

# Draft North Ventura Zoning Ordinance ARB Study Session

April 18, 2024

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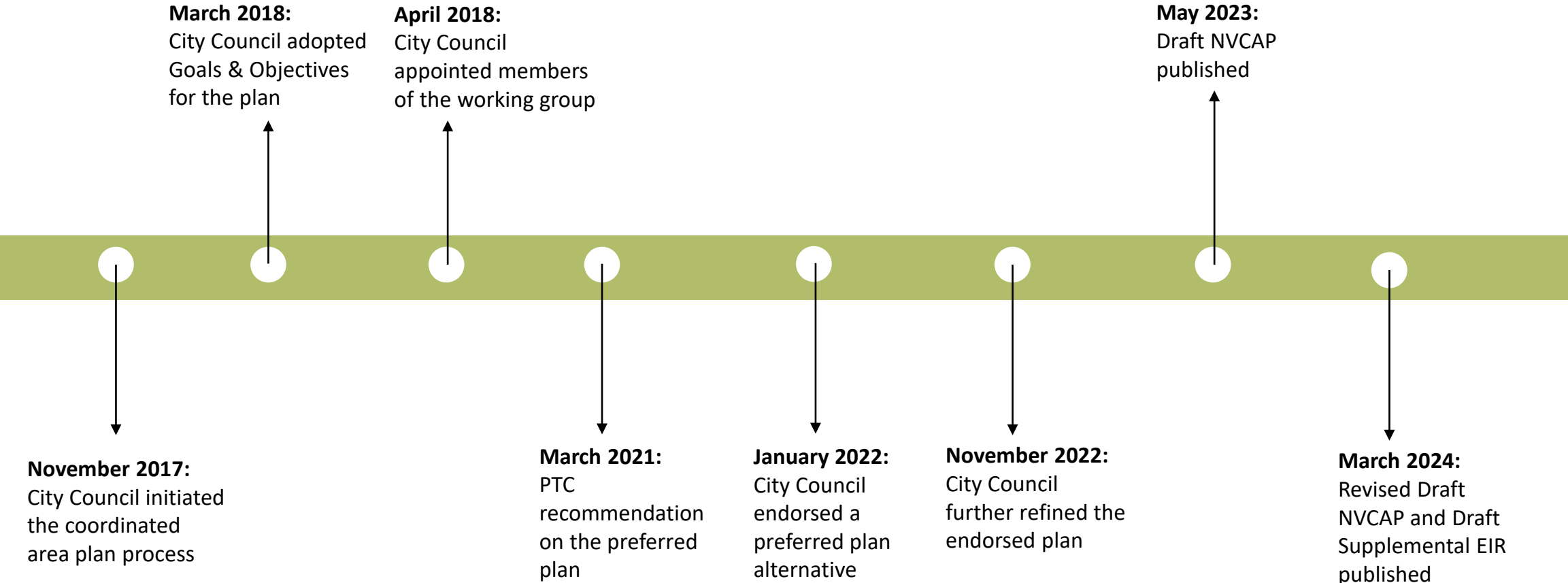
# Study Session Objectives

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- Receive ARB's feedback on the Draft NVCAP Zoning Ordinance
- Allow for public comment on the NVCAP and Draft Supplemental Environmental Impact Report (Draft SEIR)



# How We Got Here





# NVCAP Goals

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- 1 **Housing and Land Use**
- 2 **Transit, Pedestrian, and Bicycle Connections**
- 3 **Connected Street Grid**
- 4 **Community Facilities and Infrastructure**
- 5 **Balance of Community Interests**
- 6 **Urban Design, Design Guidelines, and Neighborhood Fabric**





# NVCAP Objectives

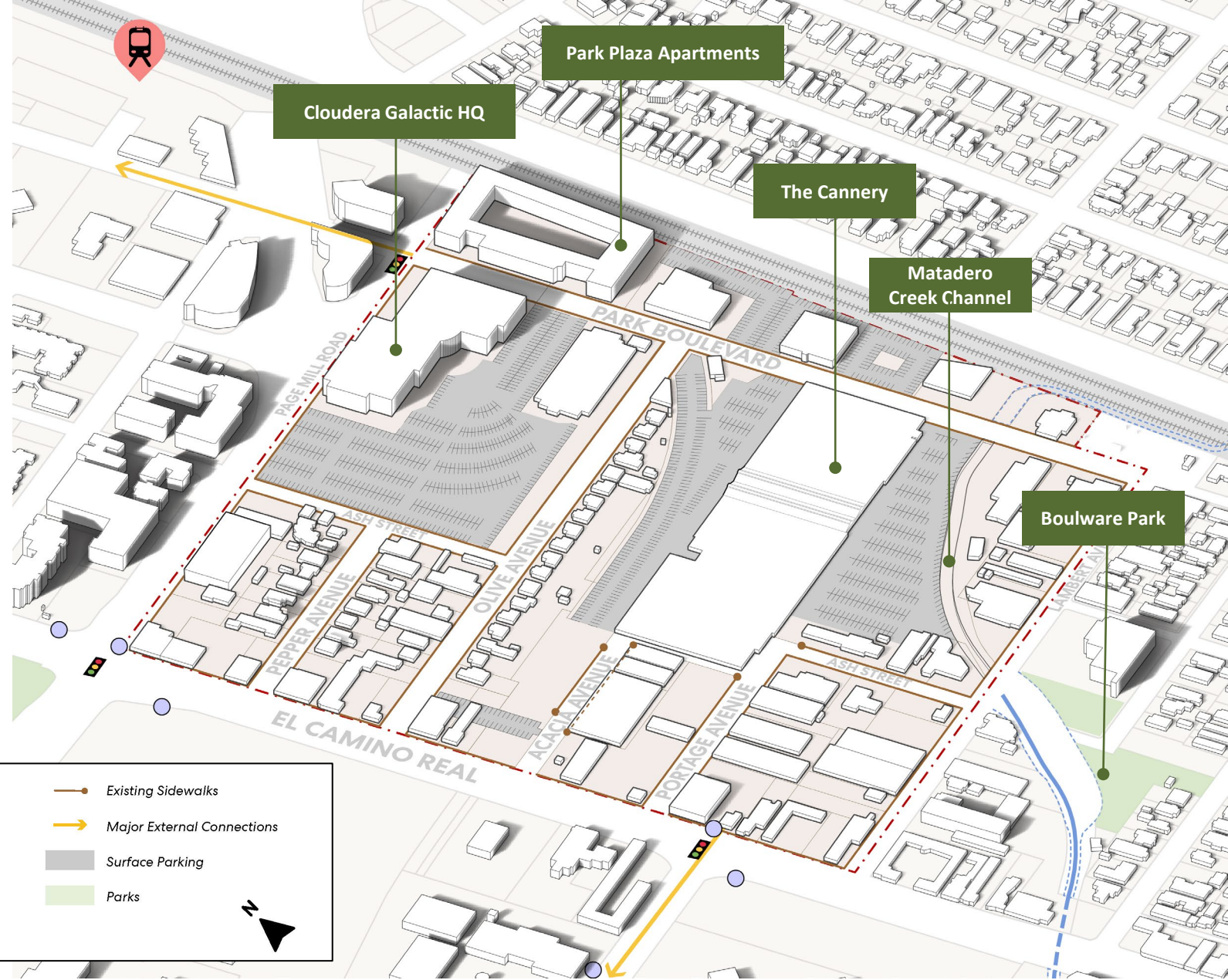
- 1 Use a Data-Driven Approach
- 2 Include Meaningful Community Engagement
- 3 Creates a Comprehensive User-Friendly Document and Implementation
- 4 Determine Economic Feasibility
- 5 Provide a Guide and Strategy for Staff and Decision-Makers
- 6 Complies with California Environmental Quality Act (CEQA)





# The NVCAP Plan Area

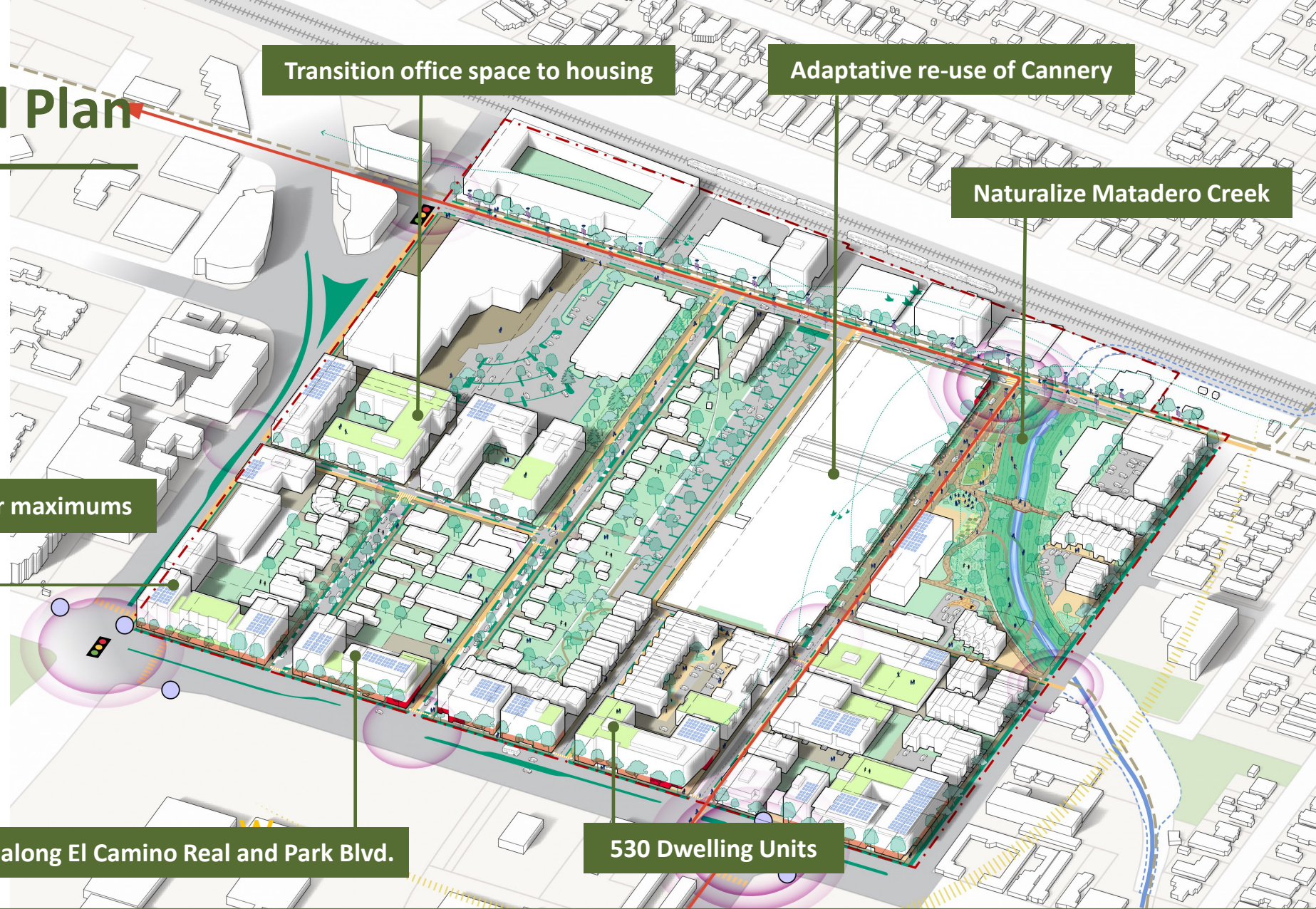
- 60 acres, roughly bounded by Oregon Expressway / Page Mill Road to the north, El Camino Real to the west, Lambert Avenue to the south, and the Caltrain rail corridor to the east
- Notable features within the Plan Area include the Matadero Creek Channel and the Cannery structures





# Council Endorsed Plan

City Council endorsed a preferred plan alternative that includes the following:



Transition office space to housing

Adaptative re-use of Cannery

Naturalize Matadero Creek

No parking minimums or maximums

Greater Densities along El Camino Real and Park Blvd.

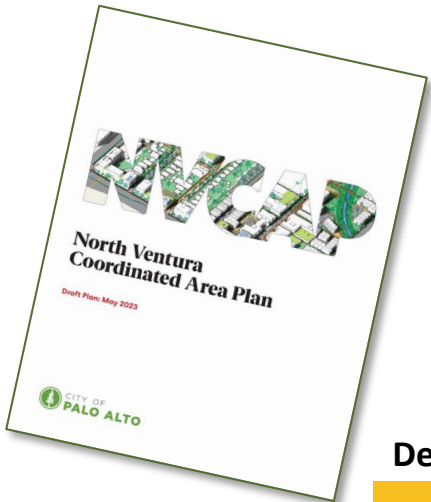
530 Dwelling Units





# Document Contents

The NVCAP consists of the following chapters:



## Design Standards

### Chapter 3: Public Realm

### Chapter 4: Accessibility and Mobility

### Chapter 5: Parks

### Chapter 6: Buildings

## Chapter 1: Introduction

### 1.1 The Plan Area

The NVCAP Plan Area is approximately 60 acres, roughly bounded by Oregon Expressway / Page Hill Road to the north, El Camino Real to the west, Lombert Avenue to the south, and the Caltrain rail corridor to the east. Nearby neighborhoods include the Evergreen neighborhood to the west, the Midtown neighborhood to the north, and Barron Park to the south.

#### Proximity to City Destinations

The Plan Area is within walking and biking distance to several city destinations, including:

- The California Avenue Caltrain Station, which is within a half mile of the Plan Area, and walking access to the station is primarily along Park Boulevard, a designated Bike Boulevard.
- El Camino Real, which is a regional commercial and retail corridor, but has limited opportunities for pedestrians and bicyclists to cross Page Hill Road safely.
- California Avenue, which is a regional retail attraction and social destination for the peninsula.

#### Plan Area Notable Sites

Notable sites within the Plan Area include the Matadero Creek Channel and the buildings associated with the Connelly.

The portion of the Matadero Creek running through the Plan Area is combined with a concrete riprap channel, which was built in 1950 from El Camino Real to the Caltrain tracks.

- Stanford University, one of the premier higher-education institutions in the world.
- Stanford Redwood Park, a University-affiliated employment center, which, along with California Avenue accounts for almost 60% of the City's employment distribution.
- Signature Palo Alto open spaces such as Sarah Wallis Park, Boulder Park, and a Boulder Park.



Figure 5 The Matadero Creek Channel is currently a concrete riprap channel.



Figure 6 The former Connelly building is 12.5 acres and located at the heart of the NVCAP.

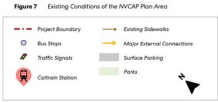
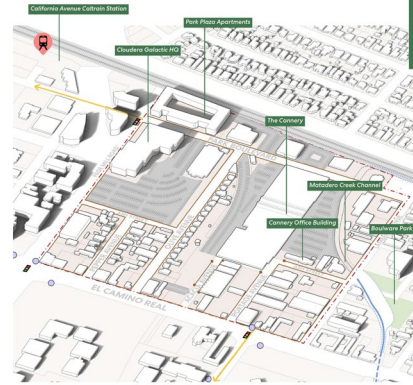


Figure 7 Existing Conditions of the NVCAP Plan Area

## Chapter 2: The Vision

### 2.4 Mobility

The envisioned mobility framework for the NVCAP will provide an array of high-quality mobility options on safe, low-stress, and visually interesting streets.

Protection and bicycle facilities will be designed for people of all ages and abilities, and accessible paths to transit will include wheelchair ramps and other amenities. Streets and intersections will be designed to provide visual definition and access and to encourage low vehicle speeds. The proposed improvements will fully integrate into the surrounding neighborhoods to ensure seamless connections for all users.

An design standards and guidelines go to Chapter 5: Public Realm Chapter 6: Streets



Figure 7 Legend

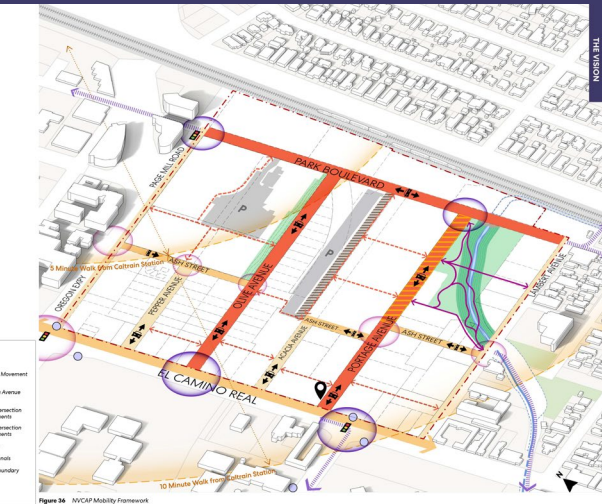


Figure 24 NVCAP Mobility Framework

## Chapter 3-6: Design Standards and Guidelines

### 4.2 Olive Avenue

Olive Avenue is a priority east-west pedestrian and bicycle street that connects a direct link between the commercial corridor on El Camino Real with the multi-modal mobility on Park Boulevard. Olive Avenue has two distinct street segments:

Between Park Boulevard and Ash Street, the street is configured to accommodate comfortable sidewalks and two-way vehicle travel lanes. Two-way travel lanes with traffic signals at the intersection of Olive Avenue and Ash Street.

Between Ash Street and El Camino Real, the street remains a two-way street. Due to the low traffic volumes and speeds on Olive Avenue, the street is designed to be a bicycle boulevard which allows cyclists to ride with traffic. The on-street parking on both sides of the street is maintained.

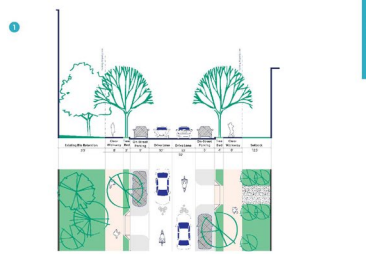


Figure 77 Typical Olive Avenue section between Park Boulevard and Ash Street

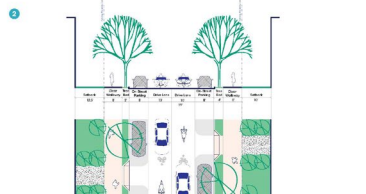


Figure 78 Typical Olive Avenue section between Ash Street and El Camino Real

### 7.7 Funding and Financing Strategy

The NVCAP specifies new public infrastructure and amenities required to support the emergence of a walkable, transit-oriented, mixed-use neighborhood. The funding and financing strategy identifies the primary categories of capital improvement projects included in the NVCAP, and describes applicable funding and financing sources and mechanisms for constructing those projects.

Funding Source Category	Examples
Developer Contributions	Development Standards CDQA Mitigators Impact / In-Lieu Fees Negotiated Agreements
City Resources	General Fund Capital Improvement Plan User Fees
Outside Grants	Regional, State, and Federal Grants
District-Based Tools	Special Assessment District Community Facilities District Enhanced Infrastructure Finance District

**Funding and Financing Sources and Mechanisms**  
A variety of potential funding sources and financial mechanisms exist for implementing the improvements identified in the NVCAP. This section describes these sources and mechanisms and their potential uses within the Plan Area. In many cases, multiple funding sources will need to be combined to pay for specific projects.

**Although the terms "funding" and "financing" are often used interchangeably, there is an important distinction between the two terms. "Funding" typically refers to revenue source such as tax fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, are one-time payments, while others, such as assessments, are ongoing payments. "Financing" involves borrowing from future revenues by issuing bonds or other debt instruments that are paid back over time through taxes or fee programs, enabling users to pay for infrastructure before the revenue to cover the full cost of the infrastructure is available.**

Potential funding for improvements includes a mix of developer contributions (both required and negotiated), such as the S&D Portage development agreements, City resources, outside grants, and district-based tools.

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Table 23 Funding Source Categories and Examples

**Developer Contributions**  
**Development Standards:** Each new development project will contribute to the NVCAP's implementation by meeting requirements for regulating most proposed land uses, height, density, setbacks, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the NVCAP. These standards are contained in the City zoning ordinance and must be adopted for a project to be granted approval.  
**Reimbursement Agreements:** If a developer is required to provide additional infrastructure capacity or amenities to serve the entire district, a reimbursement agreement can be established to receive payments from later developers who benefit from these early improvements. This allows for onerous cost-sharing.

**CDQA Mitigators:** Developers may be required to contribute to environmental mitigation measures, both for on-site needs and for their specific development projects.  
**Impact / In-Lieu Fees:** Impact fees are one-time fees imposed on new developments to pay for improvements and facilities that either serve the new development or reduce the impacts of the project on the existing infrastructure. The City of Palo Alto already has citywide Impact Fees for Housing, Community and Public Safety Facilities, Traffic, Parks, and Public Art. All development projects within the Plan Area must meet citywide impact and in-lieu fee requirements.

**Capital Improvement Plan (CIP):** Infrastructure projects identified in the NVCAP are associated for inclusion in the City's Capital Improvement Plan, which uses fees a range of specific funding sources for capital improvement projects throughout the City of Palo Alto. For example, arbitrary areas and water main replacement projects are often planned in the CIP. The City of Palo Alto's 2023 CIP, which plans investments for 2023-2027.

**User Fees:** User fees or rates include the fees charged for the use of public infrastructure or goods. It may be possible to use a portion of user fee or rate revenue toward financing the costs of new infrastructure. User fees are likely to be a major source of funding for implementation of the NVCAP.

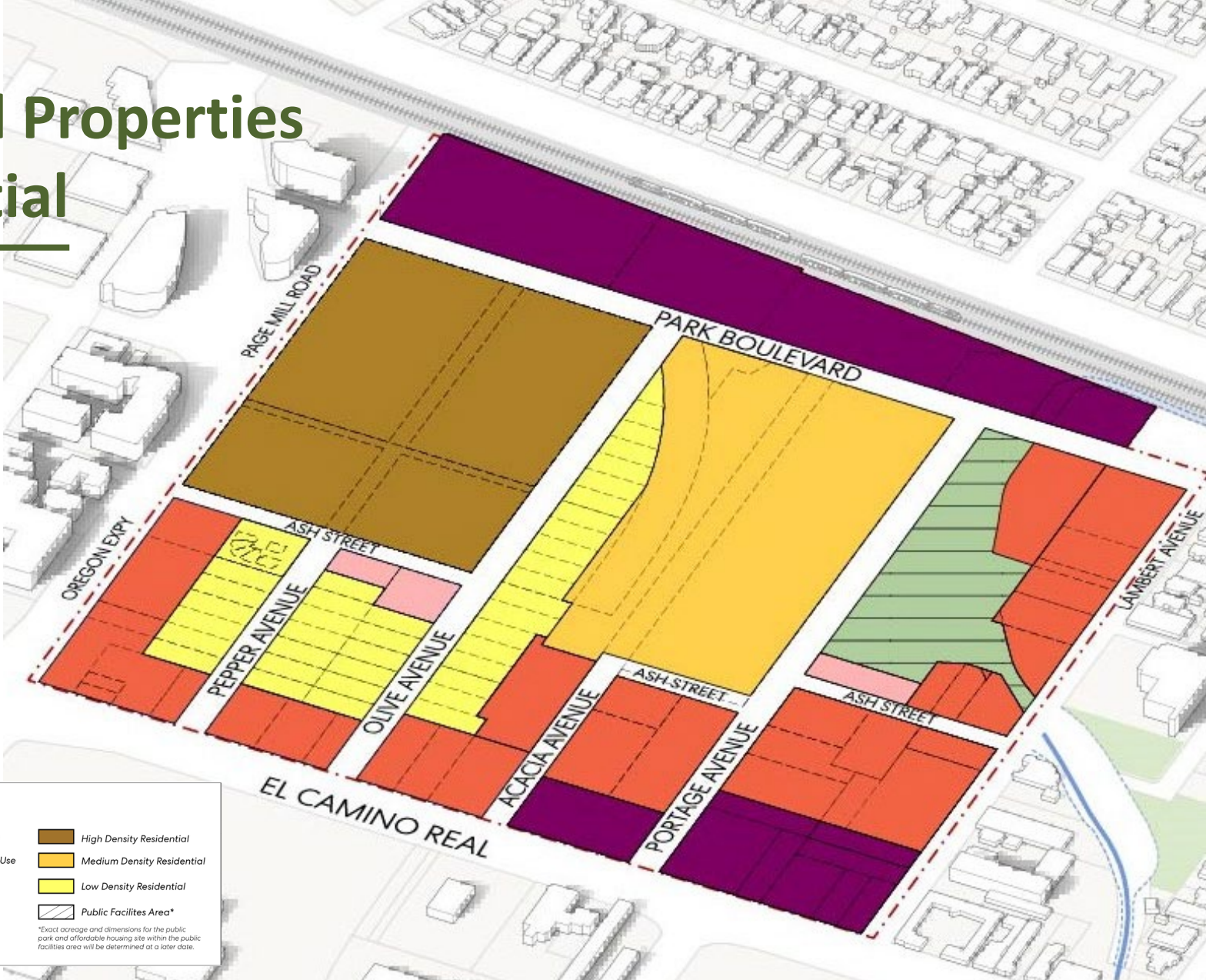


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









# Transition of Commercial Properties to Mixed-Use & Residential

- Provisions to allow limited new office spaces (max 5,000 sq. ft.) and continuation existing office uses
- Parcels that are currently zoned commercial will be rezoned mixed-use
- The Plan reflects up to 530 additional units at buildout (20 years from adoption)



**Legend**

 High Density Mixed-Use	 High Density Residential
 Medium Density Mixed-Use	 Medium Density Residential
 Low Density Mixed-Use	 Low Density Residential
 Open Space	 Public Facilities Area*
 Project Boundary	

\*Exact acreage and dimensions for the public park and affordable housing site within the public facilities area will be determined at a later date.



# NVCAP Land Use Designation & PAMC Zoning Designation Crosswalk

NVCAP Land Use Designation	Anticipated Density (DU/AC)	Maximum Height (FT)	Maximum Floor Area Ratio (FAR)	Allowed Zoning Districts
High-Density Mixed-Use	61-100	55	3.0:1	NV-MXH
Medium-Density Mixed-Use	31-70	45	2.0:1	NV-MXM
Low-Density Mixed-Use	3-17	35	0.5:1	NV-MXL
High Density Residential	61-100 61-100	55 55	3.0:1 3.0:1	NV-R4 NV-PF
Medium Density Residential	16-30	35	1.5:1	NV-R3
Low Density Residential	1 or 2 units/lot	30	0.45:1	NV-R2 NV-R1
Parks	-	-	-	NV-PF





# PAMC Zoning Implementation

- New NVCAP PAMC Chapter (18.29) establishing new zoning districts
- Structured like existing zoning district chapters
- NVCAP specific Housing Incentive Program for fully affordable projects in NVCAP area

LAND USE	NV-R1	NV-R2	NV-R3	NV-R4	NV-MXL (1)(5)	NV-MXM (5)	NV-MXH	NV-PF	Subject to Regulations In:
Growing of food products for consumption by occupants of a site									
<b>EDUCATIONAL, RELIGIOUS, AND ASSEMBLY USES</b>									
Private Clubs, Lodges, or Fraternal Organizations, excluding any such facility operated as a business for profit	—	—	—	CUP	CUP	—	—	—	
Private Educational Facilities	CUP	CUP	CUP	CUP	CUP	P	P	—	
Religious Institutions	CUP	CUP	CUP	CUP	P	P	P	—	
<b>OFFICE USES<sup>(2)</sup></b>									
Administrative Office Services	—	—	—	—	P	P	P	—	18.29.050(a)
Medical Offices	—	—	—	—	P	P	P	—	18.29.050(a)
Professional and General Business Offices	—	—	—	—	P	P	P	—	18.29.050(a)
<b>PUBLIC/QUASI-PUBLIC USES</b>									
Community Centers	CUP	CUP	CUP	CUP	—	—	—	—	



# PAMC Zoning Implementation

- Development Standards in 3 different tables: Low Density Residential, Multi-family residential, and Mixed Use
- Specific street yard standards for each NVCAP district
- Development standards are similar to comparable zoning districts
- Citywide context-based Objective Design Standards to be applied for NVCAP projects
- No parking minimum or maximum



TABLE 3: MIXED-USE DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	NV-MXL	NV-MXM	NV-MXH	Subject to Regulations In:
<b>Minimum Site Specifications</b> Site Area (ft <sup>2</sup> ) Site Width (ft) Site Depth (ft)		None Required	Not required	
<b>Minimum Setbacks</b> Street Yard (ft)	Ash St.: 5' Olive Ave.: 12.5' Portage Ave: 0'	El Camino Real: 5'	Park Blvd: 5' El Camino Real: sufficient to	18.29.020(b)

DEVELOPMENT STANDARD	NV-MXL	NV-MXM	NV-MXH	Subject to Regulations In:
	Pepper Ave: 12.5'	Oregon/Page Mill Rd: 5' Pepper: 12.5' Olive Ave (North side): 12.5' Olive Ave (South side): 10' Ash St: 5' Park Blvd: 20' Lambert Ave: 5' Portage Ave: 5' Acacia Ave: 5'	create a 12' effective sidewalk width <sup>(1)(2)</sup> Oregon Expy/Page Mill Rd: sufficient to create a 12' effective sidewalk <sup>(1)(2)</sup> Lambert Ave: 5' Acacia Ave: 5' Portage Ave: 5'	
Build-to-Lines	None	For properties abutting El Camino Real: 50% of frontage built to setback <sup>(1)</sup> 33% of side street built to setback <sup>(1)</sup>		



# Next Steps

