Ravel	275 Fernando ave, Palo Alto, CA 94306
164	Nikki Narang	281 Fernando Ave, Palo Alto, CA 94306
165	Suman Kasturia	253 Ferne Ave, Palo Alto, CA 94306
166	Franklin Shifrin	3120 Flowers Lane, Palo Alto, CA 94306
167	Calvin Chen	419 Gene Ct., Palo Alto, CA 94306
168	Jaya Pandey	580 Georgia Ave, Palo Alto, CA 94306
169	Jayendu Jayendu	580 Georgia Ave, Palo Alto, CA 94306
170	Crystal Botham	610 Georgia Avenue, Palo Alto, CA 94306
171	Peir Wen Xu	660 Glenbrook Dr., Palo Alto, CA 94306
172	LYNDA HEIDEN	122 Greenmeadow Way, Palo Alto, CA 94306
173	Valerie Stinson	151 Greenmeadow Way, Palo Alto, CA 94306
174	Chris Proia	111 Greenmeadow Way , Palo Alto, CA 94306
175	Shesleara Ballopos	2809 Greer Road, Palo Alto, CA 94306
176	Anamari Eng	4167 Hubbartt Drive, Palo Alto, CA 94306
177	Ceabi Senguta	2820 Illinios Street, Palo Alto, CA 94306
178	Johanna Sunden	730 Josina Ave, Palo Alto, CA 94306
179	Marius Milner	3513 Julie Ct, Palo Alto, CA 94306
180	Casie Walker	550 Kelly Way, Palo Alto, CA 94306
181	Manjusree Bose	528 Kendall Ave, Palo Alto, CA 94306
182	Katie O'Conner	772 Kendall Ave, Palo Alto, CA 94306
183	Prerana Vaidya	3533 La Mata Way, Palo Alto, CA 94306
184	Peter Streiff	3723 Lindero Dr, Palo Alto, CA 94306
185	Rich Kimble	787 Los Robles Ave., Palo Alto, CA 94306
186	Ali Vand	826 Los Robles Ave., Palo Alto, CA 94306

187	Jessica Vand	826 Los Robles Ave., Palo Alto, CA 94306
188	T.R. Ranganath	363 Maclane St, Palo Alto, CA 94306
189	Vasui Dhir	393 Maclane St, Palo Alto, CA 94306
190	Lucy Wu	395 Maclane St, Palo Alto, CA 94306
191	Cindy Kao	201 Maclane Street, Palo Alto, CA 94306
192	Cheryl Basden	3889 Magnolia Dr, Palo Alto, CA 94306
193	Christine Stafford	625 Matadero Ave., Palo Alto, CA 94306
194	Susanne Wisen	411 Maureen Avenue, Palo Alto, CA 94306
195	John Pan	3874 Mumford pl, Palo Alto, CA 94306
196	Dan Fortune	3962 Nelson court, Palo Alto, CA 94306
197	Daniel Fortune	3962 Nelson Court, Palo Alto, CA 94306
198	Alan LEE	4252 Newberry court, Palo Alto, CA 94306
199	Zoe Peters	4242 Newberry Ct, Palo Alto, CA 94306
200	Daniela Kuehu	4248 Newberry Ct, Palo Alto, CA 94306
201	Michael Kuehu	4248 Newberry Ct, Palo Alto, CA 94306
202	Alan Lee	4252 Newberry Ct, Palo Alto, CA 94306
203	Maria Shuth	4254 Newberry Ct, Palo Alto, CA 94306
204	Tor Ravbenheime	4262 Newberry Ct, Palo Alto, CA 94306
205	Mukul Agarwal	4266 Newberry Ct, Palo Alto, CA 94306
206	Lorrin Lewis	920 Paradise Way, Palo Alto, CA 94306
207	Karen Ceresnak	4114 Park blvd, Palo Alto, CA 94306
208	Lindsay Joye	3793 Park Boulevard, Palo Alto, CA 94306
209	Constance Stillinger	4055 Park Boulevard, Palo Alto, CA 94306
210	David Jeong	4056 Park Boulevard, Palo Alto, CA 94306
211	Gwen Jeong	4056 Park Boulevard, Palo Alto, CA 94306
212	Scott Hemenway	4101 Park Boulevard, Palo Alto, CA 94306
213	FLAVIU TUREAN	4104 Park Boulevard, Palo Alto, CA 94306
214	JANAKI Ramachandran	4104 Park Boulevard, Palo Alto, CA 94306
215	Pradeep Solanki	4105 Park Boulevard, Palo Alto, CA 94306
216	Swati Solanki	4105 Park Boulevard, Palo Alto, CA 94306
217	Svetlana Yepanechnikova	4107 Park Boulevard, Palo Alto, CA 94306
218	Yurily Tepanechnikova	4107 Park Boulevard, Palo Alto, CA 94306
219	Jeff Marcacci	4109 Park Boulevard, Palo Alto, CA 94306
220	Lisa Marcacci	4109 Park Boulevard, Palo Alto, CA 94306
221	John Hofer	4111 Park Boulevard, Palo Alto, CA 94306
222	Renee Hofer	4111 Park Boulevard, Palo Alto, CA 94306
223	Antonia Wang	4113 Park Boulevard, Palo Alto, CA 94306
224	Ilya Vergman	4113 Park Boulevard, Palo Alto, CA 94306
225	Karen Cenesnak	4114 Park Boulevard, Palo Alto, CA 94306
226	Scott Cenesnak	4114 Park Boulevard, Palo Alto, CA 94306
227	Richard Lee	4115 Park Boulevard, Palo Alto, CA 94306
228	Nagini Chilukuri	4117 Park Boulevard, Palo Alto, CA 94306
229	Parag Patkar	4117 Park Boulevard, Palo Alto, CA 94306
230	Joelle Zom	4118 Park Boulevard, Palo Alto, CA 94306
231	Maxim Stepana	4118 Park Boulevard, Palo Alto, CA 94306
232	Anjan Ghose	4119 Park Boulevard, Palo Alto, CA 94306
233	Wendy Ghose	4119 Park Boulevard, Palo Alto, CA 94306

234	Jeanne Hamrick	4121 Park Boulevard, Palo Alto, CA 94306
235	Jonathan Marion	4121 Park Boulevard, Palo Alto, CA 94306
236	Sarah Marion	4121 Park Boulevard, Palo Alto, CA 94306
237	Robert Martison	4123 Park Boulevard, Palo Alto, CA 94306
238	Stephanie Martinson	4123 Park Boulevard, Palo Alto, CA 94306
239	Marilyn J Edwardson	4126 Park Boulevard, Palo Alto, CA 94306
240	Ashalata Karmarkar	4127 Park Boulevard, Palo Alto, CA 94306
241	Vish Karmarkar	4127 Park Boulevard, Palo Alto, CA 94306
242	David Lui	4129 Park Boulevard, Palo Alto, CA 94306
243	Linda Lui	4129 Park Boulevard, Palo Alto, CA 94306
244	LETHA DiLauro	4131 Park Boulevard, Palo Alto, CA 94306
245	Anupama Kumar	4133 Park Boulevard, Palo Alto, CA 94306
246	Apurb Kumar	4133 Park Boulevard, Palo Alto, CA 94306
247	David Herzl	4135 Park Boulevard, Palo Alto, CA 94306
248	Deborah Waxman	4166 Park Boulevard, Palo Alto, CA 94306
249	Susan Gray	4173 Park Boulevard, Palo Alto, CA 94306
250	Logan Hanson	4176 Park Boulevard, Palo Alto, CA 94306
251	Gary Forman	4180 Park Boulevard, Palo Alto, CA 94306
252	Aareev Panda	4183 Park Boulevard, Palo Alto, CA 94306
253	Arun Panda	4183 Park Boulevard, Palo Alto, CA 94306
254	Sumita Debata	4183 Park Boulevard, Palo Alto, CA 94306
255	Min-yi Shen	4195 Park Boulevard, Palo Alto, CA 94306
256	Anupam Bordia	4201 Park Boulevard, Palo Alto, CA 94306
257	Surbhi Bordia	4201 Park Boulevard, Palo Alto, CA 94306
258	Irene Lloyd	4203 Park Boulevard, Palo Alto, CA 94306
259	Wilma Milligan	4207 Park Boulevard, Palo Alto, CA 94306
260	Phil Egan	4217 Park Boulevard, Palo Alto, CA 94306
261	Beverly Rodrigues	4241 Park Boulevard, Palo Alto, CA 94306
262	Muir Hooper	4241 Park Boulevard, Palo Alto, CA 94306
263	Carolyn Horne	4249 Park Boulevard, Palo Alto, CA 94306
264	Jonathan Horne	4249 Park Boulevard, Palo Alto, CA 94306
265	Lee Langhammer	4253 Park Boulevard, Palo Alto, CA 94306
266	Wing Law	4253 Park Boulevard, Palo Alto, CA 94306
267	Christina Lee	4269 Park Boulevard, Palo Alto, CA 94306
268	Kwok Law	4269 Park Boulevard, Palo Alto, CA 94306
269	Saxon Noh	4273 Park Boulevard, Palo Alto, CA 94306
270	Virginia Noh	4273 Park Boulevard, Palo Alto, CA 94306
271	Jayaraman Vasudevan	4277 Park Boulevard, Palo Alto, CA 94306
272	Vanaja Narayanaswamy	4277 Park Boulevard, Palo Alto, CA 94306
273	Phil Douglas	4285 Park Boulevard, Palo Alto, CA 94306
274	Tracy Douglas	4285 Park Boulevard, Palo Alto, CA 94306
275	Ivy Li	4293 Park Boulevard, Palo Alto, CA 94306
276	Kenneth Li	4293 Park Boulevard, Palo Alto, CA 94306
277	Yumei Sun	4293 Park Boulevard, Palo Alto, CA 94306
278	Chaks Chigurupati	1131 Parkinson Ave, Palo Alto, CA 94306
279	Janine Hodgson	170 Parkside Drive, Palo Alto, CA 94306
280	John Wiese	208 Parkside Drive, Palo Alto, CA 94306

281	Joseph Doniach	290 Parkside Drive, Palo Alto, CA 94306
282	Shira Yair	4257 Pomona Avenue, Palo Alto, CA 94306
283	Amber Chang	4282 Pouce Drive, Palo Alto, CA 94306
284	Kathleen T. Chen	3066 Price Ct., Palo Alto, CA 94306
285	Len Filppu	3621 Ramona Circle, Palo Alto, CA 94306
286	Pahson Korahon	#526, 845 Ramona St., Palo Alto, CA 94306
287	Ashwinee Khaladkar	3716 Redwood Cir, Palo Alto, CA 94306
288	Bhushan Khaladkar	3716 Redwood Cir, Palo Alto, CA 94306
289	krys corbett	3786 Redwood Circle, Palo Alto, CA 94306
290	Paul Ramsbottom	3796 Redwood Circle, Palo Alto, CA 94306
291	Alex Woo	3720 Redwood Circle , Palo Alto, CA 94306
292	Kristinn Gudjenssa	4248 Rickeys Way, Palo Alto, CA 94306
293	James Silver	45 Roosevelt Circle, Palo Alto, CA 94306
294	Henry Yu	46 Roosevelt Circle, Palo Alto, CA 94306
295	Cynthia Patrick	54 Roosevelt Circle, Palo Alto, CA 94306
296	Susan Phinney Silver	45 Roosevelt Circle , Palo Alto, CA 94306
297	Vijay Varma	3254 Ross Road, Palo Alto, CA 94306
298	Niels Smaby	4230 Ruthelma Ave, Palo Alto, CA 94306
299	Tina Phi	4235 Ruthelma Ave., Palo Alto, CA 94306
300	Yoel Crane	4235 Ruthelma Ave., Palo Alto, CA 94306
301	Elsie Wu	4247 Ruthelma Ave., Palo Alto, CA 94306
302	Seth Wu	4247 Ruthelma Ave., Palo Alto, CA 94306
303	Carmina Luce	4255 Ruthelma Ave., Palo Alto, CA 94306
304	Henry Luce	4255 Ruthelma Ave., Palo Alto, CA 94306
305	Hossam Bahlool	4256 Ruthelma Ave., Palo Alto, CA 94306
306	Rime Sand	4256 Ruthelma Ave., Palo Alto, CA 94306
307	Sedgid Oklander	4260 Ruthelma Ave., Palo Alto, CA 94306
308	Hari Iyer	4261 Ruthelma Ave., Palo Alto, CA 94306
309	Parvati Iyer	4261 Ruthelma Ave., Palo Alto, CA 94306
310	Sheralyn Listgarten	4075 Scripps Avenue, Palo Alto, CA 94306
311	Byron Young	250 Scripps Court, Palo Alto, CA 94306
312	Randy Butera	3195 South Court, Palo Alto, CA 94306
313	Bonny Parke	3292 South Court, Palo Alto, CA 94306
314	Suzanne Jacobs	3345 South Court, Palo Alto, CA 94306
315	Susan Iannucci	3540 South Court, Palo Alto, CA 94306
316	Carol Kuner	3617 South Court, Palo Alto, CA 94306
317	Xiaofang Zhu	3652 South Court, Palo Alto, CA 94306
318	Laura Clausen	3359 St. Michael Court, Palo Alto, CA 94306
319	ramarao digumarthi	575 Starr King Circle, Palo Alto, CA 94306
320	dov lantsman	3707 Starr King Circle, Palo Alto, CA 94306
321	Kari Hodgson	3707 Starr King Circle, Palo Alto, CA 94306
322	Aranca Rodriquez	570 Suzanne Ct, Palo Alto, CA 94306
323	Anna Wichansky	4234 Suzanne Drive, Palo Alto, CA 94306
324	Nicholas Filipp	4234 Suzanne Drive, Palo Alto, CA 94306
325	Amelia Tung	4240 Suzanne Drive, Palo Alto, CA 94306
326	Gongwen Huang	4248 Suzanne Drive, Palo Alto, CA 94306
327	Xiuzhen Zhong	4248 Suzanne Drive, Palo Alto, CA 94306

328	Jinyong Han	1116 Taheo Ln., Palo Alto, CA 94306
329	Katie Wies	274 Tennessee Ln, Palo Alto, CA 94306
330	Edwin Fox	294 Tennessee Ln, Palo Alto, CA 94306
331	Carlos Feder	433 Tennessee Ln, Palo Alto, CA 94306
332	Jacqueline Feder	433 Tennessee Ln, Palo Alto, CA 94306
333	Allison Kin	434 Tennessee Ln, Palo Alto, CA 94306
334	Kathy Davis	443 Tennessee Ln, Palo Alto, CA 94306
335	Florence LaRiviere	453 Tennessee Ln, Palo Alto, CA 94306
336	Ginny LaViviera	453 Tennessee Ln, Palo Alto, CA 94306
337	Bina Shah	3483 Thomas Drive, Palo Alto, CA 94306
338	Anat Gur	315 Victoria Pl, Palo Alto, CA 94306
339	Nadav Gur	315 Victoria Pl, Palo Alto, CA 94306
340	Sishi Long	325 Victoria Pl, Palo Alto, CA 94306
341	Wei Xiao	325 Victoria Pl, Palo Alto, CA 94306
342	Ellen Harfog	330 Victoria Pl, Palo Alto, CA 94306
343	Cynthia Costell	3518 Waverley Drive, Palo Alto, CA 94306
344	Mayra Gonzalos	1830 West Bayshore Road, Palo Alto, CA 94306
345	Tranj Ngugen	2460 West Bayshore Road, Palo Alto, CA 94306
346	Dina Saari	280 West Charleston Road, Palo Alto, CA 94306
347	Assim Gupta	350 West Charleston Road, Palo Alto, CA 94306
348	Ratnadeep Bhattacharjee	365 West Charleston Road, Palo Alto, CA 94306
349	Tim Gadus	150 West Meadow Drive, Palo Alto, CA 94306
350	Leila Vand	225 West Meadow Drive, Palo Alto, CA 94306
351	Reza Vand	225 West Meadow Drive, Palo Alto, CA 94306
352	Kapil Chhabra	281 West Meadow Drive, Palo Alto, CA 94306
353	Swati Chopra	281 West Meadow Drive, Palo Alto, CA 94306
354	Evelyn Aguon	315 West Meadow Drive, Palo Alto, CA 94306
355	Nicolas Aguon	315 West Meadow Drive, Palo Alto, CA 94306
356	Randy Aguon	315 West Meadow Drive, Palo Alto, CA 94306
357	Taylor Aguon	315 West Meadow Drive, Palo Alto, CA 94306
358	Ann Chen	319 West Meadow Drive, Palo Alto, CA 94306
359	Anthony Ching	319 West Meadow Drive, Palo Alto, CA 94306
360	Khurshid Gandhi	321 West Meadow Drive, Palo Alto, CA 94306
361	Khushroo Gandhi	321 West Meadow Drive, Palo Alto, CA 94306
362	Francisco Wei	330 West Meadow Drive, Palo Alto, CA 94306
363	Dipti Borkar	350 West Meadow Drive, Palo Alto, CA 94306
364	Mandar Borkar	350 West Meadow Drive, Palo Alto, CA 94306
365	Win Naina	370 West Meadow Drive, Palo Alto, CA 94306
366	Olge Gellenbage	425 West Meadow Drive, Palo Alto, CA 94306
367	Coleen Lorenz	432 West Meadow Drive, Palo Alto, CA 94306
368	Suzuki	451 West Meadow Drive, Palo Alto, CA 94306
369	Susie Robbins	459 West Meadow Drive, Palo Alto, CA 94306
370	Mary Sheng	461 West Meadow Drive, Palo Alto, CA 94306
371	Eric Stietzel	239 Whitclem Court, Palo Alto, CA 94306
372	Lynne Shietzel	239 Whitclem Court, Palo Alto, CA 94306
373	David Ephron	259 Whitclem Court, Palo Alto, CA 94306
374	Lara Ephron	259 Whitclem Court, Palo Alto, CA 94306

375	Claire Smith	215 Whitclem Drive, Palo Alto, CA 94306
376	Glenn Smith	215 Whitclem Drive, Palo Alto, CA 94306
377	Syed Rizvi	225 Whitclem Drive, Palo Alto, CA 94306
378	Josh Maltz	228 Whitclem Drive, Palo Alto, CA 94306
379	Carlin Otto	231 Whitclem Drive, Palo Alto, CA 94306
380	D Petillo	248 Whitclem Drive, Palo Alto, CA 94306
381	Kirtee Raparia	248 Whitclem Drive, Palo Alto, CA 94306
382	Yong Lee	254 Whitclem Drive, Palo Alto, CA 94306
383	Jeff Wolfeld	272 Whitclem Drive, Palo Alto, CA 94306
384	Jennifer Wolfeld	272 Whitclem Drive, Palo Alto, CA 94306
385	Andreea Manolache	273 Whitclem Drive, Palo Alto, CA 94306
386	Silvia Manolache	273 Whitclem Drive, Palo Alto, CA 94306
387	Khosrow Moslehi	282 Whitclem Drive, Palo Alto, CA 94306
388	Maryam Mossadeghia	282 Whitclem Drive, Palo Alto, CA 94306
389	Son Nguyen	292 Whitclem Drive, Palo Alto, CA 94306
390	David Xue	301 Whitclem Drive, Palo Alto, CA 94306
391	Yan Li	301 Whitclem Drive, Palo Alto, CA 94306
392	Jieun Shin	302 Whitclem Drive, Palo Alto, CA 94306
393	Sang-Min Lee	302 Whitclem Drive, Palo Alto, CA 94306
394	Bernard Heng	312 Whitclem Drive, Palo Alto, CA 94306
395	Mary Lee	312 Whitclem Drive, Palo Alto, CA 94306
396	Patty Fewer	321 Whitclem Drive, Palo Alto, CA 94306
397	Corine Cesana	324 Whitclem Drive, Palo Alto, CA 94306
398	Joseph Cesana	324 Whitclem Drive, Palo Alto, CA 94306
399	Deborah Sharb	331 Whitclem Drive, Palo Alto, CA 94306
400	Annie Hempstead	344 Whitclem Drive, Palo Alto, CA 94306
401	James Hempsteuce	344 Whitclem Drive, Palo Alto, CA 94306
402	Ann Garr	353 Whitclem Drive, Palo Alto, CA 94306
403	Rex Garr	353 Whitclem Drive, Palo Alto, CA 94306
404	Kimiko Sanami	354 Whitclem Drive, Palo Alto, CA 94306
405	Joan Jennings	369 Whitclem Drive, Palo Alto, CA 94306
406	Steve Jennings	369 Whitclem Drive, Palo Alto, CA 94306
407	Deborah Shaoub-Ju	371 Whitclem Drive, Palo Alto, CA 94306
408	Werner Jr	371 Whitclem Drive, Palo Alto, CA 94306
409	Rene Ho	374 Whitclem Drive, Palo Alto, CA 94306
410	R. Gillespie	384 Whitclem Drive, Palo Alto, CA 94306
411	Tanya Do	386 Whitclem Drive, Palo Alto, CA 94306
412	Jan Moeller	393 Whitclem Drive, Palo Alto, CA 94306
413	Don Marquant	398 Whitclem Drive, Palo Alto, CA 94306
414	Jaime Shpall	1429 Wilkie Court, Palo Alto, CA 94306
415	Yiashua Zhang	4030 Wilkie Way, Palo Alto, CA 94306
416	Mona He	4040 Wilkie Way, Palo Alto, CA 94306
417	Ziming Weng	4073 Wilkie Way, Palo Alto, CA 94306
418	James Porter	4080 Wilkie Way, Palo Alto, CA 94306
419	Michael Moorhead	4084 Wilkie Way, Palo Alto, CA 94306
420	Mona He	4090 Wilkie Way, Palo Alto, CA 94306
421	william moss	4091 Wilkie Way, Palo Alto, CA 94306

422	Jagdish Pamnani	4100 Wilkie Way, Palo Alto, CA 94306
423	Leena Joshi	4102 Wilkie Way, Palo Alto, CA 94306
424	Nirav Chhatrapati	4102 Wilkie Way, Palo Alto, CA 94306
425	Jennifer Lee	4103 Wilkie Way, Palo Alto, CA 94306
426	Keith Lee	4107 Wilkie Way, Palo Alto, CA 94306
427	Rita Lee	4107 Wilkie Way, Palo Alto, CA 94306
428	Ryan Lee	4107 Wilkie Way, Palo Alto, CA 94306
429	Jenny Wang	4115 Wilkie Way, Palo Alto, CA 94306
430	Jonathan Zhang	4115 Wilkie Way, Palo Alto, CA 94306
431	Jagdish Pamani	4123 Wilkie Way, Palo Alto, CA 94306
432	Floreue Keller	4124 Wilkie Way, Palo Alto, CA 94306
433	Amor Terrazas	4133 Wilkie Way, Palo Alto, CA 94306
434	Leslie Donahue	4134 Wilkie Way, Palo Alto, CA 94306
435	Joan Holtzman	4139 Wilkie Way, Palo Alto, CA 94306
436	Deepa Cuere	4154 Wilkie Way, Palo Alto, CA 94306
437	Jagannath Dubashi	4154 Wilkie Way, Palo Alto, CA 94306
438	Magda V. Grant	4155 Wilkie Way, Palo Alto, CA 94306
439	Philip Smaller	4155 Wilkie Way, Palo Alto, CA 94306
440	Justin Branue	4161 Wilkie Way, Palo Alto, CA 94306
441	Ann M. Robinson	4164 Wilkie Way, Palo Alto, CA 94306
442	Alex Ross	4175 Wilkie Way, Palo Alto, CA 94306
443	Richard Rosenberg	4211 Wilkie Way, Palo Alto, CA 94306
444	Jatians Tchoub	4256 Wilkie Way, Palo Alto, CA 94306
445	Dhinja Karthik	4264 Wilkie Way, Palo Alto, CA 94306
446	Lama Rimawi	4124 Willmar Drive, Palo Alto, CA 94306
447	Nancy & Herve Vanclef	3750 Wright Place, Palo Alto, CA 94306
448	Susan McConnell	3775 Wright Place, Palo Alto, CA 94306
449	Nicole Young	4210 Ynigo Way, Palo Alto, CA 94306
450	Martin W. Molloy, Ph.D	3566 South Court, Palo Alto, CA 94306-4222
451	Jonathan Luk	114 Monroe Drive, Palo Alto, CA 94306
452	Son Nguyen	292 Whitclem Drive, Palo Alto, CA 94306
453	Janaki Ramachandran	4104 Park blvd, Palo Alto, CA 94306
454	Linda Jensen	241 Colorado Ave, Palo Alto, CA 94301
455	Debra Wittenbrink	2757 Waverley Street, Palo Alto, CA 94306
456	Yidong Tong	3661 Ramona Cir, Palo Alto, CA 94306
457	Ting Jiang	3661 Ramona Cir, Palo Alto, CA 94306
458	Lin Zhang	3644 Ramona Cir, Palo Alto, CA 94306
459	Li Feng	72 Roosevelt cir, Palo Alto, CA 94306
460	Will Xie	70 Roosevelt cir, Palo Alto, CA 94306
461	qing he	751 seminole way, Palo Alto, CA 94303
462	Carol Chatfield	86 Roosevelt Circle, Palo Alto, CA 94306
463	Marilyn Bauriedel	3673 South Ct, Palo Alto, CA 94306
464	William Bauriedel	3673 South Ct, Palo Alto, CA 94306
465	lei lin	764 Clara drive, Palo Alto, CA 94303
466	Nicola Chriss	282 Carolina Lane, Palo Alto, CA 94306
467	Lianying Duan	122 Ely Pl, Palo Alto, CA 94306
468	Deyu Hu	109 Ely place, Palo Alto, CA 95306

469	Jennifer Ramberg	151 Ely Place, Palo Alto, CA 94306
470	Abraham Shacham	3826 mumford Place, Palo Alto, CA 94306
471	Paula Collins	110 110 Ely Place, Palo Alto, CA 94306
472	David Collins	110 110 Ely PL, Palo Alto, CA 94306
473	Karen Ouk	129 Lundy Ln, Palo Alto, CA 94306
474	Christopher Ouk	129 Lundy Lane, Palo Alto, CA 94306
475	Douglas Ha	137 Lundy Lane, Palo Alto, CA 94306
476	Sarah Nguyen	137 Lundy Lane, Palo Alto, CA 94306
477	Vanessa You	3142 Flowers ln, Palo Alto, CA 94306
478	Scilly Wang	4218 McKellar In. , Palo Alto, CA 94306
479	Lina Qiu	440 Maureen, Palo Alto, CA 94306
480	Zhen Xue	645 Maybell, Palo Alto, CA 94306
481	Jennie Chan	4069 Wilkie way, Palo Alto, CA 94306
482	Shirley Wang	427 Ventura Ave, Palo Alto, CA 94306
483	Bruce Chen	4118 Sutherland Dr, Palo Alto, CA 94303
484	Jihong Fang	3416 Cowper st., Palo Alto, CA 94306
485	Graham Rodwell	3946 Nelson Drive, Palo Alto, CA 94306
486	Lisa Lawrence	153 Lundy Lane, Palo Alto, CA 94306
487	Mike Li	866 Colorado ave, Palo Alto, CA 94303
488	Robert March	153 Lundy Lane, Palo Alto, CA 94306
489	Erica Brand	2642 Ramona St., Palo Alto, CA 94306-2314
490	Elizabeth Dong	3560 Bryant street, Palo Alto, CA 94306
491	Pearlin Yang	432 Margarita Avenue , Palo Alto, CA 94306
492	Hongmin Lu	3425 Rambow Drive, Palo Alto, CA 94306
493	Yi Zhang	3496 Cowper St, Palo Alto, CA 94306
494	Mercia Zheng	866 Colorado Ave, Palo Alto, CA 94303
495	Jinghong Liu	181 El Verano Ave, Palo Alto, CA 94306
496	Kai Zhu	3425 Rambow Dr., Palo Alto, CA 94306
497	Miriam Brown	415 Fernando Avenue, Palo Alto, CA 94306
498	Jonathan Brown	415 Fernando Avenue, Palo Alto, CA 94306
499	Charlotta Hauksdottir	3645 Ramona Circle, Palo Alto, CA 94306
500	Jing Mu	3490 Rambow Dr., Palo Alto, CA 94306
501	Yang Wang	3490 Rambow Dr., Palo Alto, CA 94306
502	Jenny Kuan	2888 Ramona St, Palo Alto, CA 94306
503	Yao Lu	3140 Emerson, Palo Alto, CA 94306
504	Carl Wiseman	359 Creekside Drive, Palo Alto, CA 94306
505	Rita Wiseman	359 Creekside Drive, Palo Alto, CA 94306
506	Srdjan Petrovic	4014 Ben Lomond Drive, Palo Alto, CA 94306
507	Edith Lin	3934 Duncan Place, Palo Alto, CA 94306-455C
508	shantha Mohan	261 Parkside drive, Palo Alto, CA 94306
509	Lionel Vedrine	3639 Bryant street, Palo Alto, CA CA 94306
510	Michel Frei	236 Scripps Court, Palo Alto, CA 94306
511	Thi-Hong-Ha Vuong	236 Scripps Court, Palo Alto, CA 94306
512	Rebecca Marasco	307 Diablo ct, Palo Alto, CA 94306
513	Jerry Dischler	425 Ferne Ave, Palo Alto, CA 94306
514	Geeta Chaudhry	4014 Ben Lomond Drive, Palo Alto, CA 94306
515	Michal Sadoff	431 Adobe Place, Palo Alto, CA 94306

516	Jacqueline Thurston	241 Creekside Drive, Palo Alto, CA 94306
517	Lawrence Yang	2888 Ramona St, Palo Alto, CA 94306
518	shaina quinn	201 Chestnut Ave., Palo Alto, CA 94306
519	Hilary Somers	4148 Briarwood Way, Palo Alto, CA 94306
520	Andy Lin	3934 Duncan Place, Palo Alto, CA 94306
521	Martha Sbarbori	4005 Ben Lomond Drive, Palo Alto, CA 94306
522	John Sbarbori	4005 Ben Lomond Drive, Palo Alto, CA 94306
523	Doron Simon	344 Tennessee lane, Palo Alto, CA 94306
524	Galit Simon	344 Tennesse lane, Palo Alto, CA 94306
525	Girija Toke	3657 South Court, Palo Alto, CA 94306
526	Xiaoming Chen	567 Alger, Palo Alto, CA 94306
527	jory bell	380 portage ave, Palo Alto, CA 94306
528	Felicia Fahey	135 Greenmeadow Way, Palo Alto, CA 94306
529	Ayla Agarwal	147 Greenmeadow Way, Palo Alto, CA 94306
530	Francesco De Paolis	163 Greenmeadow Way, Palo Alto, CA 94036
531	Anna Lavinia Dambrosio	163 Greenmeadow Way, Palo Alto, CA 94306
532	brian mickel	155 greenmeadow way, Palo Alto, CA 94306
533	Marilyn Douglas	360 Maclane Street, Palo Alto, CA 94306
534	Plato Wang	4268 Wilkie Way, Palo Alto, CA 94306
535	Nancy Kukkola	123 Greenmeadow Way, Palo Alto, CA 94306
536	Ambika Pajjuri	4202 Ruthelma Ave, Palo Alto, CA 94306
537	Priti Aggarwal	3806 Louis RD, Palo Alto, CA 94303
538	Shirley Woo	259 Matadero Ave, Palo Alto, CA 94306
539	Andrea Temkin	3371 Park Blvd, Palo Alto, CA 94306
540	Rich Nunziante	3896 Louis Road, Palo Alto, CA 94303
541	Laurie Winslow	18 Peter Coutts Cir, Palo Alto, CA 94305
542	Sofia Fojas	3371 Park Blvd, Palo Alto, CA 94306
543	Richard Pering	2250 Cornell, Palo Alto, CA 94306
544	Magdalena Cabrera	397 Fernando Avenue, Palo Alto, CA 94306
545	Michelle Djokic	229 Edlee Avenue, Palo Alto, CA 94306
546	Mark Talbott	229 Edlee Avenue, Palo Alto, CA 94306
547	Brendon Vining	289 Matadero Ave, Palo Alto, CA 94306
548	Thomas Longo	3316 Kenneth Dr, Palo Alto, CA 94303
549	Yaron Simler	834 Mesa Ct, Palo Alto, CA 94306
550	Andrew Liou	4097 Park Blvd, Palo Alto, CA 94306
551	Marie Vida	4097 Park Blvd, Palo Alto, CA 94306
552	Annie Bedichek	884 Loma Verde Ave, Palo Alto, CA 94303
553	Ben Tarbell	3718 Grove Avenue, Palo Alto, CA 94303
554	Shani Kleinhaus	3870 Corina Way, Palo Alto, CA 94303
555	Arthur Keller	3881 Corina Way, Palo Alto, CA 94303
556	Bambi Lynn Ware	3596 Louis Road, Palo Alto, CA 94303
557	Xiaowei Jiang	118 E Charleston Rd, Palo Alto, CA 94306
558	Jiajie Zhu	118 E Charleston Rd, Palo Alto, CA 84306
559	Ann Robinson	4164 Wilkie Way, Palo Alto, CA 94306
560	Ritu Upreti	350 West Charleston Rd, Palo Alto, CA 94306
561	Stephanie Mulqueen	31 Roosevelt Circle, Palo Alto, CA 94306
562	Lucinda Brommersma	3507 Park Blvd, Palo Alto, CA 94306

563	Diane Ruch	108 Greenmeadow Way, Palo Alto, CA 94306
564	Andrew Kowal	3507 Park Blvd, Palo Alto, CA 94306
565	Terri Shifrin	4041 Middlefield road, Palo Alto, CA 94303
566	Peter Bergsman	108 Greenmeadow Way, Palo Alto, CA 94306
567	Jennifer Cray	3819 Louis Road, Palo Alto, CA 94303
568	Franklin Shifrin	3120 Flowers Lane, Palo Alto, CA 94306
569	Edith Lin	3934 Duncan Pl., Palo Alto, CA 94306
570	Andy Lin	3934 Duncan Pl, Palo Alto, CA 94306
571	Todd Bontemps	124 Lundy Lane, Palo Alto, CA 94306
572	LETHA DiLauro	4131 park blvd, Palo Alto, CA 94306
573	Kay Marie Ferguson	4023 Verdosa Drive, Palo Alto, CA 94306
574	Andrew Ferguson	4023 Verdosa Drive, Palo Alto, CA 94306
575	Elena Ramirez	3541 Emerson St., Palo Alto, CA 94306
576	Alan Ting	165 Parkside Drive, Palo Alto, CA 94306
577	Mary Anne Deierlein	318 Parkside Drive, Palo Alto, CA 94306
578	Deborah Waxman	4166 Park Blvd, Palo Alto, CA 94306
579	Vibhu Mittal	4087 Orme, Palo Alto, CA 94306
580	Robert Chatfield	86 Roosevelt Circle, Palo Alto, CA 94306
581	Jackie Luu	178 Ely Pl, Palo Alto, CA 94306
582	JOHN WIESE	208 PARKSIDE DRIVE, Palo Alto, CA 94306
583	Paul Ko	178 Ely Pl, Palo Alto, CA 94306
584	Helen Whitney	4062 Ben Lomond Dr, Palo Alto, CA 94306
585	Pamela Parke	3357 South Court, Palo Alto, CA 94306
586	Jayne Pearce	3661 Park Blvd, Palo Alto, CA 94306
587	Alexis Hamilton	3364 st. michael drive, Palo Alto, CA 94025
588	Emily Mathews	3410 Park Blvd, Palo Alto, CA 94306
589	Davina Brown	3525 Greer Road, Palo Alto, CA 94303
590	Zara Haimo	3740 Ross Road, Palo Alto, CA 94303
591	Mandar Borkar	350 West Meadow Drive, Palo Alto, CA 94306
592	Anne-Sophie Mommessin	3726 Carlson Circle, Palo Alto, CA 94306
593	Eddie Gornish	3694 South Court, Palo Alto, CA 94306
594	jean-marc mommessin	3726 carlson circle, Palo Alto, CA 94306

From: [Lisa and Jeff Marcacci](#)
To: [Expanded Community Advisory Panel](#)
Cc: [Council, City](#)
Subject: South Palo Alto Options (Meadow and Charleston)
Date: Wednesday, October 14, 2020 10:39:52 AM

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

I would like to thank you all for your continued work on this project.

My husband and I live on Park Blvd between these two crossing. We have consistently advocated for a tunnel or trench. We believe that this would be the best options for South Palo Alto. We would like to thank Keith Reckdahl for all of his work. We strongly feel that we can not rely on one consultant who has most of their experience with the hybrid option (which is the worst option in our opinion). In order for us to decide that a trench or tunnel can or can not work, we should be getting another opinion from a group who has extensive experience in building this type of structure. We have to remember that this is a project that has a very long term effect on our city. Lets get the best solution for the future of Palo Alto. These underground options are the only ones which actually improve Palo Alto, not just provide a crossing of the tracks.

Thank you,

Lisa and Jeff Marcacci