



Planning & Transportation Commission Staff Report

From: Planning and Development Services Director
Lead Department: Planning and Development Services

Meeting Date: May 8, 2024
Report #: 2402-2621

TITLE

Planning and Transportation Commission Recommendation to City Council to Certify Supplemental Environmental Impact Report (SEIR) for and Adopt the North Ventura Coordinated Area Plan (NVCAP), and to Adopt an Ordinance Adding Chapter 18.29 (North Ventura (NV) District Regulations) and Amending Chapters 18.14, 18.24, and 16.65 in the Palo Alto Municipal Code (PAMC) to Implement the NVCAP.

RECOMMENDATION

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

1. Certify the Supplemental Environmental Impact Report (SEIR), make all required findings under the California Environmental Quality Act (CEQA), including a Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program.
2. Adopt the NVCAP, including staff recommended modifications to the NVCAP detailed in Attachment F.
3. Adopt a Draft Ordinance (Attachment A) to:
 - a. Add a new Chapter 18.29 (North Ventura (NV) District Regulations) in the Palo Alto Municipal Code and make other amendments to Title 18 (Zoning) to implement the NVCAP
 - b. Amend Chapter 16.65 (Citywide Affordable Housing Requirements) to incorporate increased NVCAP requirements
 - c. Amend the Zoning District Map and re-zone parcels within the NVCAP area

EXECUTIVE SUMMARY

On March 8, 2024, the City released the Revised Public Draft North Ventura Coordinated Area Plan (NVCAP) along with Draft Supplemental Environmental Impact Report (SEIR) to solicit public comment on both documents. The 45-day comment period required by the California Environmental Quality Act (CEQA) ended on April 22, 2024. Staff received three public comment letters and one oral comment. The City will address comments on the Draft SEIR in

the Final SEIR, which will be considered by the Council before making a decision on the environmental analysis and the NVCAP.

The Revised Public Draft NVCAP is a major milestone; a culmination of extensive community outreach reflecting input from decision-makers and stakeholders during multiple public hearings on the plan alternatives, and the refinement of the Council-endorsed preferred alternative plan by consultants and staff. The Revised Public Draft NVCAP streamlines the chapter organization, eliminates redundancies in earlier NVCAP drafts, and incorporates the feedback received from both the PTC and Architectural Review Board (ARB) on the previous versions, wherever feasible and appropriate. The Draft NVCAP includes chapters on Introduction, Visions, Design Standards (divided into four chapters), and Implementation.

In addition to the Revised Public Draft NVCAP and Draft SEIR, staff prepared a draft zoning ordinance to implement the plan. A new chapter (18.29) will be added to the Palo Alto Municipal Code (PAMC) to establish new NV zoning districts and standards specific to the NVCAP. The report outlines the methodology used to develop the zoning ordinance and explains its relationship to the 2023-2031 Housing Element (Housing Element) and 2030 Comprehensive Plan (Comprehensive Plan). The draft NVCAP zoning ordinance in Attachment B reflects feedback received from ARB during its study session on April 18, 2024.

Following the PTC's recommendation and publication of a Final SEIR, the project will be reviewed by Council for a final decision in June 2024. The current draft of the NVCAP is available here for review: www.paloalto.org/nvcap. Attachment B includes the proposed ordinance and Attachment C includes a link to the Draft SEIR.

BACKGROUND

Planning Area

The 60-acre NVCAP area lies within the Ventura neighborhood, bounded by Page Mill Road, El Camino Real, Lambert Avenue, and the Caltrain tracks. The plan area is near key community destinations such as the California Avenue Caltrain Station, California Avenue Business District, and Stanford Research Park. The plan area represents a rare opportunity to plan proactively for a transit-oriented, mixed-use neighborhood.

Coordinated Area Plan

The City's Comprehensive Plan, adopted in 2017, called for site specific planning in the North Ventura area. The City secured grant funding in 2017 to initiate the NVCAP project. On March 5, 2018, the City Council adopted seven goals and six objectives (Attachment D). Goals include adding to the City's supply of multi-family housing, developing a transit accessible neighborhood with retail services, creating a connected street grid, developing community facilities, and encouraging sustainability.

Coordinated Area Plan Review Process

Development of the coordinated area plan followed the process contained within PAMC 19.10, Coordinated Area Plans. This chapter provides details on the initiation, the process procedures,

including the creation of goals and objectives; community involvement (the formation of a working group); public hearings, and adoption.

The development of the NVCAP has involved many public hearings, including Working Group and community meetings. Table 1 highlights the key milestones in the process to date. Additional information on prior meetings can be found on the NVCAP project website at www.paloalto.org/nvcap.

Table 1: Notable Project Milestones

Date	Milestone
November 6, 2017	City Council initiated the coordinated area plan process
March 5, 2018	City Council adopted Goals & Objectives for the plan
April 30, 2018	City Council appointed members of the working group
March 10, 2021	PTC recommendation on preferred plan
January 10, 2022	City Council endorsed a preferred plan alternative
November 14, 2022	City Council further refined the endorsed plan
May 2023	Public Draft NVCAP published
May 31, 2023	Study Session with Planning and Transportation Commission
June 1, 2023	Study Session with Architectural Review Board
June 8, 2023	Study Session with Historic Resource Board
March 8, 2024	Revised Public Draft NVCAP and Draft SEIR released
April 18, 2024	Study Session with Architectural Review Board on the Draft Zoning Ordinance and public hearing to solicit oral comments on the Draft SEIR
April 22, 2024	45-day Public Comment Period ended

Required Contents of the Area Plan

In accordance with PAMC Chapter 19.10, coordinated area plans shall include the following:

- The distribution, location, and extent of land uses.
- The proposed distribution, location, and extent of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other public improvements proposed to be located within the area covered by the plan.
- A program of measures including development regulations, public works projects, and financing measures necessary to carry out the plan as coordinated with the City’s capital improvement program.
- Standards and criteria by which development will proceed, if needed.
- Specific architectural and site design objectives and requirements, including the scale of the streets, building orientation, placement and design of public parks or plazas, and sidewalk treatments.
- Determination of the economic feasibility of the plan.
- Environmental review with the maximum extent feasible tiering from the comprehensive Plan Environmental Impact Report.

Endorsed Plan Concept

As referenced in Table 1 above, the City Council endorsed a preferred land use plan for NVCAP in January 2022 and further refined the endorsed plan in November 2022. The draft plan that was released in May 2023 included further refinements of the preferred plan by staff and its consultants to reconcile requirements in State law, ensuring that typical community development principles were applied such as land use transitions and consistency with the City’s objective development standards. Attachment C summarizes the endorsed preferred alternative and the refinements by Council.

Sobrato Development Agreement

In parallel to the NVCAP process, the Sobrato Organization, LLC (Sobrato) proposed the 200 Portage Avenue Townhome Project, which included demolition of a portion of the cannery building at 340 Portage Avenue to accommodate the townhome development with 91 dwelling units. As an alternative to the initial submittal from Sobrato, in September 2023, the City approved a Development Agreement with Sobrato for the redevelopment of a combined project site encompassing 14.65 acres at 200-404 Portage Avenue, 3040-3250 Park Boulevard, 3201-3225 Ash Street, and 278 Lambert Avenue. The development agreement included demolition of a portion of the cannery site to accommodate the townhome development. It also included dedication to the City of approximately 3.25 acres of land adjacent to Matadero Creek for park and affordable housing uses. The development agreement was approved by the City in October 2023 and became effective November 1, 2023. When the 10-year term of the development agreement ends, conformance with the NVCAP will be required for all new projects in the development agreement area. The Sobrato development is generally consistent with the NV-R3 development standards. However, because the project was submitted and entitled prior to adoption of the NVCAP, it is not subject to the new NVCAP standards.

ANALYSIS

The following discussion describes the draft NVCAP document and staff’s proposed revisions since the release of the public review draft in March 2024. The discussion and analysis also describe the NVCAP zoning ordinance including the methodology for the proposed zoning implementation approach, and a summary of the proposed development standards. The draft NVCAP and zoning implementation discussion also outline Housing Element and Comprehensive Plan consistency.

NVCAP Goals and Objectives

In the early stages of the NVCAP process, Council adopted the following six goals that were intended to help guide the development of the NVCAP consistent with the Comprehensive Plan:

1. Housing and Land Use: Add multifamily housing in a transit-accessible neighborhood with mixed uses.
2. Transit, Pedestrian and Bicycle Connections: Create well-defined connections to transit and major roads.
3. Connected Street Grid: Create a connected street grid.
4. Community Facilities and Infrastructure: Integrate development of new services with private development.
5. Balance of Community Interests: Balance community-wide objectives with residents.

6. Urban Design, Design Guidelines and Neighborhood Fabric: Develop human-scale design and guidelines that strengthen neighborhood fabric.

Supporting these goals are six objectives:

- Use a Data Driven Approach
- Create a Comprehensive User-Friendly Document and Implementation
- Provide a Guide and Strategy for Staff and Decision-Makers
- Include Meaningful Community Engagement
- Determine Economic Feasibility
- Complies with California Environmental Quality Act

Throughout the process, staff and their consultants ensured that the development of the plan was substantially consistent with the goals and objectives. Attachment D summarizes the consistency with these goals and objectives.

NVCAP Summary

The NVCAP represents a rare opportunity to plan proactively for a transit-oriented, mixed-use, mixed-income, and walkable neighborhood. The NVCAP sets forth a vision that honors the storied history and unique character of the North Ventura neighborhood; understands the needs of current residents and puts forward near-term solutions to current challenges; establishes a long-term framework for desired growth so that more people can call North Ventura home; and invests in community infrastructure to support an equitable, resilient, and sustainable Palo Alto.

In addition to aligning with the goals and policies embedded in the Comprehensive Plan, NVCAP reflects a vision shaped by the Palo Alto community. This plan would not be possible without the guidance of stakeholders, decision-makers, residents, and other community members, who volunteered their time as members of the Working Group to thoughtfully consider the challenges and opportunities of the Plan. The following summarizes the content of the NVCAP, released in March 2024:

- *Chapter 1: Introduction* provides an overview of the NVCAP physical and regulatory context. The plan is shaped by the project goals and objectives, adopted and in-progress City plans and policies, recently enacted regional and state laws, and the comprehensive community planning process.
- *Chapter 2: Vision* provides an overview of the vision for the future of NVCAP built and natural environment. This includes urban design frameworks that calibrate the optimal mix of uses; support a multi-modal mobility framework within the neighborhood and how it connects to the rest of the city and the region; foster a regenerative and ecological framework to support the health of humans and wildlife while supporting the implementation of City's Climate Action Plan; and the neighborhood's context-specific urban form.
- *Design Standards and Guidelines* include requirements that govern the construction and modification of the public realm including streets and open space, as well as new buildings. Standards are quantifiable, whereas guidelines are qualitative requirements.

- *Chapter 3: Public Realm* includes requirements and guidelines that govern the construction and modifications of the public realm including the sidewalk zone, traffic lanes and intersections, green infrastructure, paving, exterior lighting, wayfinding, and public art.
- *Chapter 4: Accessibility and Mobility* includes the requirements and guidelines that govern improvements related to multi-modal frameworks described in Chapter 2. This chapter includes standards and guidelines on pedestrian realm, bike network, gateway intersections, street sections for each street in the plan area, transit access, vehicle circulation and parking, as well as transportation demand management.
- *Chapter 5: Parks* includes the requirements and guidelines that govern improvements within park and open space areas such as Matadero Creek and the future public park.
- *Chapter 6: Buildings* provides guidance on desired future built form and sets aspirations for how new buildings will contribute to the character of the NVCAP as it develops incrementally over time. This chapter discusses building heights and massing, retail and active frontage, Portage Avenue frontage, residential frontage and sustainable design.
- *Chapter 7: Implementation* outlines the necessary steps to fulfill the vision of the plan, including funding, financing strategies, and capital investments.

Revised Public Draft NVCAP

The draft NVCAP, which was published initially in May 2023, was presented for study session reviews to the PTC on May 31, 2023¹ and ARB on June 1, 2023². Please review those reports for more detail.

The draft NVCAP has been further revised since the May 2023 release. Comments received from the PTC in May 2023 and ARB in June 2023 were incorporated, wherever appropriate and feasible, into the revised Public Draft NVCAP published on March 8, 2024 along with Draft SEIR. The PTC and ARB's earlier comments and staff responses are included in the matrix in Attachment E.

In addition to incorporating comments received from the PTC and ARB staff made further refinements to the document. The NVCAP text was revised for consistency, chapters were reorganized to remove redundancy, references to PAMC sections and policy documents were added, and minor corrections were made for accuracy. Specific revisions staff would like to highlight include:

- Content in Chapter 7 (Implementation) was incorporated into other chapters and duplicate information was removed.
- Chapter 4, previously titled "Streets" was renamed and expanded (now titled Accessibility and Mobility).

¹ May 31, 2023 PTC Staff Report: <https://www.cityofpaloalto.org/Departments/Planning-Development-Services/Planning-and-Transportation-Commission-PTC/Current-PTC-Agendas-Minutes>

² May 31, 2023 PTC Staff Report: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/architectural-review-board/2023/arb-6.01-nvcap.pdf>

- Chapter 4 included street design standards and guidelines along with street section illustrations for all streets within the plan area.
- Chapter 4 now incorporates more elaborated mobility considerations, previously outlined as implementable actions in Chapter 7, as new standards and guidelines.

While developing the zoning ordinance implementing the NVCAP, staff identified areas where further modifications to the NVCAP document were required for consistency and feasibility. These modifications, which resulted from close collaboration with the Office of Transportation staff, are primarily focused on alterations to the gateway intersections and street sections in Chapter 4 (Accessibility and Mobility). Other modifications include minor text and graphic revisions. The staff recommended modifications are described in Attachment F.

Zoning Implementation

Staff prepared a draft ordinance (Attachment A) to implement the NVCAP by rezoning the parcels within the NVCAP area and establishing development standards to guide development. Each zoning district within the plan area is identified with the prefix, North Ventura (NV), to clearly identify the NVCAP zoning designations. The new zoning district standards reflect the varying residential and mixed-use densities anticipated within the plan area. Table 2 below summarizes the relationship between the NVCAP land use designations and the PAMC zoning district regulations. Figure 1 depicts the location of each proposed NVCAP zoning district.

Table 2: NVCAP Land Use Designation & Proposed Zoning District Crosswalk

NVCAP Land Use Classification	Anticipated Density (DU/AC)	Maximum Height (FT)	Maximum Floor Area Ratio (FAR)	Allowed Zoning Districts
High-Density Mixed-Use	61-100	65	3.0:1	NV-MXH
Medium-Density Mixed-Use	31-70	55	2.0:1	NV-MXM
Low-Density Mixed-Use	3-17	35	0.5:1	NV-MXL
High Density Residential	61-100	65	3.0:1	NV-R4
	61-100	65	3.0:1	NV-PF
Medium Density Residential	16-30	45	1.5:1	NV-R3
Low Density Residential	1 or 2 units/lot	30	0.45:1	NV-R2

NVCAP Land Use Classification	Anticipated Density (DU/AC)	Maximum Height (FT)	Maximum Floor Area Ratio (FAR)	Allowed Zoning Districts
				NV-R1
Parks				NV-PF

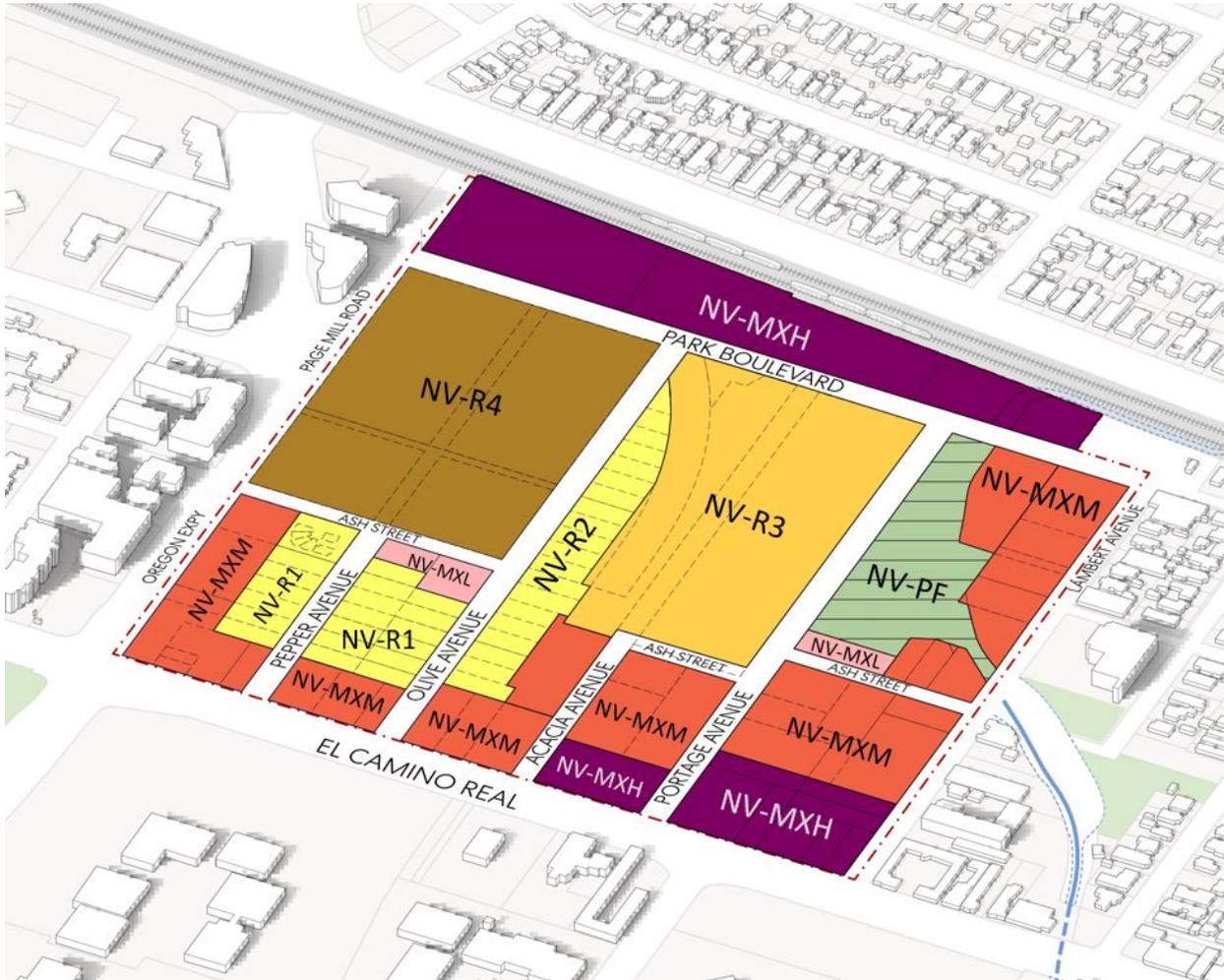


Figure 1: NVCAP Proposed PAMC Zoning Designation Map

Staff notes that Figure 1 reflects the future vision for the entire NVCAP area. However, in accordance with the Sobrato Development Agreement (Ordinance #5595), areas that were rezoned to Planned Community in accordance with the Development Agreement will not be rezoned as part of the adoption of the draft ordinance. The City Council may consider rezoning and redesignating these parcels once the Development Agreement has expired.

Zoning Districts and Development Standards

To create the development standards for each of the new NVCAP zoning districts in Chapter 18.29, staff reviewed comparable existing zoning districts in the PAMC. Development standards

and permitted uses within each of the NVCAP zoning districts were selected to align with NVCAP's goals, including the addition of 530 net new dwelling units. These standards primarily focus on density, FAR, height limits, and setback requirements. To eliminate duplicate information in the new chapter, staff incorporated existing regulations by reference to existing PAMC sections. Table 3 compares the proposed NV zoning districts with existing comparable zoning districts.

Table 3: Comparable Zoning Districts

Proposed NVCAP Zoning District	Existing Comparable Zoning District
NV-R1	R-1, R-2
NV-R2	
NV-R3	RM-30
NV-R4	RM-40
NV-MXL	RM-30, RM-40 for residential; Primarily CS and CN for non-residential
NV-MXM	
NV-MXH	

Density

To establish appropriate density for the NVCAP plan, staff used a one-acre lot as the base to calculate realistic density for each land use designation. Several factors were considered in the density calculation, including building height directed by City Council, NVCAP land use designations, and an average unit size of 1,250 square feet to promote diversity in unit sizes within the plan area. Staff employed different FAR levels and the average unit size to arrive at a density and building size appropriate for each new NVCAP zoning district. The goal was to utilize typical building typologies to achieve the designated densities within each land use. For the NV-MXL zone, which only applies to three properties in the plan area, the focus was on maintaining existing building sizes and ensuring smooth transitions to neighboring properties. Notably, the NVCAP zoning districts (except for NV-R1 and NV-R2) do not prescribe a maximum density, choosing instead to regulate building size through maximum FAR and allowing developers to determine the number of units to propose within that building envelope.

Summary of Proposed NVCAP Zoning Chapter

The NVCAP zoning ordinance chapter mirrors other zoning designation chapters, with dedicated sections for applicability, zoning districts, definitions, permitted uses, development standards, parking and loading, and special requirements.

In addition to typical development standards, the NVCAP ordinance includes special requirements specific to the plan area, including office use restrictions, storefront guidelines, and ground floor commercial use regulations.

The NVCAP ordinance originally included an NVCAP-specific housing incentive program for 100% affordable projects. Upon further review, however, staff determined that the program did not offer any meaningful incentive that was not already available under state density bonus law. The

issue will be revisited when staff bring forward a revamped citywide Housing Incentive Program (HIP).

The draft ordinance also references the NVCAP document for several items, including the designated location of required and encouraged ground floor uses, requirements for active ground floor uses, specific site and building design requirements in Chapter 6, and public realm improvements. Both the NVCAP plan document and the NVCAP zoning ordinance are intended to be used together when designing or reviewing development proposals in the plan area.

ARB Feedback on Development Standards

On April 18, 2024, the ARB conducted a public hearing to allow for comments on the Draft NVCAP and Draft SEIR. The ARB also reviewed and provided feedback on the draft NVCAP zoning ordinance. The ARB discussed development standards (Section 18.29.060) specifically and recommended the following modifications:

- Lot Coverage. ARB recommended increasing lot coverage for higher density residential areas, including NV-R3 and NV-R4.
- Street Yard Setback. ARB recommended a minimum street yard of 10 feet to encourage higher density and provide more flexibility in developing projects. Any street yards exceeding 10 feet were reduced to 10 feet, except for Olive Avenue in R-4, which maintains a minimum 20 feet minimum street yard to reflect the existing stormwater treatment area along Olive Avenue.
- Increased Maximum Height for NV-R4 and NV-MXH districts. Considering the El Camino Real Focus area across from the NVCAP area, which has a maximum height limit of 85 feet, the ARB recommended increasing maximum height limits for NV-R4 and NV-MXH to 65 feet.
- Setback Measurement and Lot Coverage Calculation. The ARB requested that the required setback and lot coverage not apply to portions of a development located more than three feet below grade in zoning districts that allow higher density residential (NV-R3, NV-R4, NV-MXM, and NV-MXH). The three-foot threshold was recommended to provide sufficient space for tree roots. Structures below three feet from the existing natural grade would be able to encroach into the required setback without impacting the lot coverage requirement, allowing for larger basements in the NVCAP area.
- Staff considered the ARB's feedback and, while supporting some recommendations, determined that recommendations related to basement setbacks and height increases (described below) required further discussion or were not consistent with the NVCAP preferred plan endorsed by the City Council. As a result, these ARB recommendations were not incorporated into the zoning ordinance recommended by staff (Attachment A).
- Increased Maximum Height for NV-R3 and NV-MXM. Considering the El Camino Real Focus area across from the NVCAP area, which has a maximum height limit of 85 feet, the ARB recommended increasing maximum height limits for NV-R3 to 55 feet from 35 feet, and for NV-MXM to 65 feet from 45 feet, in addition to NV-R4 and NV-MXM as described above.

- Both NV-R3 and NV-MXM would abut parcels with existing single-family homes and low-density residential zoning districts, which have a maximum height limit of 30 feet. As a result, staff recommend having a 15-foot maximum height difference between higher density districts when abutting low density districts or single-family home parcels to minimize impact to the low-density residential areas. Therefore, staff recommend increased the maximum height for both the NV-R3 and NV-MXM districts to 45 feet and 55 feet, respectively, compared to the 55 feet and 65 feet recommended by the ARB. Table 4 shows comparison of the maximum height limits.

Table 1: Maximum Height Comparison

Zoning District	Maximum Height Limit (feet)		
	Preferred Plan	ARB Recommendation	Staff Recommendation
NV-R1 NV-R2	30	No change	No change
NV-R3	35	55	45
NV-R4	55	65	Same as ARB
NV-MXL	35	No change	No change
NV-MXM	45	65	55
NV-MXH	55	65	Same as ARB

- Setback Measurement and Lot Coverage Calculation.** The Palo Alto Municipal Code Title 18 (Zoning) does not specifically address how to apply setback requirements for basements in multifamily and nonresidential projects. Currently, the minimum setback has been interpreted to apply to above and below-grade levels of structures. The ARB has recently seen projects with high density residential requesting larger basements to accommodate parking and other amenities. In order to provide more clarity, the ARB requested that specific language be codified to the zoning districts that allow higher density residential (NV-R3, NV-R4, NV-MXM, and NV-MXH). However, this policy decision requires further discussion and analysis to determine the best path forward for this request from the ARB. As a result, this ARB recommendation is not reflected in the draft zoning ordinance (Attachment A).

In addition to ARB recommended changes, staff made further refinements on the zoning ordinance, including some minor text modifications and adding references to other code sections related to non-conforming uses and non-complying facilities.

These staff recommended changes in the zoning ordinance are shown in blue and underlined text to differentiate them from ARB recommended changes supported by staff, shown in red and underlined text.

Relationship to the Housing Element

The Housing Element is one of seven mandatory elements within the Palo Alto Comprehensive Plan, which assesses the condition of the City's current housing and future needs of its residents

through citywide housing goals, objectives, and policies. The City is required to update the Housing Element every eight years.

The City adopted the 2023-2031 Housing Element in May 2023. A revised Housing Element was considered by Planning and Transportation Commission and City Council at a joint meeting on April 15, 2024 and adopted by the City Council. The Housing Element includes the housing needs assessment, resources and inventory of potential housing sites, housing constraints, and housing element programs or implementation actions. The Housing Element identifies a total of 300 potential housing opportunity sites. Of the total, 17 housing opportunity sites are located within the NVCAP. The Housing Element estimated that the development capacity for these 17 sites would yield over 300 dwelling units.

In January 2024, an ordinance implementing Housing Element Program 1.1A and 1.1B became effective, rezoning housing opportunity sites for consistency with the Housing Element. The zoning changes apply to multi-family, commercial, and industrial zoning to accommodate greater housing production, including within the NVCAP. This includes modification of development standards to increase density and height. For housing opportunity sites, the proposed NVCAP development standards generally have more permissive standards compared to development standards from the January 2024 rezoning. Therefore, applying NVCAP development standards to housing opportunity sites within the plan area would not hinder achieving the densities projected in the Housing Element. In addition, the proposed ordinance updates Chapter 18.14 (Housing Incentives) to include the ensure that housing opportunity sites within the plan area are still able to benefit from the few areas where the January 2024 rezoning was more permissive than the proposed NVCAP regulations.

Compliance with Comprehensive Plan, Area Plans and Guidelines

The draft plan implements Comprehensive Plan Program L.4.10.1, which directs staff to prepare a coordinated area plan for the North Ventura area and surrounding California Avenue area. Program L.4.10.1 outlines that the plan should describe a vision for the future of the North Ventura area as a walkable neighborhood with multi-family housing, ground floor retail, a public park, creek improvements and an interconnected street grid.

Pipeline Projects

Since the onset of the NVCAP project, property owners have been allowed to submit development applications consistent with the existing zoning code. Notable projects submitted and entitled since the NVCAP initiation include 3001 El Camino Real³, 3200 Park Boulevard⁴, and 3241 Park Blvd⁵. The zoning ordinance proposes to exempt these “pipeline projects” from

³ 3001 El Camino Real: a 100% affordable housing project with 129 units. <https://www.cityofpaloalto.org/News-Articles/Planning-and-Development-Services/30013017-El-Camino-Real>

⁴ 200 Portage: a project including partial demolition of cannery, construction of 74 dwelling units and renovation of cannery into research & development space with associated Development Agreement. <https://www.cityofpaloalto.org/News-Articles/Planning-and-Development-Services/200-Portage-Avenue>

⁵ 3241 Park Blvd: a new 7,861 square foot office building. <https://www.cityofpaloalto.org/Departments/Planning-Development-Services/Current-Planning/Projects/3241-Park-Boulevard>

compliance with the NVCAP due to the submittal of a complete planning entitlement application prior to the adoption of the NVCAP and its associated implementing zoning code amendments.

Next Steps

Staff will forward the PTC’s recommendation to the City Council for its consideration in June 2024. In addition to considering adoption of the NVCAP and the NVCAP zoning ordinance, the City Council will take action on SEIR certification.

FISCAL/RESOURCE IMPACT

The majority of the NVCAP project funding is from the Valley Transportation Authority (VTA) Priority Development Area grant (\$638,000). In compliance with the grant requirement, the 15% local funding match (\$112,000) was achieved with the donation of private funds from the Sobrato Organization, who also donated an additional \$138,000 for the environmental review study of the NVCAP. Additional General Funds (\$17,700) were used for the historic evaluation by Page & Turnbull and the Matadero Creek analysis by WRA; and \$62,000 of FY 2021 department salary savings was allocated to project management (due to reduced staffing). In 2021, the City was awarded \$125,000 from the Local Early Action Planning (LEAP) grant to support the NVCAP.

Per the grant agreements with both Caltrans and HCD (LEAP Grant), the City must complete this NVCAP project by the grant due dates, or risk forfeiting the grant funds. In that scenario, the City would need to repay any grant funds expended towards the project. Upon adoption of the NVCAP, staff will submit the last invoices for both grants from Caltrans and HCD to receive the remaining amount of the grants and close the contracts with them.

STAKEHOLDER ENGAGEMENT

Consistent with PAMC Chapter 19.10 (Coordinated Area Plans), the City Council appointed a 14-member working group. The working group met 17 times over the course of two years and concluded their effort once alternatives were forwarded to the PTC and City Council for consideration. Notifications throughout the process have been sent to the working group, stakeholders, and property owners. The City maintains a project website with archives of working group, workshops, and public hearing materials related to the NVCAP.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, the City of Palo Alto, acting as the lead agency, released a Notice of Availability (NOA) of a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed project on March 8, 2024 for a 45-day public comment period that ended on Monday, April 22, 2024. In accordance with the California Environmental Quality Act, the City of Palo Alto, acting as the lead agency, released a Notice of Availability (NOA) of a Draft Supplemental Environmental Impact Report (Draft SEIR) for the proposed project on March 8, 2024 for a 45-day public comment period that ended on Monday, April 22, 2024.

During the Architectural Review Board (ARB) meeting held on April 18, 2024, a community member addressed the Draft NVCAP, specifically urging rooftop gardens and the full naturalization of the creek without barriers. In addition, staff received three comment letters on the Draft SEIR by Monday, April 22, 2024 (Attachment G). Responses to comments on the Draft SEIR will be integrated into the Final Supplemental EIR (Final SEIR) for Council’s consideration prior to taking action on the environmental analysis and the proposed project.

The Draft SEIR found that the impacts related to biological resources, archaeological resources, noise, and tribal cultural resources could be significant but mitigatable to less than significant. Impacts to historical resources would be significant and unavoidable because the project would involve modifications to an historic resource eligible for the California Register of Historic Resources in a manner that would not be consistent with the Secretary of the Interiors Standards. Buildout of the NVCAP, on a plan level, would have a significant and unavoidable criteria air pollutant emissions impact because the increase in population would be exceeded by the increase in VMT and daily trips.

ALTERNATIVE ACTIONS

In addition to the recommended action, the PTC may:

- 1. Forward the staff recommendation to City Council with modifications.
- 2. Take no action on the NVCAP and provide direction on desired changes.

ATTACHMENTS

Attachment A: Draft Ordinance to:

- (1) Adopt a new Chapter 18.29 (North Ventura (NV) District Regulations) in the Palo Alto Municipal Code and make other amendments to Title 18 (Zoning) to implement the NVCAP
- (2) Amend Chapter 16.65 (Citywide Affordable Housing Requirements)
- (3) Amend the Zoning District Map and re-zone parcels within the NVCAP area

- Attachment B: Links to the Draft NVCAP and Draft SEIR
- Attachment C: Summary of the Endorsed Preferred Plan and Refinements
- Attachment D: Summary of Goals and Objectives Consistency
- Attachment E: NVCAP Comments from PTC and ARB and Staff Response
- Attachment F: Staff recommended modifications to NVCAP
- Attachment G: Public Comment Letters on Draft SEIR and Draft NVCAP

AUTHOR/TITLE:

Kelly Cha, Senior Planner

SECTION 1. Chapter 18.29 (North Ventura (NV) District Regulations) of Title 18 (Zoning) of the Palo Alto Municipal Code is added to read as follows:

**CHAPTER 18.29
NORTH VENTURA (NV) DISTRICT REGULATIONS**

18.29.010 Purpose

18.29.020 Applicability of Regulations

18.29.030 Zoning Districts

18.29.040 Definitions

18.29.050 Permitted Uses

18.29.060 Development Standards

18.29.070 Parking and Loading

18.29.080 Context-Based Design Criteria and Objective Design Standards

18.29.090 Housing Incentive Programs for NV District

18.29.010 Purpose

The purpose of the North Ventura district is to implement the vision and framework of the North Ventura Coordinated Area Plan (NVCAP) through use regulations and development standards.

18.29.020 Applicability of Regulations

(a) The North Ventura districts shall apply to properties within the NVCAP and designated as North Ventura Coordinated Area Plan within the Palo Alto Comprehensive Plan. Where designated, the regulations set forth in this chapter shall apply in lieu of the comparable provisions established by the underlying zoning district regulations.

(b) Refer to the NVCAP for design guidelines related to streets and buildings in conjunction with the regulations contained within this chapter.

18.29.030 Zoning Districts

The North Ventura districts shall apply to properties designated on the zoning map by the symbol “NV” in front of the zoning district designation.

The following zoning districts are intended to create and maintain sites for residential, commercial and mixed-use sites:

(a) Single Family Residential District (NV-R1)

The NV-R1 single family residential district is intended to create, preserve, and enhance areas suitable for detached dwellings with a strong presence of nature and with open area affording maximum privacy and opportunities for outdoor living and children’s play. Minimum site area requirements are established to create and preserve variety among neighborhoods, to provide adequate open area, and to encourage quality design. Accessory dwelling units, junior accessory dwelling units and accessory structures or

buildings are appropriate. Community uses and facilities are allowed to the extent no net loss of housing would result.

(b) Two Family Residential District (NV-R2)

The NV-R2 two-family residential district is intended to allow a second dwelling unit, under the same ownership as the initial dwelling unit, in areas designated for single-family use or NVCAP by the Palo Alto Comprehensive Plan, under regulations that preserve the essential character of single-family use. Community uses and facilities are allowed to the extent no net loss of housing would result.

(c) Medium Density Multiple-Family Residential District (NV-R3)

The NV-R3 medium density multiple-family residential district is intended to create, preserve and enhance neighborhoods for multiple-family housing with better transition to lower density residential districts. Projects at this density are intended for larger parcels that will enable developments to provide their own parking spaces and to meet their open space needs in the form of garden apartments or cluster developments. While there is no maximum density in the NV-R3 residential district, the NVCAP anticipates realistic development yields ranging from 16 to 30 dwelling units per acre based on the applicable development standards.

(d) High Density Multiple-Family Residential District (NV-R4)

The NV-R4 high density multiple-family residential district is intended to create, preserve and enhance locations for apartment living at the highest greater density deemed appropriate for Palo Alto NVCAP. The most suitable locations for this district are along major transportation corridors which are close to mass transportation facilities and major employment and service centers. While there is no maximum density in the NV-R4 residential district, the NVCAP anticipates realistic development yields ranging from 61 to 100 dwelling units per acre based on the applicable development standards.

(e) Low Density Mixed-Use District (NV-MXL)

The purpose of the NV-MXL district is to allow for small-scale commercial and services with limited amount of residential that is compatible with the surrounding development. While there is no maximum density in the NV-MXL district, the NVCAP anticipates realistic development yields ranging from three to 17 dwelling units per acre.

(f) Medium Density Mixed-Use District (NV-MXM)

The purpose of the NV-MXM district is to allow for a compatible mix of residential and limited commercial. While there is no maximum density in the NV-MXM district, the NVCAP anticipates realistic development yields ranging from 31 to 70 dwelling units per acre.

(g) High Density Mixed-Use District (NV-MXH)

The purpose of the NV-MXH district is to allow for a mix of retail, restaurant, entertainment and commercial uses on the ground floor with residential on the upper floors, while maintaining a pedestrian-oriented streetscape. It is intended that the active ground floor retail space required will ensure neighborhood-oriented retail and services are provided within walking distance of high density residential. Ground floor active uses are required along El Camino Real. While no maximum density in the

NV-MXH district, the NVCAP anticipates realistic development yields ranging from 6 to 10 units per acre.

(h) Public Facilities District (NV-PF)

The NV-PF public facilities district is designed to accommodate governmental, public utility, educational, and community service or recreational facilities. Within the North Ventura area, an approximate one-acre portion of the NV-PF district may permit a 100% affordable housing project.

18.29.040 Definitions

For the purposes of this chapter, the following definitions shall apply:

(a) "100% affordable housing project" means a multiple-family housing or mixed-use project in which the residential component consists entirely of affordable units offered at affordable rents or affordable sales prices, as defined in Section [16.65.020](#), and, for rental projects, where the average household income does not exceed 60% of the area median income level, except for a building manager's unit.

(b) "Street yard" means a yard adjoining a street lot line and may also be a front lot line.

18.29.050 Permitted Uses

(a) The uses of land allowed by this chapter in each zoning district are identified in the following tables. Land uses that are not listed in the tables are not allowed, except where otherwise noted. Where the last column on the following tables ("Subject to Regulations in") includes a section number, specific regulations in the referenced section also apply to the use; however, provisions in other sections not specifically referenced may apply as well.

TABLE 1: PERMITTED AND CONDITIONALLY PERMITTED USES

- P = Permitted Use**
- CUP = Conditional Use Permit Required**
- TUP = Temporary Use Permit Required**
- = Not Permitted**

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LAND USE	NV-R1	NV-R2	NV-R3	NV-R4	NV-MXL (1)(5)	NV-MXM (5)	NV-MXH	PF	Regulations In:
ACCESSORY AND SUPPORT USES									
Accessory facilities and activities customarily associated with or essential to permitted uses, and operated incidental to the principal permitted use.	P	P	P	P	P	P	P	—	18.40 18.10.080 18.12.080
Accessory facilities and uses customarily incidental to permitted uses with more than two plumbing fixtures (but with no kitchen), and more than 200 square feet in size, but excluding second dwelling	CUP	—	—	—	—	—	—	—	18.12.080
Accessory facilities and uses customarily incidental to permitted uses (no limit on number of plumbing fixtures)	—	P	—	—	—	—	—	—	18.10.080
Accessory Dwelling Unit & Junior Accessory Dwelling Unit when accessory to primary and permitted residential use	P	P	P	P	P	P	P	—	18.09
Home Occupations, when accessory to permitted residential use	P	P	P	P	P	P	P	P	18.42
Horticulture, Gardening, and	P	P	P	P	P	P	P	—	

LAND USE	NV-R1	NV-R2	NV-R3	NV-R4	NV-MXL (1)(5)	NV-MXM (5)	NV-MXH	PF	Regulations In:
Growing of food products for consumption by occupants of a site									
EDUCATIONAL, RELIGIOUS, AND ASSEMBLY USES									
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	—	
OFFICE USES⁽²⁾									
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)
PUBLIC/QUASI-PUBLIC USES									
Community Centers	CUP	CUP	CUP	CUP	—	—	—	—	
Utility Facilities essential to provision of utility services but excluding construction or storage yards, maintenance facilities, or corporation yards.	CUP	CUP	CUP	CUP	CUP	CUP	CUP	—	
RECREATION USES									
Neighborhood Recreational Centers	—	—	CUP	CUP	—	—	—	CUP ⁽³⁾	
Commercial Recreation	—	—	—	—	CUP	CUP	CUP	CUP ⁽³⁾	
Outdoor Recreation Services	CUP	CUP	CUP	CUP	—	CUP	CUP	CUP ⁽³⁾	
Youth Clubs	—	—	—	—	—	—	—	CUP ⁽³⁾	

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LAND USE	NV-R1	NV-R2	NV-R3	NV-R4	NV-MXL (1)(5)	NV-MXM (5)	NV-MXH	PF	Regulations In:
RESIDENTIAL USES									
Single-Family	P	P	—	—	—	—	—	—	
Two-Family	P	P	—	—	—	—	—	—	18.42.180
Multiple-Family	—	—	P	P	P	P	P	p ⁽⁴⁾	
Residential Care Homes	P	P	P	P	P	P	P	—	
RETAIL USES									
Eating and Drinking Services, except drive-in and take-out services	—	—	P	P	P	P	P	CUP ⁽³⁾	18.40.160, 18.29.050(c)
Personal Services and Retail Services of a neighborhood-serving nature	—	—	P	P	P	P	P	CUP ⁽³⁾	18.40.160, 18.29.050(c)
Liquor stores	—	—	—	—	—	P	P	—	18.40.160, 18.29.050(c)
SERVICE USES									
Animal Care, excluding boarding and kennels	—	—	—	—	P	P	P	—	18.29.050(c)
Convalescent Facilities	—	—	—	CUP	P	P	P	—	
Day Care Centers	CUP	CUP	CUP	P	P	P	P	—	18.40.160
Large Family Day Care Homes	P	P	P	P	P	P	P	p ⁽³⁾	
Small Family Day Care Homes	P	P	P	P	P	P	P	p ⁽³⁾	
Large Adult Day Care Homes	CUP	CUP	P	P	P	P	P	p ⁽³⁾	
Small Adult Day Care Homes	P	P	P	P	P	P	P	p ⁽³⁾	
Financial Services	—	—	—	—	P	P	P	—	18.29.050(a) 18.29.060(b)
General Business Services	—	—	—	—	P	P	P	—	18.29.050(a) 18.29.060(b)
Hotels	—	—	—	—	—	P	P	—	18.40.160, 18.16.060(d)
Personal Services	—	—	—	—	P	P	P	—	18.40.160, 18.29.050(c) 18.29.060(b)
AGRICULTURAL AND OPEN SPACE USES									

LAND USE	NV-R1	NV-R2	NV-R3	NV-R4	NV-MXL (1)(5)	NV-MXM (5)	NV-MXH	PF	Regulations In:
Park uses and uses incidental to park operation	—	—	—	—	—	—	—	P	
All facilities owned or leased, and operated or used, by the City of Palo Alto, the County of Santa Clara, the State of California, the government of the United States, the Palo Alto Unified School District, or any other governmental agency, or leased by any such agency to another party	—	—	—	—	—	—	—	P	
Community Centers	—	—	—	—	—	—	—	CUP (3)	
Utility Facilities	—	—	—	—	—	—	—	CUP	
TEMPORARY USES									
Temporary Uses	—	—	TUP	TUP	—	—	—	—	18.42.050
Farmer's Markets	—	—	—	—	—	CUP	CUP	—	
Temporary Parking Facilities, provided that such facilities shall remain no more than five years	—	—	—	—	—	CUP	CUP	CUP (3)	
Notes: (1) For NV-MXL zoning district, the total floor area of non-residential uses permitted and conditionally permitted on a lot shall not exceed 5,000 square feet. (2) For office uses, total floor area of permitted office uses on a lot shall not exceed 5,000 square feet. (3) Provided such use is conducted on property owned by the City of Palo Alto, the County of Santa Clara, the State of California, the government of the United States, the Palo Alto Unified School District, or any other governmental agency, and leased for said uses. (4) Only a 100% Affordable Housing Project is permitted. Development shall follow NV-R4 standards. (5) Ground floor uses shall comply with the ground floor edge framework set forth in NVCAP section 2.3.									

(a) Office Use Restrictions

(1) Conversion of Ground Floor Housing and Non-Office Commercial to Office Medical, Professional, and Business offices shall not be located on the ground floor, unless any of the following apply to such offices:

(A) Have been continuously in existence in that space since **DATE OF ADOPTION OF NVCAP**, and as of such date, were neither non-conforming nor in the process of being amortized pursuant to [Chapter 18.30\(l\)](#);

(B) Occupy a space that was not occupied by housing, neighborhood business service, retail services, personal services, eating and drinking services, or automotive service on **DATE OF ADOPTION OF NVCAP** or thereafter;

(C) Occupy a space that was vacant on **DATE OF ADOPTION OF NVCAP**; or

(D) Are located in new or remodeled ground floor area built on or after **DATE OF ADOPTION OF NVCAP** if the ground floor area devoted to housing, retail services, eating and drinking services, and personal services does not decrease.

(E) Along El Camino Real, the office use has a consistent flow of in-person customers visiting the business, such as a dentist or medical office.

(2) Size Restrictions on Office Uses in the NV District

(A) Total floor area of permitted office uses on a lot shall not exceed 5,000 square feet.

(b) Late Night Use and Activities

~~Late Night Use and Activities requirements established in Section 18.42.040 shall apply to NV zoning districts. —(1) Retail (including restaurants) or service commercial businesses abutting or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, that are open or with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. shall be operated in a manner to protect residential properties from excessive noise, odors, lighting or other nuisances from any sources during those hours.~~

~~—(2) Where planning or building permits are required or for a change in use that results in any such commercial business in the NV-MXM and NV-MXH zoning districts, operating or with activities between the hours of 10:00 p.m. and 6:00 a.m., a conditional use permit shall be obtained and conditions of approval shall be applied as deemed necessary to ensure the operation is compatible with the abutting (or within 50 feet of) residential property. Said use permit shall be limited to operations or activities occurring between 10:00 p.m. and 6:00 a.m.~~

~~—(3) Truck deliveries shall not occur before 6:00 a.m. or after 10:00 p.m., except pursuant to the provisions of a conditional use permit.~~

(c) Active Ground Floor Commercial Uses

The NVCAP requires active ground floor uses along the El Camino Real corridor and encourages active ground floor uses on other designated streets. Active uses are activities and functions that promote social

engagement, vitality, and interaction within a community. Refer to NVCAP, Section 2.3, for detailed requirements.

(1) Active ground floor commercial uses generally include retail, personal services, neighborhood business service, and eating and drinking establishments. These may also include other active uses such as daycare, building lobbies, spaces accessory to residential uses such as fitness rooms, workspaces, leasing offices, bicycle facilities (Class I) with direct access to the sidewalk. Office uses may be included only to the extent they are permitted in ground floor regulations, are consistent with 18.29.080(a) and have a regular flow of in-person customers.

(2) Ground floor commercial uses are required for properties with frontage along El Camino Real, as shown in the NVCAP Section 2.3 (Ground Floor Edges)

(3) Ground floor commercial uses shall have a minimum floor to ceiling height of 14 feet.

(4) Retail or retail-like at the ground floor is required at the intersections of El Camino Real and Olive Avenue, and El Camino Real and Portage Avenue.

(5) 100% affordable housing projects are exempt from providing ground floor commercial uses.

18.29.060 Development Standards

(a) The following tables specify the development standards that shall apply to NV district properties. Where the last column on the following tables ("Subject to Regulations in") includes a section number, specific regulations in the referenced section also apply to the development standard; however, provisions in other sections may apply as well.

TABLE 1: LOW DENSITY RESIDENTIAL DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	NV-R1	NV-R2	Subject to Regulations In:
Minimum Setbacks	Setback lines imposed by a special setback map pursuant to Chapter 20.08 of this code may also apply		18.10.050
Street yard (ft)	Pepper Ave: 12.5 <u>10</u> ' to create a 12' effective sidewalk width ⁽¹⁾	Olive Ave: 12.5 <u>10</u> '	18.29.020(b)
Parking	None	None	18.29.070
Other development standards	See regulations in Chapter 18.12	See regulations in Chapter 18.10	
Notes: ⁽¹⁾ The effective sidewalk width includes the pedestrian clear zone and landscape/furniture zone as described in PAMC 18.24.020.			

TABLE 2: MULTI-FAMILY RESIDENTIAL & MUTLI-FAMILY RESIDENTIAL MIXED-USE STANDARDS

DEVELOPMENT STANDARD	NV-R3	NV-R4	Subject to Regulations In:
Minimum Site Specifications			
Site Area (ft ²)	8,500		
Site Width (ft)	70		
Site Depth (ft)	100		
Minimum Setbacks			
Street Yard (ft)	Park Blvd.: 20' 10' Ash St.: 5' Acacia Ave.: 5' Portage Ave.: 5'	Park Blvd.: 20' 10' Olive Ave.: 20' Ash St.: 5' Page Mill Rd: sufficient to create a 12' effective sidewalk width ⁽²⁾⁽³⁾	18.29.020(b)
Interior Side Yards (ft)	5'	5'	
Interior Rear Yards (ft)	10'	10'	
Build-to-Lines	50% of frontage built to setback ⁽¹⁾ 33% of side street built to setback ⁽¹⁾		
Maximum Height (ft)			
Standard	35' 45'	55' 65'	18.29.100
Portions of a site within 50 feet of a more restrictive residential district or a site containing a residential use in a nonresidential district (measured from property lines)		35'	
Daylight Plane			
For lot lines abutting one or more residential zoning districts or lots bigger than 10,000 ft ²	<u>Refer to Section 18.24.050(b)</u>		18.24.050(b)
For lots smaller than 10,000 ft ²	None	None	
Maximum Lot Coverage (%)			
Base	40 60	45 80	
Additional area permitted to be covered by covered patios or overhangs otherwise in compliance with all applicable laws	5	5	
Floor Area Ratio (FAR)			
Maximum Residential FAR	1.5:1	3.0:1	
Maximum Non-residential FAR	0.15:1	0.15:1	18.29.050(c)
Total Mixed-Use FAR	1.5:1	3.0:1	
Residential Density (net units per acre)			
Maximum units per acre	None	None	
Minimum units per acre	16	61	

DEVELOPMENT STANDARD	NV-R3	NV-R4	Regulations In:
Minimum Landscape/Open Space Coverage (%)	30 ⁽⁴⁾	None <u>10</u>	
Minimum Usable Open Space (ft ² per unit)	150 ⁽⁴⁾	150	
Minimum Common Open Space (ft ² per unit)	75	75	
Minimum Private Open Space (ft ² per unit)	50	50	
Landscape Requirements			18.40.130
Parking	None Required		18.29.070
Notes: (1) 25-foot driveway access permitted regardless of frontage. (2) No parking or loading space, whether required or optional, shall be located in the first 10 feet adjoining the street property line of any required yard. (3) Any minimum front, street side, or interior yard shall be planted and maintained as a landscaped screen excluding areas required for access to the site. A solid wall or fence between 5 and 8 feet in height shall be constructed along any common interior lot line. (4) Landscape coverage may be provided above the ground-floor.			

TABLE 3: MIXED-USE DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	NV-MXL	NV-MXM	NV-MXH	Subject to Regulations In:
Minimum Site Specifications Site Area (ft ²) Site Width (ft) Site Depth (ft)	<u>None Required</u>			
Minimum Setbacks				
Street Yard (ft)	Ash St.: 5' Olive Ave.: <u>12-510'</u> Portage Ave: 0' Pepper Ave: <u>12-510'</u>	El Camino Real: 5' Oregon/Page Mill Rd: 5' Pepper: <u>12-510'</u> Olive Ave (North side): <u>12-510'</u> Olive Ave (South side): 10' Ash St: 5' Park Blvd: 20'	Park Blvd: 5' El Camino Real: sufficient to create a 12' effective sidewalk width ⁽¹⁾⁽²⁾ Oregon Expy/Page Mill Rd: sufficient to create a 12' effective sidewalk ⁽¹⁾⁽²⁾ Lambert Ave: 5'	18.29.020(b)

DEVELOPMENT STANDARD	NV-MXL	NV-MXM	NV-MX	Regulations In:
		Lambert Ave: 5' Portage Ave: 5' Acacia Ave: 5'	Acacia Ave: 5' Portage Ave: 5'	
Build-to-Lines	None	For properties abutting El Camino Real: 50% of frontage built to setback ⁽¹⁾ 33% of side street built to setback ⁽¹⁾		
Rear Yard (ft)	10'	10' for residential portion/ none for commercial portion	10' for residential portion/ none for commercial portion	
Rear Yard abutting residential zone district (ft)	10'	10'	10'	
Interior Side Yard (ft)	10'	5'	5'	
Build-to-lines	None Required			
Permitted Setback Encroachments	<p>Balconies, awnings, porches, stairways, and similar elements may extend up to 6 ft into the setback. Cornices, eaves, fireplaces, and similar architectural features (excluding flat or continuous walls or enclosures of interior space) may extend up to four (4) ft into the front and rear setbacks and up to three (3) ft into interior side setbacks.</p> <p>Refer to Section 18.40.070</p>			
Maximum Setback (ft)	Not applicable	El Camino Real: 10'	El Camino Real: 10'	
Maximum Lot Coverage (%)	50	100	100	
Minimum Landscape/Open Space Coverage (%)	20	5 <u>10</u>	None <u>10</u>	
Usable Open Space (Private and/or Common) (ft ²)	150 per unit			18.16.090
Maximum Height (ft)				18.29.100
Standard	35'	45' <u>55'</u>	55' <u>65'</u>	
Ground Floor Height	14' Refer to Section 18.24.060(c)(5)(A)			18.29.050(c)
Portions of a site within 150 ft of an abutting residential zoning district (measured from property line) ⁽³⁾	Not applicable	45'	Not applicable	

DEVELOPMENT STANDARD	NV-MXL	NV-MXM	NV-MX	Regulations In:
Daylight Plane for lot lines abutting one or more residential zoning districts	Refer to 18.24.050(b)			18.24.050(b)
Residential Density (net units per acre)				
Maximum units per acre	None Required			
Minimum units per acre	3	31	61	
Floor Area Ratio (FAR)				
Maximum Residential FAR	0.5:1	2.0:1	3.0:1	
Maximum Non-residential FAR ⁽⁴⁾	0.25:1	0.25:1	0.25:1	18.29.050(c) 18.29.060(c)
Minimum Mixed-Use Ground Floor Commercial FAR	0.15:1	0.15:1	0.15:1	18.29.050(c)
Total Mixed-Use FAR	0.5:1 ⁽⁴⁾	2.0:1	3.0:1	
Parking	None Required			18.29.070
Notes:				
<p>⁽¹⁾ No parking or loading space, whether required or optional, shall be located in the first 10 feet adjoining the street property line of any required yard.</p> <p>⁽²⁾ Any minimum front, street side, or interior yard shall be planted and maintained as a landscaped screen excluding areas required for access to the site. A solid wall or fence between 5 and 8 feet in height shall be constructed along any common interior lot line.</p> <p>⁽³⁾ The 150-foot measurement may be reduced to 50 feet at minimum, subject to approval by the Planning Director, upon recommendation by the Architectural Review Board pursuant to criteria set forth in Chapter 18.76.</p> <p>⁽⁴⁾ As provided in 18.29.060(c), maximum FAR for hotels shall be 2.0:1. Hotel projects in the NV-MXL zone may reach a Total Mixed-Use FAR of 2.0:1.</p>				

TABLE 4: PUBLIC FACILITIES DEVELOPMENT STANDARDS⁽¹⁾

DEVELOPMENT STANDARD	NV-PF	Subject to Regulations In:
Minimum Setbacks		
Street Yard (ft)	Portage Ave: 0' Park Blvd: 20' Lambert Ave: 5'	18.29.020(b)
Rear Yard (ft)	10'	18.40.140
Side Yard (ft)	5'	
Maximum Site Coverage (%)		
Multiple-Family Residential Use	100	
Other Uses	20	

DEVELOPMENT STANDARD	NV-PF	Regulations In:
Minimum Landscape/Open Space Coverage (%) Multiple-Family Residential Use Other Uses	0 Not applicable	
Usable Open Space (Private and/or Common) (ft²) Multiple-Family Residential Use	150 per unit	
Maximum Height (ft) Multiple-Family Residential Use Other Uses	55'	18.29.100
Maximum Floor Area Ratio (FAR) Multiple-Family Residential Use Other Uses	3.0:1 1.0:1	
Parking		18.29.070
Notes: ⁽¹⁾ Residential standards in this table shall only be applicable to 100% Affordable Housing Projects. For standards not listed in Table 4 for 100% Affordable Housing Projects in NV-PF, refer to applicable NV-R4 development standards in PAMC 18.29.060, Table 2.		

(b) Storefront Guidelines

Where active use and retail frontages are required or located within the NV district on the ground floor, the following design standards shall apply:

(1) Exterior windows on the ground floor shall use transparent glazing to the extent feasible. Low-e glass or minimal tinting to achieve sun control is permitted, so long as the glazing appears transparent when viewed from the ground level.

(2) Window coverings are not permitted on the ground floor during typical business hours. Where operations preclude transparency (e.g., theaters) or where privacy requires window coverings, sidewalk-facing frontage shall include items of visual interest including displays of merchandise or artwork; visual access shall be provided to a minimum depth of three (3) feet.

(3) ~~The building facade shall not dedicate~~ No more than 10% of ~~its~~ the total building façade frontage, ~~and no more than~~ or a maximum of 25 feet in width, whichever is greater, shall be dedicated to mechanical equipment rooms, parking garage entrances, exit stairs, and other facilities necessary for building operation.

(c) Hotel Regulations

(1) The purpose of these regulations is to allow floor area for development of hotels more than floor area limitations for other commercial uses, to provide a visitor-serving use that results in an enhanced business climate, increased transient occupancy tax and sales tax revenue, and other community and economic benefits to the city.

(2) Hotels, where they are a permitted use, may develop to a maximum FAR of 2.0:1, subject to the following limitations:

(A) The hotel use must generate transient occupancy tax (TOT) as provided in [18.14, 18.24 and 16.65](#) the Palo Alto Municipal Code; and

(B) No room stays more than thirty days are permitted, except where the city council approves longer stays through an enforceable agreement with the applicant to provide for compensating revenues.

(3) Hotels may include residential condominium use, subject to:

(A) No more than twenty-five percent (25%) of the floor area shall be devoted to condominium use; and

(B) No more than twenty-five percent (25%) of the total number of lodging units shall be devoted to condominium use; and

(C) A minimum FAR of 1.0 shall be provided for the hotel/condominium building(s); and

(D) Where residential condominium use is proposed, room stays for other hotel rooms shall not exceed thirty (30) days.

(4) Violation of this chapter is subject to enforcement action for stays more than thirty days not permitted under the provisions of this chapter, in which case each day of room stay more than thirty days shall constitute a separate violation and administrative penalties shall be assessed pursuant to Chapters 1.12 and 1.16.

18.29.070 Parking and Loading

In accordance with Assembly Bill 2097 (2022), no minimum automobile parking is required for properties within the NV Districts except for projects including transient lodging. There are no maximum parking standards. Standards for transient lodging and other parking standards, such as bicycle parking, and parking design standards are contained within PAMC Chapters 18.52 and 18.54.

18.29.080 Context-Based Design Criteria and Objective Design Standards

In addition to the development standards prescribed in 18.29.050, all Housing Development Projects shall comply with the objective standards outlined in [Chapter 18.24](#), as defined herein. All other developments, and Housing Development Projects that elect to deviate from one or more objective design standards in [Chapter 18.24](#), shall meet the Context Based Design Criteria, as determined by the Director pursuant to the Architectural Review process. [In the event of any conflict between the development standards established in this Chapter and those established in Chapter 18.24, the NVCAP standards shall prevail.](#)

(a) Multiple Family Context-Based Design Criteria

Refer to Section 18.13.060 for the Context Based Design Criteria.

(b) Mixed-Use and Commercial Context-Based Design Criteria

Refer to Section 18.16.090 for the Context Based Design Criteria.

18.29.090 Housing Incentive Programs for NV District

(a) Housing development projects in the NV Districts may utilize any Housing Incentive Program or Affordable Housing Incentive Program set forth in Sections 18.14.030 and 18.14.040, ~~subject to the following restrictions:~~

(1)

~~Maximum Height. The maximum height for a 100% affordable housing project shall not exceed 68 feet in the NV-MXL and NV-R3 districts, 78 feet in the NV-MXM district, and 88 feet in the NV-R4 and NV-MXH districts.~~

18.29.100 Non-conforming Uses and Non-Complying Facilities

Any uses or facilities rendered non-conforming or non-complying by this Chapter shall be subject to Chapter 18.70, including the schedules for required termination of non-conforming uses under Section 18.70.070.

SECTION 2. Table 1 of Section 18.14.020 (Housing Element Opportunity Sites) of Chapter 18.14 (Housing Incentives) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows (additions underlined):

Table 1

**Housing Element Opportunity Site Development Standards
 (Residential and Commercial Mixed Use Districts)**

Base Zoning District	Maximum Far ⁽¹⁾		Minimum Landscape Coverage	Residential Density (du/ac) ⁽⁴⁾		Other Development Standards
	Residential	Total		Minimum	Maximum	
CC ⁽²⁾	1.5	2.0	⁽³⁾	20	See base district regulation s: 18.16.060	See base district regulations: 18.16.060
CC	1.25	1.25	⁽³⁾	20		
CS (El Camino Real)	1.25	1.25	⁽³⁾	20		
CS (Other)	1.25	1.25	⁽³⁾	20	See HE Appendix D	
CN (El Camino Real)	1.25	1.25	30% ⁽³⁾	20	See base district regulation s: 18.16.060	

CN (Other)	1.25	1.25	30% ⁽³⁾	20	See HE Appendix D	
CD-C	2.0	2.0 ⁽²⁾	⁽³⁾	20	See base district regulations: 18.18.060	See base district regulations: 18.18.060
CD-N	1.5	1.5	⁽³⁾	20	See HE Appendix D	
RP	1.25	1.25	⁽³⁾	25	None; 40 du/ac anticipated	See base district regulations: 18.20.040
RM-40	1.5	1.5	⁽³⁾	31	See HE Appendix D	See base district regulations: 18.13.040
RM-30	1.25	1.25	⁽³⁾	20		
RM-20	1.25	1.25	See 18.13.040	20		
<u>NV-MXM</u>	<u>See base district regulations: 18.29.060, except that maximum height shall be 50'</u>					
<u>NV-R3</u>	<u>See base district regulations: 18.29.060, except that maximum height shall be 50', maximum lot coverage shall be 70%, and minimum density shall be 25 du/ac.</u>					

Notes:

- (1) Nothing in this table increases the non-residential floor area permitted in any district.
- (2) FAR may be increased with transfer of development rights; see [Chapter 18.18](#) for details.
- (3) Landscape coverage may be provided above the ground-floor. If standard is not specified, refer to base district regulations.
- (4) Where no maximum density is provided in terms of du/ac, maximum density shall be determined by estimating the realistic development capacity of the site based on the objective development standards applicable to the project. Where noted, refer to Housing Element Appendix D: Sites Inventory for specified densities.

SECTION 3. Section 18.24.010 (Purpose and Applicability) of Chapter 18.24 (Contextual Design Criteria and Objective Design Standards) of Title 18 (Zoning) of the Palo Alto Municipal Code is amended to read as follows (additions underlined, and unchanged text omitted by bracketed ellipses):

18.24.010 Purpose and Applicability

(a) Purpose

[. . .]

(b) Applicability of Regulations

These regulations apply to Housing Development Projects (as defined in Gov. Code 65589.5), both new construction and renovations, within the following zones and combining districts:

- (1) Chapter 18.12: R-1, for multiple-family use projects only
- (2) Chapter 18.13: RM-20, RM-30, RM-40
- (~~23~~) Chapter 18.16: CN, CC, CC(2), CS
- (~~34~~) Chapter 18.18: CD-C, CD-S, CD-N
- (45) Chapter 18.20: MOR, ROLM, ROLM(E), RP, RP(5), GM
- (~~56~~) Chapter 18.28: PF
- (7) Chapter 18.29: NVCAP
- (~~68~~) Chapter 18.34: PTOD combining district

Housing Development Projects include multifamily housing with three or more units ("multiple-family use" as defined in Section 18.04.030), supportive and transitional housing, and residential mixed-use projects with at least two-thirds residential square footage shall meet the objective design standards.

(c) Process and Alternative Compliance

[. . .]

SECTION 4. Section 16.65.030 (Basic affordable housing requirement - residential ownership projects) of Chapter 16.65 (Citywide Affordable Housing Requirements) of Title 16 (Building Regulations) is amended to read as follows (additions underlined, and unchanged text omitted by bracketed ellipses):

16.65.030 Basic affordable housing requirement - residential ownership projects.

The provisions of this section shall apply to all residential ownership projects, including the residential ownership portion of any mixed use project containing three or more units, except for any residential ownership project exempt under Section 16.65.025.

- (a) Unless an alternative is approved as described in Section 16.65.080, residential ownership projects shall provide the following:

(1) For projects on sites of less than five acres, fifteen percent of the ~~units~~ the project shall be made available at affordable sales price to very low, low, and moderate income households;

(2) For projects on sites of five acres or more and all townhome projects in the NV districts, twenty percent of the dwelling units in the project shall be made available at affordable sales price to very low, low, and moderate income households; and

(3) For projects that convert existing rental housing to condominiums, other residential ownership or nonresidential space or that remove existing rental housing, twenty-five percent of the dwelling units in the project shall be made available at affordable sales price to very low, low, and moderate income households.

(4) Calculations of the number of affordable units required by this section shall be based on the number of dwelling units in the residential project, excluding any density bonus units. Projects shall not receive a credit for any existing dwelling units demolished as part of the project.

(b) The affordable units shall be made available at the following affordable sales prices:

[. . .]

SECTION 5. Section 16.65.040 (Basic requirement - mixed use, nonresidential and residential rental projects) of Chapter 16.65 (Citywide Affordable Housing Requirements) of Title 16 (Building Regulations) is amended to read as follows (additions underlined; deletions ~~struck through~~):

16.65.040 Basic requirement - mixed use, nonresidential and residential rental projects.

(a) Unless the mixed use, nonresidential or residential rental project is exempt under Section [16.65.025](#) or an alternative is approved as described in Section [16.65.080](#), all mixed use, nonresidential and residential rental projects shall pay housing impact fees as specified in Section [16.65.060](#) to mitigate the projects' impacts on the need for affordable housing; except:

~~(1) that the~~ The residential ownership portion of a mixed use project containing three or more units shall comply with Section [16.65.030](#).

(2) In the NV districts, residential rental projects, including mixed use projects containing residential rental units, shall provide fifteen percent of the dwelling units in the project at rates affordable to lower income households.

SECTION 6. Pipeline Projects. This Ordinance and the NVCAP shall not apply to any project application deemed complete prior to the effective date of this Ordinance. Any project completed pursuant to such application shall be deemed a legal non-conforming structure and/or use, subject to the provisions of Palo Alto Municipal Code Chapter 18.70.

Attachment C:

Link to the Draft SEIR for North Ventura Coordinated Area Plan

<https://www.cityofpaloalto.org/files/assets/public/v/1/planning-amp-development-services/north-ventura-cap/draft-seir-nvcap-march-2024.pdf>

Link to the Draft North Ventura Coordinated Area Plan

https://www.cityofpaloalto.org/files/assets/public/v/1/planning-amp-development-services/north-ventura-cap/nvcap_publicdraft_2024_03_web2.pdf

Attachment D: Summary of Preferred Plan

City Council endorsed 01/10/2022 & refined 11/14/2022 (or strikethrough)

Component	Preferred Plan	Draft Plan
Housing	<ul style="list-style-type: none"> 530 housing units Emphasizes townhomes near existing residential; mid-rise residential/mixed-use on corridors and elsewhere in plan area. <u>Taller mid-rise residential/mixed-use along Park Boulevard adjacent to train tracks.</u> 	<ul style="list-style-type: none"> 530 housing units Emphasizes townhomes on cannery property. Mid-rise residential/mixed-use on corridors and elsewhere in the plan. Affordable housing site adjacent to public park site. Taller mid-rise residential/mixed-use along Park Boulevard adjacent to train tracks. <p><i>See also "Height/Density and Transitions"</i></p>
Affordable Housing	<ul style="list-style-type: none"> Include 100% affordable housing height limits based on the minimum height necessary for a five-story retail affordable housing project (e.g., 55') or a six story non-retail affordable housing project (e.g., 65'). Require 20% BMR for for-sale townhomes, 15% for for-sale condos, and for rental 15% BMR or use in-lieu fee. (66% of units affordable to households of 80-100% area median income (AMI) and up to 33% affordable to households 100-120% AMI.) 	<ul style="list-style-type: none"> 100% affordable housing height limits determined by state density bonus housing law (33' above base zoning height limit) Requires 20% BMR for for-sale townhomes, 15% for for-sale condos, and for rental 15% BMR or use in-lieu fee. (66% of units affordable to households of 80-100% area median income (AMI) and up to 33% affordable to households 100-120% AMI.) <p><i>See also "Height/Density and Transitions"</i></p>
Height/Density and Transitions	<ul style="list-style-type: none"> Place higher heights and greater densities on El Camino Real and Page Mill Road, where multifamily and residential mixed-use buildings with ground floor retail would be permitted. Transition between higher density/height areas and existing single-family homes through height transitions. Expand Housing Incentive Program or similar into other areas other than El Camino Real corridor. 	<ul style="list-style-type: none"> Rezoned proposed in the plan area to transition from commercial, general manufacturing and residential to residential and residential mixed-use (low, medium, and high density). Greater heights and densities are located along corridors (El Camino Real, Page Mill and Park Boulevard). Height is limited for cannery building adaptive reuse projects. Height transitions will follow objective standard requirements in the Palo Alto Municipal Code.

Component	Preferred Plan	Draft Plan
	<ul style="list-style-type: none"> • <u>Allow 45 feet transition on El Camino</u> • <u>Raise the height limit along Park Blvd to 55 feet, for residential or residential mixed-use without increasing commercial FAR</u> • <u>Request Staff to evaluate zoning changes that would increase FAR for housing on commercial sites along Park Blvd. and Page Mill Rd.</u> 	<ul style="list-style-type: none"> • Height limits range from 30 to 65 feet. • Increase FAR for residential for 395 Page Mill and Park Boulevard. • Limits commercial FAR throughout the plan area. • Housing Incentive Program would follow the Citywide Housing Incentive Program (Chapter 18.14)
Open Space	<p>Parks, pedestrian and/or bike connection, landscape setbacks and buffers. Creek option #3, full naturalization. Look for preferred park locations (larger public spaces desired). Park development based on no less than 1.6 acres/1,000 residents to 1.7 acres/1,000 residents.</p>	<ul style="list-style-type: none"> • Includes creek option #3 for full naturalization • Identifies 2.25-acre public park location adjacent to creek
Office	<ul style="list-style-type: none"> • Allows existing large-format office floor area to continue. Once demolished, the office space may not be rebuilt. • Would allow new, ground-floor, small, professional office (such as dentist, etc.). (5,000 sf or less) • Define a low density R&D zone limiting employment density. (not clear on what this means) • <u>Define strict TDM</u> 	<ul style="list-style-type: none"> • Plan sites are rezoned and allow limited office space (up to 5,000 sf) per parcel. • Existing office space to continue until demolished, then parcel must conform with underlying zoning requirements. <p><i>See also "Commercial Parking Ratio."</i></p>
Retail	<p>Would allow ground floor retail. Encourages active-ground floor uses, which can be retail or retail-like. Required on ECR, consider on Park.</p> <p>Deed restricted retail required to get 15' first floor height incentive.</p>	<ul style="list-style-type: none"> • Allows ground floor retail and encourages ground floor active uses along Park Boulevard. Requires ground floor active uses along El Camino Real. Requires ground floor retail along El Camino Real at Portage and Acacia. • Requires minimum ground floor ceiling height to be consistent with

Component	Preferred Plan	Draft Plan
		objective design standards (Chapter 18.24)
340 Portage (Cannery)	<p>Maintains the cannery building and Ash Office Building and allows for 2 possible uses of the buildings: (1) continued use as retail and office space (2) adaptive re-use into housing (transition to housing is a long-term vision). Also permits the construction of housing on remaining portions of the parcel, specifically the two remaining surface parking lots on the property. Ash Building – Creative Arts space (see concept plan, page 180)</p> <p>Expanded setback needed due to creek naturalization – easements and/or acquisition needed.</p> <p><u>65 feet for 100% affordable site at 340 Portage without retail, (to include 5 stories of residential, with one level for parking)</u></p> <p><u>Staff will review and return with recommendation about designation of 340 Portage Rd as a historical resource</u></p>	<ul style="list-style-type: none"> • Maintains the cannery building and Ash Office Building and allows for 2 possible uses of the buildings: (1) continued use as retail and office space (2) adaptive re-use into housing (transition to housing is a long-term vision). • Also permits the construction of housing on remaining portions of the parcel, specifically the two remaining surface parking lots on the property. • 2.25-acre public park site identified • 100% Affordable housing site identified adjacent to the public park site to comply with development standards for R-4, including the height limit of 65’. • Implementation measure to explore within the first-year historic designation of the cannery building and the Ash building.
395 Page Mill Rd (Cloudera)	Retain office, parking garage, swale, etc. Allows multifamily housing at moderate density on remaining surface parking lot; allow internal height of 55’.	Site is rezoned to high density residential. Allow height up to 65 feet.
Residential Parking Ratio	<ul style="list-style-type: none"> • 1 space per bedroom, capped at 2 spaces per unit (existing requirement). • (Return to PTC to make recommendations for analysis of appropriate parking based on Fehr and Peers study and other studies, and encourage mechanisms to discourage street parking) 	<ul style="list-style-type: none"> • No parking minimums or maximums. • Implementation measure to explore TDM programs and evaluate parking management within the area.

Component	Preferred Plan	Draft Plan
	<ul style="list-style-type: none"> • <u>No parking minimums & maximums</u> • <u>Define strict TDM and evaluate a city initiated RPP district to protect residential parking</u> 	
Commercial Parking Ratio	<ul style="list-style-type: none"> • Blended standard rate same as Downtown Palo Alto: 1 space per 250 sf. • Exempt first 1,500 sf of ground floor commercial floor area from parking requirement. • <u>No parking minimums & maximums</u> • <u>Define strict TDM</u> 	<ul style="list-style-type: none"> • No parking minimums or maximums. • Implementation measure to explore TDM programs and evaluate parking management within the area.
Transportation Improvements	<ul style="list-style-type: none"> • Follow concept plan, see attachment A (page 34) from 6/2021 council report • <u>Evaluate removing the woonerf to decrease congestion as an option in the EIR</u> 	<ul style="list-style-type: none"> • Plan to follow preferred plan. • EIR to evaluate woonerf impacts.

ATTACHMENT E – CONSISTENCY WITH NVCAP GOALS & OBJECTIVES

Consistency documents can be found at: www.cityofpaloalto.org/nvcap

Table 1: NVCAP Goals

Goals	Consistency
<p><u>Housing and Land Use</u> Add to the City’s supply of multifamily housing, including market rate, affordable, “missing middle,” and senior housing in a walkable, mixed use, transit-accessible neighborhood, with retail and commercial services, open space, and possibly arts and entertainment uses.</p>	Chapter 2.2 (Land Use)
<p><u>Transit, Pedestrian and Bicycle Connections</u> Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain station, Park Boulevard and El Camino Real.</p>	Chapter 2.4 (Mobility)
<p><u>Connected Street Grid</u> Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.</p>	Chapter 2.4 (Mobility)
<p><u>Community Facilities and Infrastructure</u> Carefully align and integrate development of new community facilities and infrastructure with private development, recognizing both the community’s needs and that such investments can increase the cost of housing.</p>	Chapter 2.4 (Mobility) Chapter 2.5 (Ecology and Sustainability) Chapter 3.1 (Sidewalk Zone)
<p><u>Balance of Community Interests</u> Balance community-wide objectives with the interests of neighborhood residents and minimize displacement of existing residents.</p>	Chapter 2.2 (Land Use) Chapter 5 (Parks and Open Space)
<p><u>Urban Design, Design Guidelines and Neighborhood Fabric</u> Develop human-scale urban design strategies, and design guidelines that strengthen and</p>	Chapter 2.6 (Urban Form) Design standards and guidelines in: Chapter 3 (Public Realm), Chapter 4 (Accessibility and Mobility), Chapter 5 (Parks and Open Space),

Goals	Consistency
support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.	Chapter 6 (Site and Building Design), Chapter 7 (Implementation) NVCAP zoning ordinance

Table 2: NVCAP Objectives

Objectives	Consistency
<p><u>Data Driven Approach:</u> Employ a data-driven approach that considers community desires, market conditions and forecasts, financial feasibility, existing uses and development patterns, development capacity, traffic and travel patterns, historic/cultural and natural resources, need for community facilities (e.g., schools), and other relevant data to inform plan policies.</p>	<ul style="list-style-type: none"> • Existing Conditions Report • Matadero Creek Renaturalization Report • Strategic Economic Reports • 340 Portage Ave Historic Resource Evaluation • NVCAP Windshield Survey and Preliminary Historic Resource Eligibility Analysis
<p><u>Comprehensive User-Friendly Document and Implementation:</u> Create a comprehensive but user-friendly document that identifies the distribution, location and extent of land uses, planning policies, development regulations and design guidelines to enable development and needed infrastructure investments in the project area.</p>	<p>The overall document includes graphics, color, tables organized for optimal readability.</p> <p>Chapter 2 (Vision), Chapter 3 (Public Realm), Chapter 4 (Accessibility and Mobility), Chapter 5 (Parks and Open Space), Chapter 6 (Site and Building Design), Chapter 7 (Implementation)</p>
<p><u>Guide and Strategy for Staff and Decision Makers:</u> Provide a guide and strategy for staff and decision-makers to bridge the gap between the goals and policies of the Comprehensive Plan and individual development projects in order to streamline future land use and transportation decisions.</p>	Chapter 2 (Vision), Chapter 7 (Implementation)
<p><u>Meaningful Community Engagement:</u></p>	Chapter 1.7 (The Community Process)

Objectives	Consistency
Enable a process with meaningful opportunities for community engagement, within the defined timeline, and an outcome (the CAP document) that reflects the community's priorities.	
<p><u>Economic Feasibility:</u> A determination of the economic and fiscal feasibility of the plan with specific analysis of market place factors and incentives and disincentives, as well as a cost-benefit analysis of public infrastructure investments and projected economic benefits to the City and community.</p>	Strategic Economic Reports
<p><u>Environmental:</u> A plan that is protective of public health and a process that complies with the requirements of the California Environmental Quality Act.</p>	Supplemental Environmental Impact Report Chapter 2.5 (Ecology and Sustainability) Chapter 3.3 (Green Infrastructure) Chapter 5 (Parks and Open Space) Chapter 6.5 (Sustainable Design)

PTC and ARB Comments on the Public Draft NVCAP

ID	Comment	Response
PTC Comments from May 31, 2023		
PTC 1	Categorize office uses as neighborhood serving	Included in the NVCAP Section 2.3
PTC 2	Encourage a mix of residential unit sizes	Staff recommended modifications to include information encouraging a mix of residential unit sizes (Section 2.2, Page 34. See Attachment G for more details)
PTC 3	Active uses: should be required, be clearer	Included in the NVCAP Section 2.3 including the revised figure 32
PTC 4	Describe height transitions between high density residential/mixed use and low density residential	NVCAP Section 6.1 includes building height and massing; NVCAP Zoning Ordinance has reference to Objective Standards related to daylight plane
PTC 5	Clarify mobility plan for vehicles and pedestrians	Included in the expanded Chapter 4 (Accessibility and Mobility)
PTC 6	Economic analysis to show shortfall	No additional economic analysis was done due to budget constraints
PTC 7	Describe consistency with Housing Element	Staff report describes consistency between NVCAP and Housing Element
ARB Comments from June 1, 2023		
ARB 1	Place table captions above the table	Table captions were moved above the table throughout the document.
ARB 2	Encourage or require more green roofs (maybe incentivize with additional FAR)	No incentive programs were considered but green roofs are encouraged in the plan area per Section 6.6.5.
ARB 3	Only include essential information in the plan and refer to other documents when necessary. Example: trees.	After reorganization of the document, appropriate references were added.
ARB 4	2.1: Make exhibit more realistic	Language added that no new or recent development constructed during preparation of NVCAP reflected in any exhibits.
ARB 5	Ground floor height is 15' too tall?	Ground floor height changed to 14' to be consistent with Contextual Design Criteria and Objective Design Standards
ARB 6	Sustainable design (subcommittee of the ARB): 6.5.4 through 6.5.7.	No substantial recommendations were provided to be implemented; new ordinance is underway for bird safe design.

ID	Comment	Response
ARB 7	4.6.2 :Provide examples of permeable pavement.	Updated the Figure 69 in Chapter 4.
ARB 8	2.5: Show more green roofs, solar panels. Tell more of a story that includes green roof and solar panels, connection with the open spaces and creek. Vertical green spaces	Conceptual figures for the plan added more green roofs and solar panels but no additional changes were made to the draft zoning ordinance as the NVCAP ordinance follows existing Title 18 requirements on green roofs and open space requirements.
ARB 9	Figure 42: Provide more setback from building near creek (see document for where).	Noted but no changes were made to graphics.
ARB 10	Figure 46 & 78: This seems inconsistent with the preferred plan and other illustrative exhibits because the creek improvement would occupy portions of these building envelopes. Shrink the building envelopes to be consistent with the diagram for the creek.	Figure 82 adjusted
ARB 11	3.3: Consider separating out topics	The comment addressed by reorganization of the document.
ARB 12	3.3: These are already in the code, should refer to the code or master plan	The comment addressed by reorganization of the document.
ARB 13	Figure 77: Replace this exhibit with one from the Municipal Code 18.24.	Replaced.
ARB 14	2.4, figure 36: The legend mentions priority, secondary and tertiary streets. Is this supposed to be "primary," etc.? Describe more what these mean.	Removed legend items for priority secondary and tertiary and replaced with bike facility information.
ARB 15	6.4.1: Entries must be raised above sidewalk grade. Is there any consideration for ADA compliance when we require this? Is this already in the zoning code.	No changes made; ADA compliance required per building code.
ARB 16	Can we encourage exploration and reuse of existing structures? For example for the audi building and ash office?	Noted. No changes made.
ARB 17	consider adding a FAR bonus as well to make projects more viable	No incentive program added; the draft NVCAP ordinance has its own housing incentive program but only for affordable housing with extra height allowed. The

ID	Comment	Response
		NVCAP already increased density and height for the plan area.
ARB 18	ground floor uses packet page 85, office edges are going to want to go near retail so having office edge near residential edge may not make so much sense.	No changes are needed. Limited office allowed. Office edge removed (See the updated Figure 32 in Chapter 2)
ARB 19	consider having a focused retail corridor. The retail seems broken up and unconcentrated now making it less likely to be viable.	Figure 32 on Ground Floor Edges in Chapter is updated to show required retail edges along El Camino Real and encouraged active edge along Park Boulevard
ARB 20	bird safe building design—UV coated glass is not a preferred option	No changes made. The Citywide dark sky and bird safe ordinance will supersede once adopted.
ARB 21	Better way to refer to “egg-crate” design on page 159	No changes made.
ARB 22	need clarifications on ground floor entries (page 110), 4 active doorways every 200 linear feet	The requirement is specific to woonerf. Revised the language to specify the requirement is applicable “between park and ash” on Portage Avenue.
ARB 23	Paseo between buildings—possibility to connect greenbelt to the rest of the neighborhood through paseos—would like to see birdseye view of that	Figure was updated to remove paseos.

Staff Recommended Modifications to Public Draft NVCAP

Updated: April 2024

Page	Chapter/Section	Type	Staff Recommended Change	Reason for Change
Ack.	Chapter 1	Text	Add: "City Council" in the first paragraph Add: Former staff information into the Core Team Add: A new Senior Transportation Planner to the Core Team	Corrections
vii	Chapter 1, Figures	Text	Change the title to Figure 10: "Conceptual Tentative Map for the 340 Portage Avenue Development"	Correction
6	Chapter 1, Section 1.1	Text	Text modification: "This planning effort was initiated by Palo Alto <u>Initiated by the City Council to implement"</u>	Correction/refinement
10	Chapter 1, Section 1.2	Text	Text modification: "... the Cloudera Galactic Headquarters at 395 Page Mill Road and the newly constructed <u>building at</u> 3045 Park Boulevard."	Correction
15	Chapter 1, Spotlight: Palo Alto Cannery	Text	Text modification: "The former cannery site was initially developed in April 1918, by Thomas Foon Chew, the owner of Bayside Canning Company or affectionately known in the press at the time as "The aAsparagus kKing" .	Correction – capitalization
34	Chapter 2, Section 2.2	Text	The NVCAP land use framework is principally focused on supporting a variety of housing options, <u>a diverse range of unit sizes and bedroom configurations</u> , and price points to support Palo Alto residents at different stages of life.	Addressing PTC comment received from a Study Session on May 31, 2023. (PTC Comment #2 in Attachment F)
36	Chapter 2, Section 2.2	Text	Text modifications to the Maximum Height columns and removal of the additional notes regarding 100% affordable housing	Reflecting feedback from ARB and staff on height limits. Corrections reflecting the changes to the HIP program for the NVCAP (now references to 18.14)
47	Chapter 2, Section 2.4, Table 5	Text	For Park Boulevard, Bike Facility is corrected to "Buffered Separated <u>Bike Lanes"</u>	Correction of the bike facility type for Park Boulevard
48	Chapter 2, Section 2.4	Text	Text modification: "Vehicles s Circulation and Parking"	Correction

Staff Recommended Modifications to Public Draft NVCAP

Updated: April 2024

Page	Chapter/Section	Type	Staff Recommended Change	Reason for Change
74	Chapter 4, Section 4.3	Figure	Corrections on the Figures 56 and 57: For both Gateway Intersections 2 and 3, the arrows illustrating the direction of bicycle travel should be flipped.	Showing the correct directions of bicycle travel
75	Chapter 4, Section 4.3	Figure	For Gateway Intersection 4: Lambert Avenue and Ash Street, Figure 58 should be modified as follows: <ul style="list-style-type: none"> - Ash Street south of Lambert (near the existing Boulware Park) is removed and become green space for the park - Add sidewalk along southside of Lambert Avenue (abutting Boulward Park) - Remove the sidewalk crossing and along the Matadero Creek along existing Ash Street 	Making the Gateway Intersection concept consistent with the Boulware Park and Birch Street Property Renovation Project .
75	Chapter 4, Section 4.3	Figure	For Gateway Intersection 5, Park Boulevard and Portage Avenue, Figure 59 should be modified as follows: <ul style="list-style-type: none"> - Show separated bike lanes, not buffered. - Remove bike box 	Making the bike facility consistent with Chapter 2 of the NVCAP. Internal discussion identified the bike box would not be appropriate for this particular location.
76	Chapter 4, Section 4.3	Text	For Gateway Intersection 5 (Park Boulevard and Portage Avenue): remove the following text: “A bike box on the northbound leg of Park Boulevard will provide a space for bicyclists to turn left onto the woonerf.” “North Ventura” gateway signage should be installed at the entrance to the woonerf.”	Internal discussion identified that the bike box would not be appropriate for this particular location.
80	Chapter 4, Section 4.4 (Park Boulevard)	Text	Add the following text: “ 4 -4.5 Feet” to Table 7 Landscape/Furniture Zone row	Internal discussion identified that the bike facilities need to be corrected to buffered bike lanes, and would need a little more than 2’ buffer shown in the section. Accommodating additional distance that may be needed for the separated bike lane.

Staff Recommended Modifications to Public Draft NVCAP

Updated: April 2024

Page	Chapter/Section	Type	Staff Recommended Change	Reason for Change
80	Chapter 4, Section 4.4 (Park Boulevard)	Figure	Modify Figure 60 to show separated bike lane with bollards or plants	Making the bike facility consistent with Chapter 2 of the NVCAP
82	Chapter 4, Section 4.4 (Olive Avenue)	Text	Text modification for Frontage/Setback row for Olive Ave Street Design between Park Boulevard and Ash Street: “Southern Edge: 12.5 <u>10</u> Feet from Property Line” Text modification for Frontage/Setback row for Olive Ave Street Design between Ash Street and El Camino Real: “ Northern Edge: 12.5 <u>10</u> Feet from Property Line Southern Edge: 10 Feet from Property Line ”	Reflection changes to the zoning ordinance per ARB comments (no more than 10 feet for any street yard setback)
82	Chapter 4, Section 4.4 (Olive Avenue)	Figure	Modify Figures 61 and 62 to show setback distance from 12.5’ to 10’	Reflection changes to the zoning ordinance per ARB comments (no more than 10 feet for any street yard setback)
82	Chapter 4, Section 4.4 (Ash Street)	Figure	Flip the Figure 63 to have the shared path on the eastern edge	The direction of travel for bicycles and the proposed changes to the street sections requires a change in the location of the shared path
89	Chapter 4, Section 4.4 (Pepper Avenue)	Figure	Modify Figure 66 to: <ul style="list-style-type: none"> - Change the distance of tree bed to 4.5’ for both side of the street - Change the distance for clear walkway to 5 feet (from a total of 9’ – 4.5’ + 3.5’) for both side of the street 	Minimizing interruption to the private street and making the sidewalk (clear walkway) at its minimum at 5 feet (ADA requirement). The distance for tree beds have been changed to 4.5 feet to accommodate the change.
88	Chapter 4, Section 4.4 (Pepper Avenue)	Text	Modify Table 11 to: <ul style="list-style-type: none"> - Change the frontage/setback to 10’ - Change the pedestrian clear zone to 5’ - Change the landscape/furniture zone to 4.5 feet for both northern/southern edge 	
94	Chapter 4,	Text	Modify Landscape/Furniture Zone row of Table 13 to 9.5 feet from 7.5 feet	Correcting the landscape/furniture zone distance to ensure the total street width is 27.5 feet

Staff Recommended Modifications to Public Draft NVCAP

Updated: April 2024

Page	Chapter/Section	Type	Staff Recommended Change	Reason for Change
	Section 4.4 (Lambert Avenue)			
94	Chapter 4, Section 4.4 (Lambert Avenue)	Figure	Modify Figure 70 to show the clear walkway distance to 8 feet (from 10 feet) and the tree bed distance to 9.5 feet (from 7.5 feet)	Correcting distances to ensure the total street width is 27.5 feet
95	Chapter 4, Section 4.4 (El Camino Real)	Figure	Modify Figure 71 to replace tree bed with tree grate without grass, similar to South El Camino Real Design Guidelines, Page 24	Making El Camino Real consistent with other sections
95	Chapter 4, Section 4.4 (El Camino Real)	Text	Text modification for Frontage/Setback row: Minimum 5 Feet Maximum 10 Feet <u>0 - 10 feet to create an 8 - 12-foot effective sidewalk width</u>	Making consistent with the current El Camino Real street yard setback and making it consistent with the proposed NVCAP zoning ordinance information
96	Chapter 4, Section 4.4 (Page Mill Road)	Text	Text modification for Frontage/Setback row: Minimum 5 Feet Maximum 10 Feet <u>0 - 10 feet to create an 8 - 12-foot effective sidewalk width</u>	Making it consistent with the proposed NVCAP zoning ordinance information
96	Chapter 4, Section 4.4 (Page Mill Road)	Figure	Flip Figure 72 to have the building on the right side	The street section illustration is showing the flipped image of the actual conditions (building on the right side)
102	Chapter 4, Section 4.6	Text	Add the following text to 4.6.3: "No <u>more than 10 percent of</u> new surface parking shall be allowed within the plan area. Where new buildings are not proposed, existing surface parking spaces can remain to support remaining commercial offices."	While discouraging surface parking within the plan area, providing some flexibility
117	Chapter 6, Section 6.1	Figure	The 55 feet height area on the Portage Avenue side of the block between Ash Street, Lambert Avenue, and Park Boulevard to be removed	The height area with 55' height limit is a NV-PF zone. It is reflecting the maximum height limit for 100% affordable housing projects in NV-PF zone.

Staff Recommended Modifications to Public Draft NVCAP

Updated: April 2024

Page	Chapter/Section	Type	Staff Recommended Change	Reason for Change
117	Chapter 6, Section 6.1	Figure	Reflect the height increase: <ul style="list-style-type: none">- NV-R3 to 45'- NV-MXM to 55'- NV-R4 and NV-MXH to 65'	Modified to accommodate the ARB feedback (which had higher height for NV-R3 and NV-MXM) but reduced to the staff recommended changes to minimize impact to the abutting low density residential areas.



North Ventura Coordinated Area Plan

Draft Plan: March 2024

*Only includes pages with staff recommended changes

Acknowledgments

City staff along Working Group members and consultants started working on the North Ventura Coordinated Area Plan (NVCAP) in 2018. Thanks to all the Working Group members, [City Council](#), boards and commission members, and members of the public who contributed their expertise, guidance, ideas, and feedback towards this Plan. Staff looks forward to working together on the implementation of this Plan.

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CHAPTER 3: PUBLIC REALM

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Context

The purpose of the NVCAP is to capture the City’s vision for the North Ventura neighborhood into a regulatory document that will guide the future development of the 60-acre plan area, including land use, development standards, and design guidelines.

This planning effort was initiated by Palo Alto Initiated by the City Council to implement Comprehensive Plan Program L-4.10, which states the following,

City Policies

Comprehensive Plan Policy 1.7: Use coordinated area plan to guide development

Comprehensive Plan (Program L-4.10.1): Prepare a coordinated area plan for the North Ventura area and surrounding California Avenue area.

On November 6, 2017, the City Council adopted a Resolution expressing local support and commitment for the preparation of the NVCAP.

Prepare a Coordinated Area Plan for the North Ventura area and surrounding California Avenue area. The Plan should describe a vision for the future of the North Ventura area as a walkable neighborhood with multi-family housing, ground-floor retail, a public park, creek improvements, and an interconnected street grid. It should guide the development of the California Avenue area as a well-designed mixed-use district with diverse land uses and a network of pedestrian-oriented streets.

The NVCAP aligns with the Comprehensive Plan policy, however, the Plan Area focuses solely on the North Ventura neighborhood.

On November 6, 2017, the City Council adopted Resolution 9717, authorizing the filing of an application to the Metropolitan Transportation Commission for a Priority Development Area Grant for the North Ventura Coordinated Area Plan. The Council expressed local support and commitment of necessary matching funds and assurance of the completion of the project.

The Region

The Bay Area is expected to be home to an additional 1.4 million households by 2050. It is essential that housing, transportation, and other types of land uses work together – as part of a regional growth framework – create an equitable, prosperous future for all Bay Area communities and make the best use of available resources. Priority Development Areas (PDA) are a key piece of the Bay Area’s regional growth framework.

Approximately 70% of the Plan Area is located within the California Avenue PDA, which was selected as a PDA based on excellent access to transit, the proximity of the existing California Avenue Business District, and the availability of underutilized parcels of land.

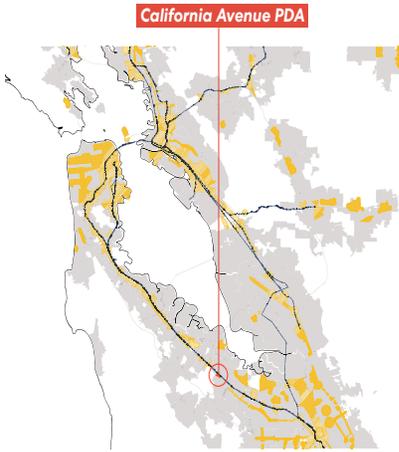


Figure 4 Priority Development Areas (PDA) in the Bay Area

Table 1 Historical Population and Growth in Palo Alto, 1980 - 2040

Year	Population	Numerical Change	Percent Change
1980	55,225	741	1%
1990	55,900	675	1%
2000	58,598	2,698	5%
2010	64,403	5,805	10%
2020	68,145	3,254	6%
2030*	82,835*	15,178*	22%*
2040*	86,510*	3,675*	4%*

* Projections
Sources: U.S. Census 1980, 1990, 2000, 2010, California Department of Finance 2021 and ABAG Plan Bay Area 2040 Projections

Palo Alto Growth Projections

According to the City’s Housing Element Update, the total population is projected to grow to 82,835 people by 2030 and 86,510 people by 2040.

Historically, the number of new homes built in the Bay Area has not kept pace with demand, resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness. The number of new homes in Palo Alto increased 3.8 percent from 2010 to 2020, which is below the growth rate for Santa Clara County and below the growth rate of the region’s housing stock during this time period. At the same time, Palo Alto’s population increased 6 percent.

Land Use and Zoning

The North Ventura neighborhood is already made up of a mix of multi-family and single-family residential, office, service, and retail uses. Service commercial uses are concentrated along El Camino Real, Lambert Avenue, and the southern segment of Portage Avenue. Additionally, office uses are located primarily along Page Mill Road and Park Boulevard, the most notable anchors being the Cludera Galactic Headquarters at 395 Page Mill Road and the newly constructed [building at 3045 Park Boulevard](#).

About 70% of residential units in North Ventura are single-family detached homes, most built before 1950. Single-family homes occupy about 10 percent of the Plan Area and are generally found along Pepper Avenue and Olive Avenue. The Park Plaza Apartments is the most notable multi-family residential development within the Plan Area, situated at the corner of Park Boulevard and Page Mill Road.

Zoning Map Designation	District Name
R-1	Single-family residence district
RM-30	Medium density multiple-family residence district
CS	Service commercial district
ROLM	Research, office and limited manufacturing district
GM	General manufacturing district
CN	Neighborhood commercial district
PC	Planned community district

Table 2 Existing Zoning Designations

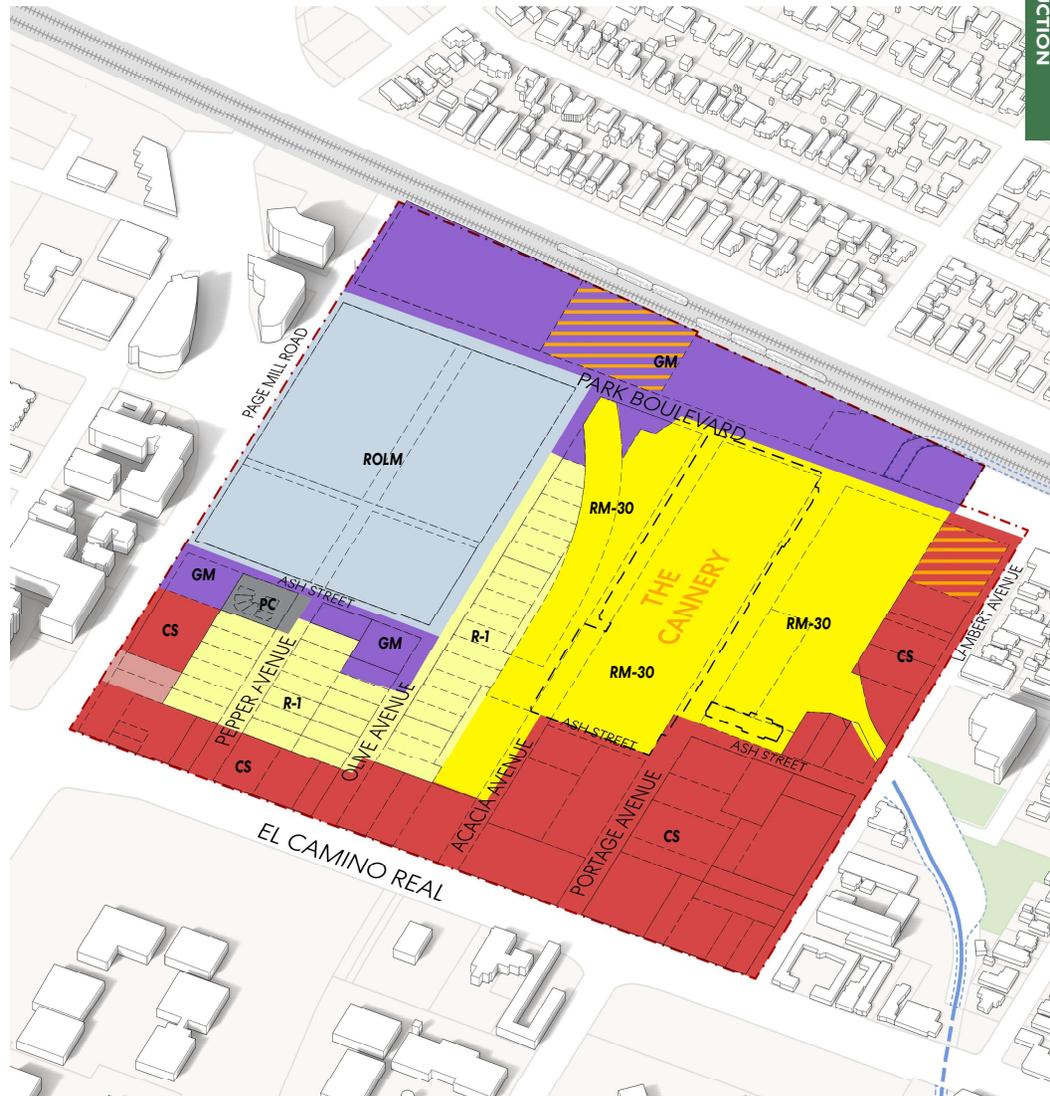


Figure 8 Existing Zoning Districts of the NVCAP

 CS: Service Commercial	 PC: Planned Community	 Historic Building
 RM-30: Multiple-Family Residential	 GM - General Manufacturing	 Project Boundary
 ROLM: Industrial/Manufacturing	 R-1: Single Family Residential	 Automobile Dealership (AD) Overlay

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Spotlight: Palo Alto Cannery

At the heart of the NVCAP is the 12.5-acre 340 Portage Avenue property. What appears to be one large building on the parcel is composed of approximately ten buildings that were constructed at various times between 1918 and 1949. The building is surrounded by a narrow parking lot to the north and a larger parking lot to the south bounded by Matadero Creek. The rectangular former cannery building features walls that are concrete, corrugated metal or wood siding, with a variety of roof shapes.



Figure 11 1941 aerial photograph of the Sutter Packing Company. Source: Fairchild Aerial Surveys, Flight C-7065, Frame 92, Collection of UC Santa Barbara. Edited by Page & Turnbull.

Some of the most distinctive features include the monitor roofs, capped with composition shingles and clad with corrugated metal, wood clerestory ribbon windows and wire glass skylights.



Figure 12 Gabled addition attached to the southernmost monitor roof of 340 Portage Avenue. View northeast. Source: Page & Turnbull

The southeast corner of the parcel contains a one-story wood frame building. The building, located on Ash Street next the former cannery building, is used as an office. The building appears to have been initially built as a dormitory for the cannery employees sometime between 1918 and 1925 and was moved to its current location in 1940. The building features a front-gabled roof, wraparound porch with a shed roof, and wood lap siding.



Figure 13 A portion of the southwest facade of the former office building. Source: Page & Turnbull

The former cannery site was initially developed in April 1918, by Thomas Foon Chew, the owner of Bayside Canning Company or affectionately known in the press at the time as “The Asparagus King”. This was intended to be Mr. Chew’s second cannery; the first cannery was built nearby in Alviso, California. The Palo Alto cannery was strategically located alongside a railroad spur of the Southern Pacific Railroad’s Los Gatos branch, which facilitated shipments, and Matadero Creek for a ready water supply.

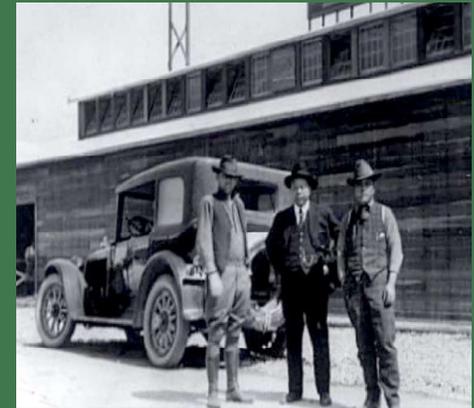


Figure 14 Thomas Foon Chew with two foremen at his cannery plant in Alviso. Source: Our Town of Palo Alto.

The cannery was expanded over the next several decades. The site operated as the Bay Side Cannery and then as the Sutter Packing Company in 1929. The cannery continued to grow through World War II and was closed in 1949.

Although the building has undergone some exterior alterations throughout the expansion, aerial photos show that from 1965, the building continues to have the same shape and general form as now. Following the closure of the cannery, the site has been occupied by an anchor retailer Maximart and other retail and office uses. The next significant and largest tenant, Fry’s Electronics, continued to occupy the site until the end of 2019.



Figure 15 Sutter Packing Plant, 1940. Source: Palo Alto Historical Association

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Residential

The NVCAP land use framework is principally focused on supporting a variety of housing options, [a diverse range of unit sizes and bedroom configurations](#), and price points to support Palo Alto residents at different stages of life. Residential density will depend on its location within the Plan Area. For example, mixed use midrise development will be encouraged along commercial corridors whereas townhomes will be encouraged adjacent to existing residential development.

The land use designations listed below are calibrated for a wide range of multi-family housing typologies:

High-Density Mixed Use

The high-density mixed-use designation is located along the southern segment of El Camino Real. The designation is intended to support five- to six-story mid-rise apartment buildings. This designation requires active uses for ground floor frontages with retail requirements at specific nodes along El Camino Real, to support its role as a regional commercial corridor. The designation requires that upper stories be residential.



Figure 25 Example of High-Density Mixed Use in Palo Alto

Project Goals

Housing and Land Use

Add to the City's supply of multi-family housing, including market rate, affordable, "missing middle," and senior housing in a walkable, mixed-use, transit-accessible neighborhood, with retail and commercial services, open space, and possibly arts and entertainment uses.

Balance of Community Interests

Balance community-wide objectives with the interests of neighborhood residents and minimize displacement of existing residents.

Medium-Density Mixed Use

The medium-density mixed-use designation is located on the northern segment of El Camino Real and Page Mill Road. The designation is intended to support four- to five-story mid-rise apartment buildings. This designation requires active uses for ground floor frontages with retail requirements at specific nodes along El Camino Real, to support its role as a regional commercial corridor. The designation requires that upper stories be residential.



Figure 26 Example of Medium-Density Mixed Use in Palo Alto

Low-Density Mixed Use

The low-density mixed-use designation serves as a transition between the high-density mixed-use area and the low-density residential areas located in the interior of the plan area. The designation area is also located along Ash Street and Portage Avenue, to support mid-to-low-rise multi-family development near the proposed public park. Active ground floor uses are encouraged but not required. Residential is required on the upper floors.



Figure 27 Example of Low-Density Mixed Use in Palo Alto

High-Density Residential

The high-density residential designation is located on the large 395 Page Mill Road site and is targeted towards development on the surface parking lots.



Figure 28 Example of High Density Residential in Palo Alto

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The medium-density residential designation is located at the 340 Portage Avenue site to support the long-term goal of supporting additional housing in the plan area. The designation requires that both the ground floor and upper floors are residential use. The designation is intended to support a mix of townhomes and mid-rise apartments. Allowable heights are calibrated to support sensitive structures such as the Cannery building.



Figure 29 Example of Medium Density Residential in Palo Alto

Low-Density Residential

The low-density residential designation is calibrated to both facilitate new housing development while also being sensitive to the existing single-family neighborhood fabric - located along Pepper Avenue and Olive Avenue. This area of existing single-family homes has been designated as an area of stability and will not experience a significant degree of change.



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Table 4 Proposed NVCAP Development Standards

Land Use Classification	Anticipated Density (DU/AC)	Maximum Height (FT)	FAR	Allowed Zoning Districts
High-Density Mixed Use	61-100	55*65	3.0:1	NV-MXH
Medium-Density Mixed-Use	31-70	45*55	2.0:1	NV-MXM
Low-Density Mixed Use	3-17	35*35	0.5:1	NV-MXL
High Density Residential	61-100	55*65	3.0:1	NV-R4
Medium Density Residential	16-30	35*45	1.5:1	NV-R3
Low Density Residential	1 or 2 units/lot	30	0.45:1	NV-R2 NV-R1
Public Facilities and Open Space	n/a	n/a	n/a	NV-PF

*100% Affordable Housing is eligible for an additional 33 feet when using the applicable Housing Incentive Program development standards.

Affordable Housing

To bolster the City’s affordable housing program, new townhome ownership projects across the plan area would provide 20% inclusionary below market rate (BMR) units. For all other housing types, both ownership and rental, a 15% inclusionary BMR requirement would apply. In accordance with the Palo Alto Municipal Code (PAMC), in-lieu fees may be paid in certain circumstances.

Proposed 100% below-market-rate (BMR) projects in the NVCAP are eligible for an additional height bonus through either the State Density Bonus or the City’s Housing Incentive Program.

Open Space

This land use designation is located in the southeastern corner of the plan area. This will include the approximately 2 acre public open space as well as the re-naturalization of the Matadero Creek between Park Boulevard and Lambert Avenue.

Existing Uses

Existing land uses are permitted to remain in place and continue operations. Existing buildings or land uses which become nonconforming as a result of the new zoning and land use classifications are governed by the provisions in the Zoning Code regarding nonconforming buildings and uses. Certain limits are established for repairs, additions, restoration, expansion, and occupancy after an extended vacancy. See PAMC 18.70 (Nonconforming Uses and Noncomplying Facilities) for applicable requirements.

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Figure 31 The Cloudera Galactic HQ is located at 395 Page Mill Road

Bike Network

The NVCAP will feature a high-quality, "low-stress" bikeway network that will be comfortable for people of all ages and abilities to use. The proposed network will be integrated into the citywide network to ensure safe, convenient connections to the adjacent neighborhoods. This will be achieved by selecting bicycle facilities that prioritize safety and comfort based on vehicle speeds and volumes, and with intersections that have appropriate bike-specific crossing treatments and traffic control. Wayfinding signage and ample bicycle parking are also integral elements of the network. The bicycle network will support a range of users, including the future integration of scooters, e-bikes, and other micromobility devices.

The low-stress bike network will include separated bicycle lanes on busier streets, bicycle boulevards on calmer neighborhood streets, and well-designed intersections throughout the project Plan.

Shared-Use Paths are off-street, two-way bikeways physically separated from motor vehicle traffic and used by people bicycling, walking, and other non-motorized users.

Separated Bike Lanes are dedicated bikeways that combine the user experience of a multi-use path but are located on a street. They are physically distinct from the sidewalk and separated from motor vehicle traffic by physical objects such as parked vehicles, a curb, green stormwater infrastructure, or posts.

Buffered Bike Lanes provide dedicated on-street space for bicyclists delineated with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane.

Bicycle Boulevards are streets with low vehicle volumes and speeds, designated and designed to prioritize bicyclists. Bicycle boulevards use signs, pavement markings, and speed and volume management measures to discourage vehicle cut-through trips and include safe, convenient bicycle crossings of busy arterials.

The 2012 Bicycle and Pedestrian Transportation Plan includes a potential future grade-separated pedestrian and bicycle crossing of Caltrain/Alma Street, either near Matadero Creek/Park Boulevard or between Margarita and Loma Verde Avenues. This project is outside of the NVCAP boundary but will close the gap between existing crossings and greatly improve east-west connectivity in conjunction with other improvements.

Gateway Intersections

The intersections surrounding the Plan Area will be enhanced to improve access, safety, and connectivity to adjacent neighborhoods. This is particularly important for pedestrian and bicycle safety, as the current intersections' designs largely prioritize vehicular speed and access. New design guidance and signal technology advancements offer options for improved intersection interactions between people walking, biking, and driving. In particular, intersections on the bicycle network with a high potential for conflicts between bicycles and vehicles must be designed thoughtfully.

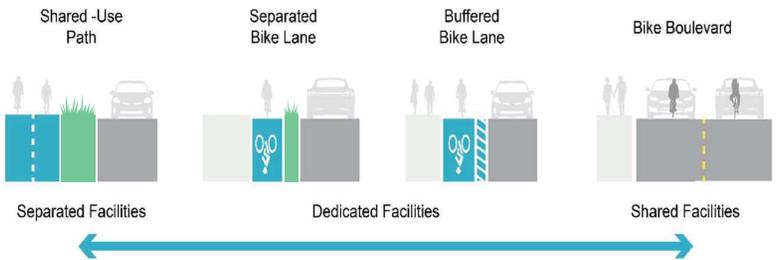


Figure 39 Bike Facility Degree of Separation

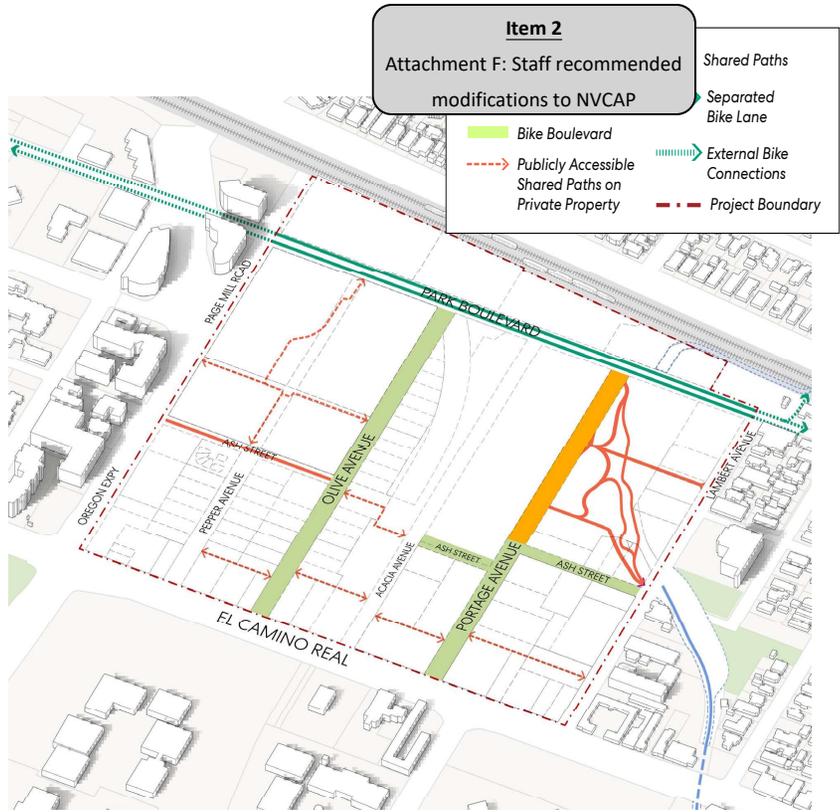


Figure 40 NVCAP Bike Network Framework

Table 5 Bicycle Facility Classifications

Street	From	To	Bike Facility
El Camino Real	Page Mill Road	Lambert Avenue	Separated and/or Buffered Bike Lane along segment
Ash Street	Page Mill Road	Olive Avenue	Shared Use Path
	Acacia Avenue	Lambert Avenue	Bicycle Boulevard
Park Boulevard	Page Mill Road	Lambert Avenue	Buffered Separated Bike Lanes
Page Mill Road	El Camino Real	Park Boulevard	Separated or Buffered Bike Lanes
Olive Avenue	El Camino Real	Park Boulevard	Bicycle Boulevard with Wide Sidewalks
Portage Avenue	El Camino Real	Ash Street	Shared Use Path or Bicycle Boulevard
	Ash Street	Park Boulevard	Woonerf or Shared Use Path

Transit

The success of transit is strongly dependent upon the level of convenience that is offered to the patron. Currently, the North Ventura neighborhood contains two transit stops: a mid-block stop located at El Camino Real and Portage Avenue and a far-side stop located at El Camino Real and Page Mill Road. The mobility framework focuses on designing intuitive, accessible, and safe routes to transit through priority pedestrian and bike streets, wayfinding signage to navigate to Caltrain, enhanced bus stop amenities for passengers, and a mobility hub along Portage Avenue.

Vehicles Circulation and Parking

The mobility framework serves the needs of existing and future development with vehicle and parking strategies aimed to prioritize local circulation and access, encourage low speeds, and determine right-sized parking capacity.

To support local access and mitigate cut-through traffic, the Plan proposes to convert Ash Street from Page Mill Road to Olive Avenue into a one-way southbound street. Olive Avenue from Ash Street to El Camino Real will remain a two-way street.

Vehicular traffic on the woonerf on Portage Avenue is permitted but should be discouraged. Vehicle circulation in this area will be primarily for access to buildings located on the woonerf. Acacia Avenue from Ash Street to Park Boulevard will be a private aisle for accessing residential frontage on Acacia Avenue for parking and unloading.

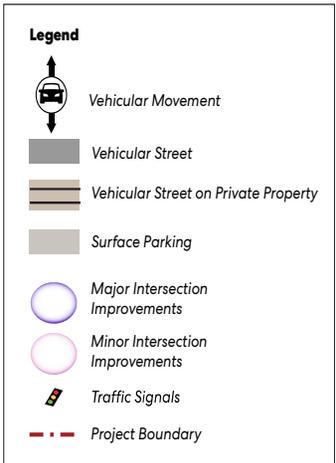
In compliance with AB-2097, no parking minimums are to be set as the neighborhood is near a Caltrain Station. However, there will also be no parking maximums, allowing the neighborhood to follow a market-based regulatory approach. No new surface parking is proposed, and new parking supply should be implemented on the ground or basement levels of new buildings. Where new buildings are not proposed, existing surface parking spaces are to remain to support remaining commercial offices. Street parking is to remain in front of single-family homes on Pepper Avenue and Olive

Avenue, with no new street parking proposed along new developments. Street parking near intersections should be restricted to ensure large vehicles and emergency vehicles are able to safely make turns. To support the new ground-floor retail and active use frontage in new buildings, short-term parking should be implemented on the ground or basement levels of the new developments.

Transportation Demand Management (TDM) Strategies

TDM strategies can be effective at encouraging fewer trips made by single-occupancy vehicles (SOV). An effective TDM Plan ensures that alternative modes of transportation, such as walking, bicycling, public transit, or other forms of shared mobility, are made available to site occupants and nearby community members. TDM enhancements have additional benefits beyond reducing SOV trips, including:

- Improving the environment by reducing traffic congestion and air quality impacts produced by new development.
- Improving transportation circulation and safety conditions for community members.
- Quality of life enhancements that improve the public realm.



Spotlight:
Mobility Hub

Mobility hubs are places in a community that bring together public transit, bike share, car share and other sustainable transportation modes. The MTC Mobility Hub Program has identified the North Ventura neighborhood as a candidate for a mobility hub. This neighborhood's proximity to the proposed public park, the California Avenue Caltrain Station, and bus stops on El Camino Real provides important connections to regional transit and micromobility pathways. The neighborhood mobility hub is proposed at the intersection of Portage Avenue and El Camino Real. This location is ideal given its proximity to varying active frontage uses as well as the proposed woonerf. Proposed amenities could include:

- Transit shelters and waiting areas.
- Bicycle parking facilities.
- Shared mobility (bike share, scooter share, etc.) access points.
- Electric vehicle (EV) charging infrastructure.
- Designated parking for car share services.
- Real-time travel information signage and interactive displays.
- Area maps and bulletins promoting local amenities and events.
- Monitoring systems to measure ridership, mobility, security, and public life metrics.
- Digital and physical wayfinding tools.

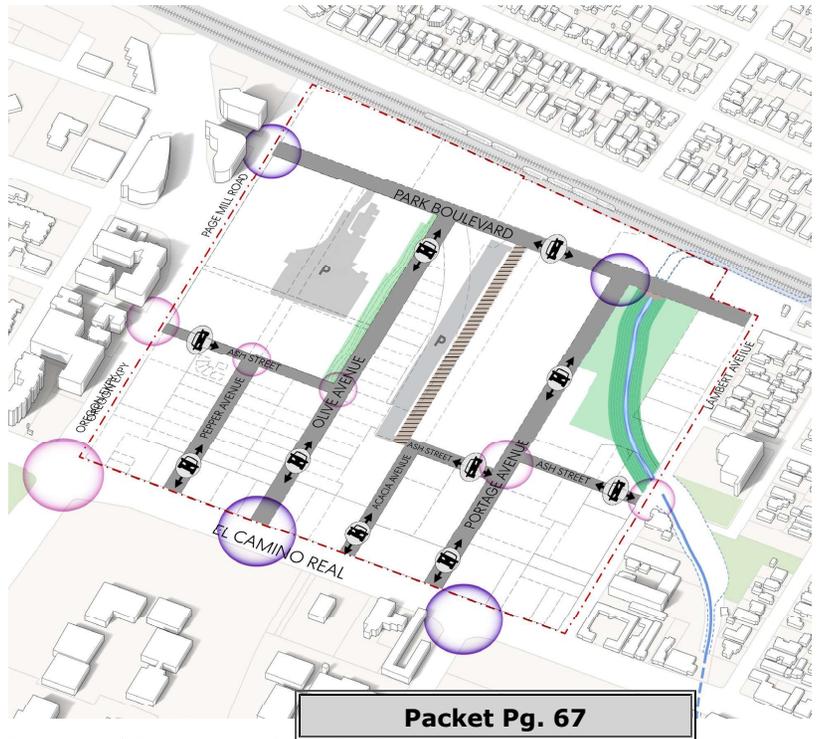


Figure 41 NVCAP Vehicle Movement and Parking Framework

**Gateway Intersection 2:
El Camino Real and Olive Avenue**

The intersection of El Camino Real and Olive Avenue would be redesigned with high visibility marked crosswalks and bicycle elements would be painted across all approaches. While a traffic signal is not proposed for this intersection, other strategies should be explored to ensure improved pedestrian and bicycle access and safety across El Camino Real.

- Legend**
-  ADA Ramp
 -  Bicycle Lane
 -  Sidewalk

Modifications to the Figure: arrows to show directions for bicycles

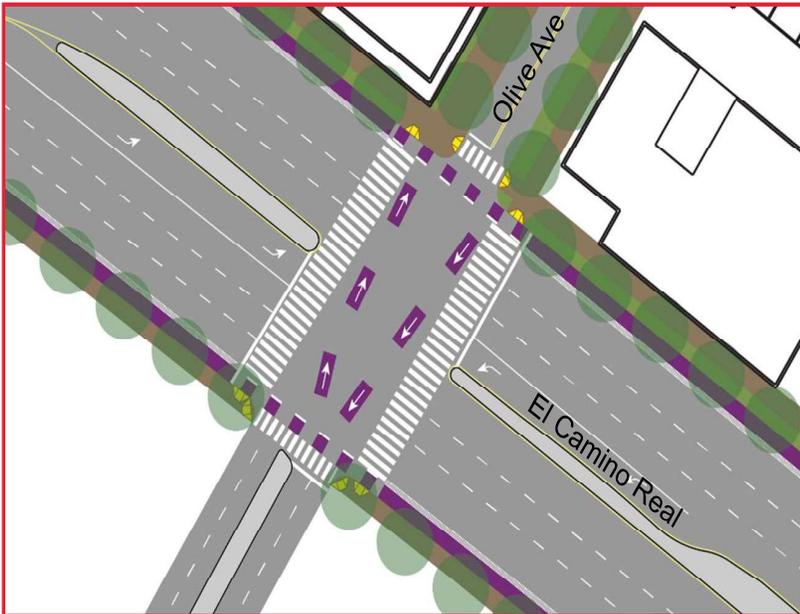


Figure 56 El Camino Real and Olive Avenue Conceptual Intersection Design

**Gateway Intersection 3:
El Camino Real and Portage Avenue / Hansen Way**

Both slip lanes entering and exiting Hansen Way from El Camino Real would be closed and redesigned to include a dedicated bicycle cut-out to cross El Camino Real. Separated bicycle lanes will provide dedicated space to cyclists along El Camino Real.

The existing northbound bus stop would be relocated to the far side of Portage Avenue with dedicated boarding islands separating transit users from cyclists. All existing crosswalks would be repainted to be high visibility, and the existing crosswalk at Portage Avenue will be straightened across El Camino Real.

Portage Avenue is currently proposed to be bicycle boulevard and woonerf. Alternatively, a two-way bikeway on Portage Avenue from Park Boulevard to El Camino Real may be included in the final design of this intersection.

- Legend**
-  ADA Ramp
 -  Bicycle Lane
 -  Sidewalk



Modifications to the Figure:
arrows to show directions for
bicycles

Figure 57 El Camino Real, Hansen Way

**Gateway Intersection 4:
Lambert Avenue and Ash Street**

A raised crosswalk with advance yield lines would be located on the east side of the intersection. This will provide a direct connection for the proposed path along Matadero Creek between John Boulware Park and the proposed park on the NVCAP site. The segment of Ash Street adjacent to Boulware Park is being removed and will become a part of the park.



Modifications to the Figure: Modify to be consistent with the Boulware Park and Birch Street Property Renovation Project

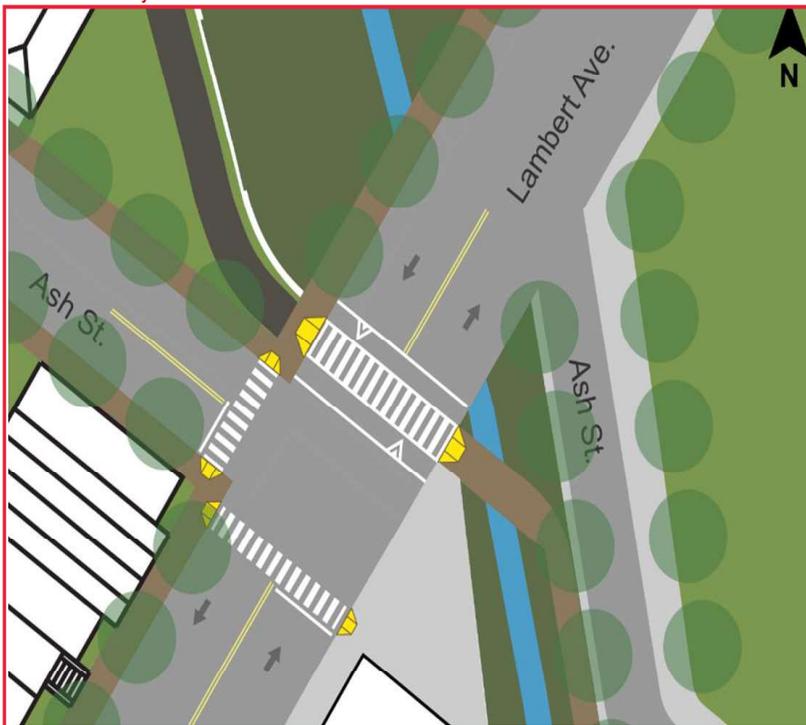


Figure 58 Lambert Avenue and Ash Street Conceptual Intersection Design

**Gateway Intersection 5:
Park Boulevard and Portage Avenue**

This intersection is the primary access point into the woonerf along Portage Avenue. The intersection would be stop-controlled and have high visibility crosswalks on all approaches.

A bike box on the northbound leg of Park Boulevard will provide a space for bicyclists to turn left onto the woonerf. "North Ventura" gateway signage should be installed at the entrance to the woonerf.



Modification to the Figure: Modify to show separated bike lanes, not buffered, and to remove a bike box



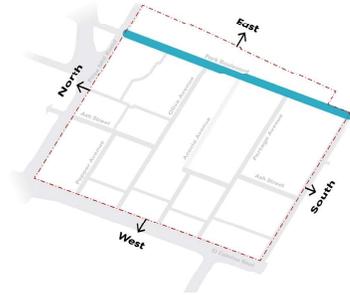
Figure 59 Park Boulevard and Portage

Street Sections

The following street sections, which include street design standards and guidelines, are intended to illustrate the long term vision of the NVCAP mobility network. The design of the new streets will be built out over time.

Park Boulevard

Park Boulevard is a priority north-south bicycle and pedestrian street that connects the NVCAP Plan Area to the California Avenue Caltrain Station and terminates at the California Avenue Business District. The street emphasizes multi-modal transportation with wide pedestrian sidewalks, bi-directional buffered bike lanes, and a two-way flow of vehicles is maintained. Park Boulevard is designated as a citywide pollinator pathway, the design of the street prioritizes a connected canopy of trees and a lush, landscaped streetscape to support the health and comfort of both people and wildlife.



Standards:

4.4.1 Street Design

Table 7 Park Boulevard Street Design

Building Entries	New development shall provide a primary entry or entries on Park Boulevard.
Frontage / Setback	Western Edge: 20 Feet from Property Line Eastern Edge: 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	4-4.5 Feet
Bicycle Facility	Separated Buffered Bike Lanes 5 Feet Bike Lane 2-3 Feet Buffer
Parking / Loading	No On-Street Parking
Vehicle Travel Lanes	10 Feet One Lane in Each Direction

Guidelines:

4.4.2 Widen the Pedestrian Thoroughway

Streetscape elements should include:

- Street trees that can create a connective canopy at full maturity
- Lighting and wayfinding that provides a neighborhood branding/identity opportunity
- Seating/rest areas for residents and commuters
- Green Stormwater Infrastructure in the setbacks, landscape/furniture zone, and if space allows, the separated buffered bike lane.

Item 2
Attachment F: Staff recommended modifications to NVCAP

Modification to the Figure:
Modify to show separated bike lanes, not buffered

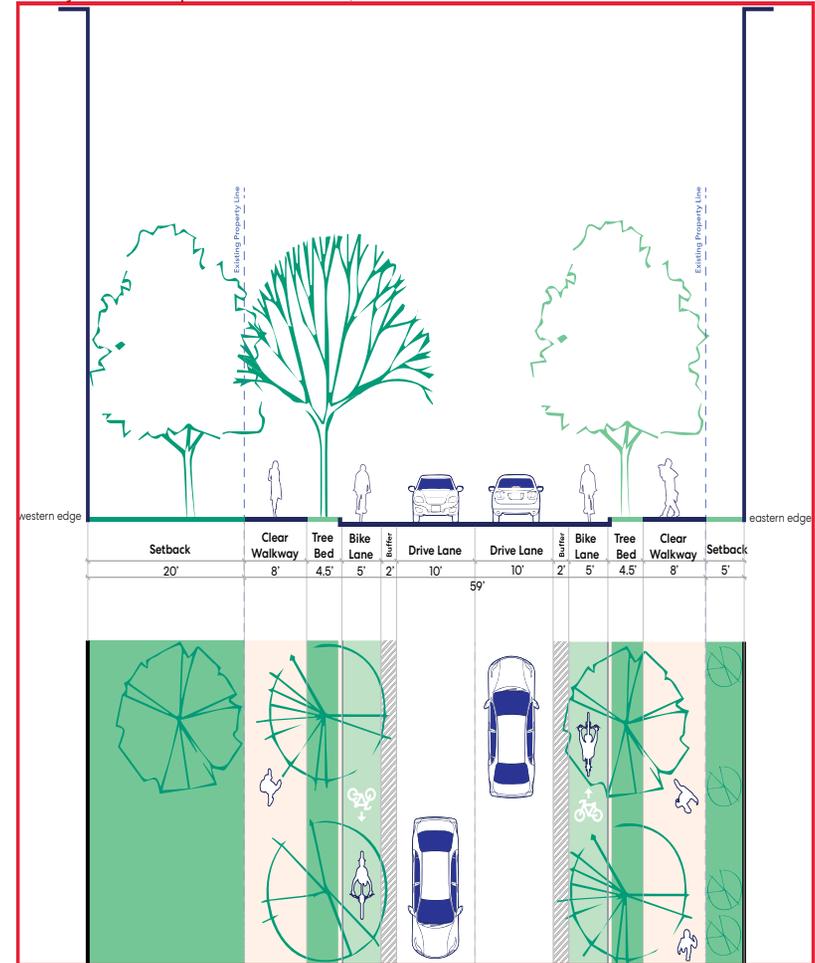


Figure 60 Typical Park Boulevard Section

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Olive Avenue

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

Between Park Boulevard and Ash Street, the street is configured to accommodate comfortable sidewalks and two-way vehicle travel lanes. Due to the low traffic volumes and speeds on Olive Avenue, the street is designated as a bicycle boulevard which allows cyclists to ride with traffic. The setback on the northern edge of the street is 20 feet to protect the existing green stormwater infrastructure along the 395 Page Mill Road property.

Standards:

4.4.3 Street Design

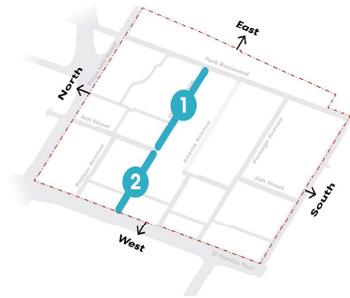
Table 8 Olive Avenue Street Design

1 Between Park Boulevard and Ash Street

Building Entries	New development shall provide a primary entry or entries on Olive Avenue except for properties that are abutting Park Boulevard or Ash Street.
Frontage / Setback	Northern Edge: 20 Feet (Existing Bioswale) Southern Edge: 12.5 10 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 3 Feet Southern Edge: 4 Feet
Bicycle Facility	Bicycle Boulevard 10 Feet
Parking / Loading	2 Lanes of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

2 Between Ash Street and El Camino Real

Building Entries	New development shall provide a primary entry or entries on Olive Avenue except for properties that are abutting El Camino Real or Ash Street.
Frontage / Setback	Northern Edge: 12.5 10 Feet from Property Line Southern Edge: 10 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 3 Feet Southern Edge: 4 Feet
Bicycle Facility	Bicycle Boulevard 10 Feet
Parking / Loading	2 Lanes of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction



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 designated as a bicycle boulevard which allows cyclists to ride with traffic. The on-street parking on both sides of the street is maintained.

Item 2
Attachment F: Staff recommended modifications to NVCAP

1

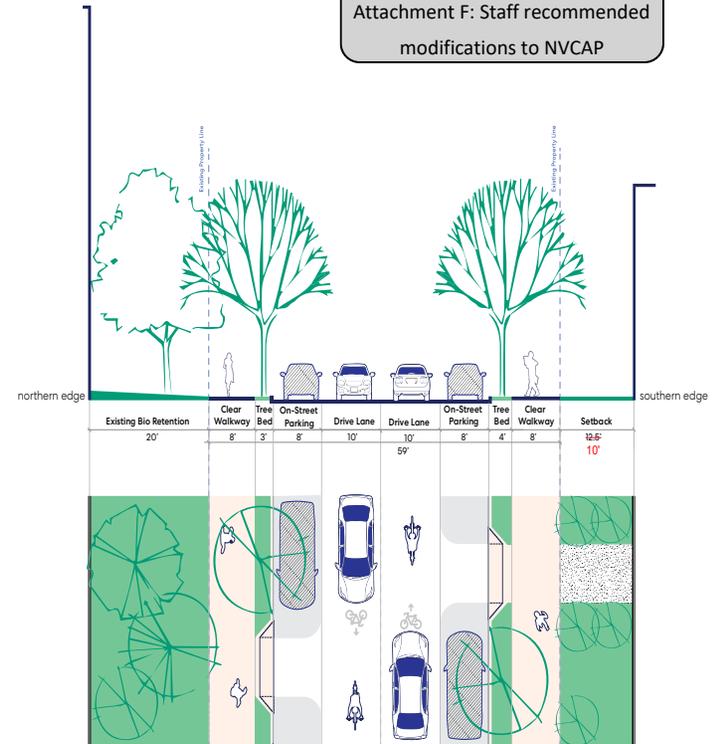


Figure 61 Typical Olive Avenue section between Park Boulevard and Ash Street

2

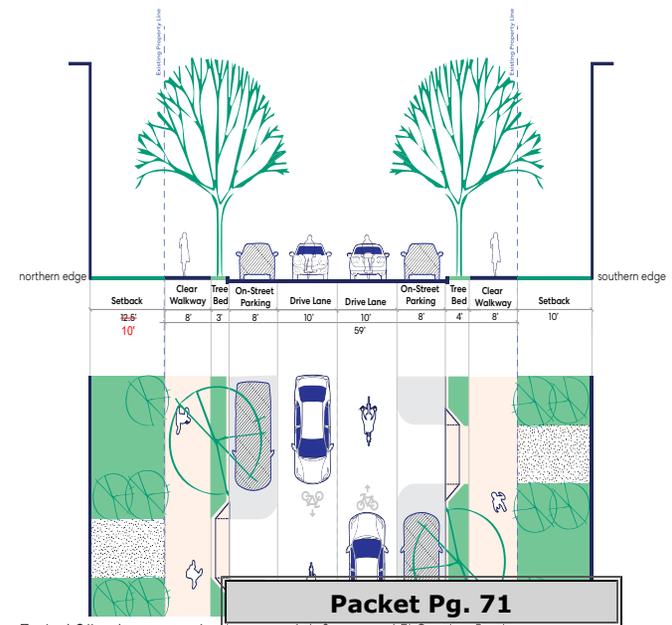
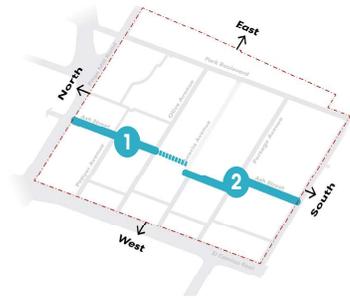


Figure 62 Typical Olive Avenue section between Ash Street and El Camino Real

Packet Pg. 71

Ash Street

Ash Street is a quiet, predominately residential street, which provides a critical north-south connection throughout the Plan Area. A desired pedestrian connection across Olive Avenue to Acacia Avenue will provide seamless access from Page Mill Road to public park, Matadero Creek, and existing community amenities such as Boulevard Park. Ash Street has two distinct street designs:



Between Page Mill Road and Olive Avenue, the street is converted from a two-way street to a one-way southbound street. This change prevents northbound traffic on El Camino Real from using the neighborhood as a cut-through to travel eastbound on Page Mill Road. The western edge of the street features a wide shared-use path for pedestrians and northbound cyclists.

Between Olive Avenue and Lambert Avenue, the street segment is designed with bi-directional sidewalks and vehicle lanes. The vehicle travel lanes are also designated as bicycle boulevards, where cyclists share the road with vehicles.

Standards:

4.4.4 Street Design

Table 9 Ash Street Street Design

1 Between Page Mill Road and Olive Avenue

Building Entries	New development shall provide a primary entry or entries on Ash Street except for properties that are abutting Page Mill or Olive Avenue.
Frontage / Setback	Western Edge: Maximum 5 Feet from Property Line Eastern Edge: Maximum 5 Feet from Property Line
Pedestrian Clear Zone	Western Edge: Shared Use Path: 12 Feet Eastern Edge: 8 Feet
Landscape / Furniture Zone	Western Edge: 5 Feet Eastern Edge: 5 Feet
Bicycle Facility	Southbound: Bicycle Boulevard 10 Feet
Vehicle Travel Lanes	10 Feet 1 Southbound Lane

2 Between Acacia Avenue and Lambert Avenue

Building Entries	New development shall provide a primary entry or entries on Ash Street except for properties that are abutting Portage Avenue, Lambert Avenue or Acacia Avenue.
Frontage / Setback	Maximum 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Western Edge: n/a Eastern Edge: 4 Feet
Bicycle Facility	Bicycle Boulevard: 10 Feet
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

Modification to the Figure:
Modify to put the sh

Item 2
Attachment F: Staff recommended modifications to NVCAP

1

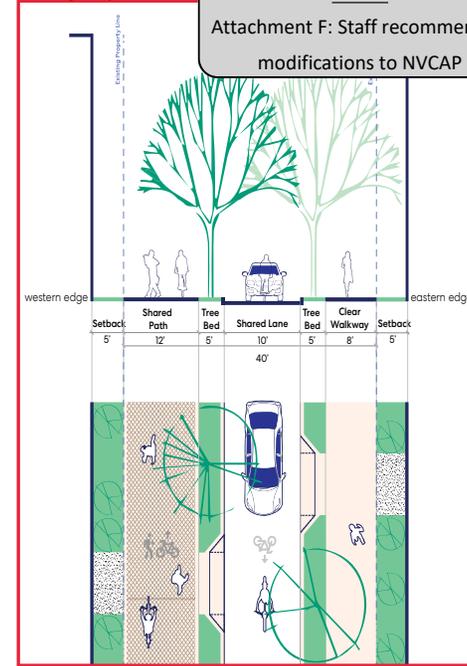
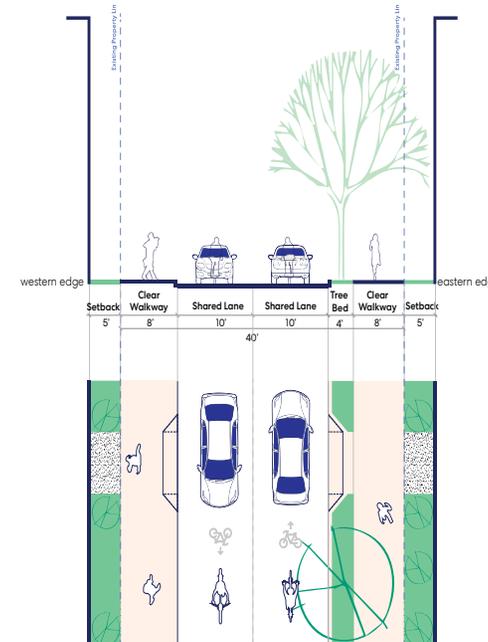


Figure 63 Typical Ash Street section between Page Mill Road and Olive Avenue

2

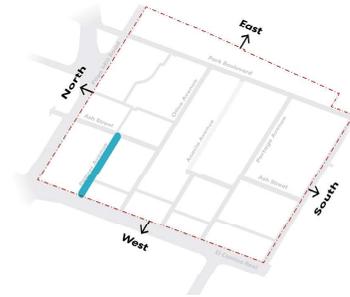


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Figure 64 Typical Ash Street section between Acacia Avenue and Lambert Avenue

Pepper Avenue

Pepper Avenue is a slow residential street, extending from El Camino Real to Ash Street. The street design supports existing residents with wide, tree-lined sidewalks and two-way traffic lanes. On-street parking is maintained on either side.



Standards:

4.4.6 Street Design

Between Ash Street and El Camino Real

Table 11 Pepper Avenue Street Design

Building Entries	New development shall provide a primary entry or entries on Pepper Avenue except for properties that are abutting Ash Street.
Frontage / Setback	Minimum 3.5 Feet Maximum 12.5 Feet from Property Line 10'
Pedestrian Clear Zone	8.5 Feet
Landscape / Furniture Zone	Northern Edge: 4.5 Feet Southern Edge: 4.5 Feet
Bicycle Facility	n/a
Parking / Loading	2 Lanes of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

Modification to the Figure:
change the setback to 10 feet
Change the distance of tree bed to 4.5 feet
Change the distance for clear walkway to 5 feet

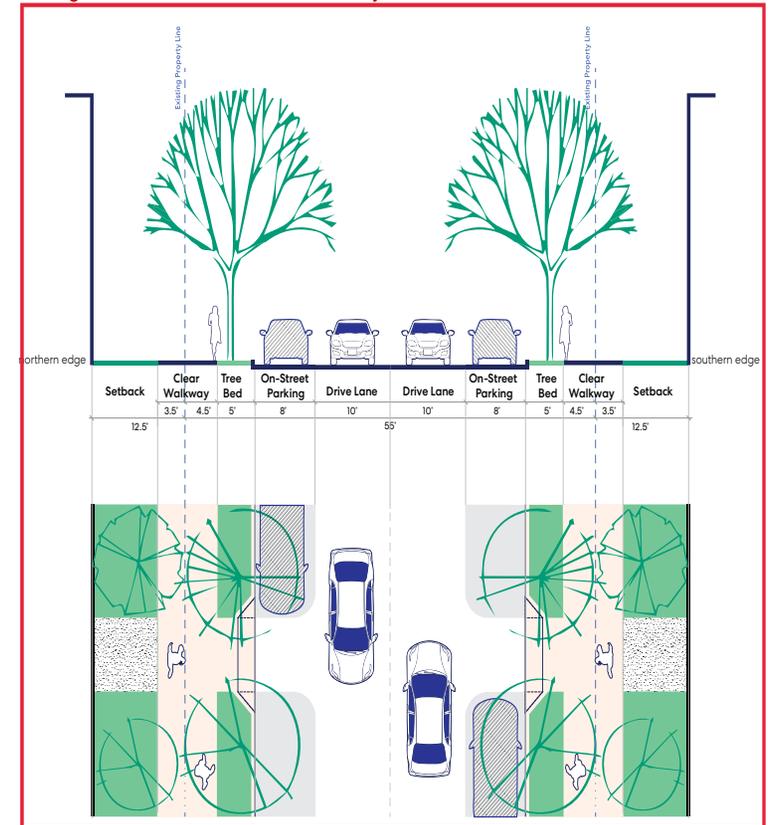
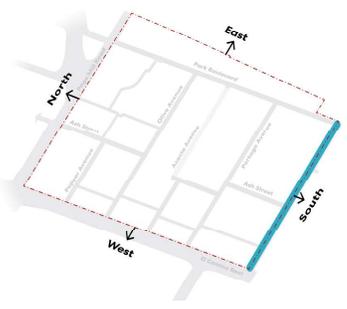


Figure 66 Typical Pepper Avenue Section

Item 2
Attachment F: Staff recommended modifications to NVCAP

Lambert Avenue

Lambert Avenue is the southern edge of the plan area. Lambert Avenue is improved on the northern half of the existing street to enhance the pedestrian experience along the edge of the NVCAP site boundary. The existing vehicular travel lane is narrowed, and on-street parking is eliminated to make space for a wider pedestrian thoroughfare and generous furnishing zone for enhanced bio-retention area and dense canopy trees.



Standards:

4.4.9 Street Design

Table 13 Lambert Avenue Sidewalk Zone Design

1 Between Park Boulevard and El Camino Real

Building Entries	New development shall provide a primary entry or entries on Lambert Avenue except for properties that are abutting Park Boulevard or El Camino Real.
Frontage / Setback	Northern Edge: Maximum 5 Feet
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 7.5 Feet
Vehicle Travel Lanes	Westbound Lane 10 Feet

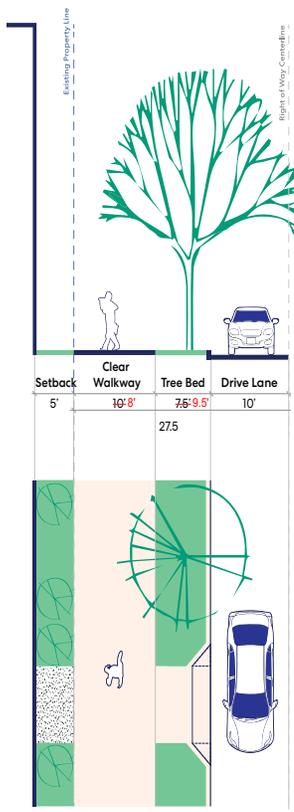
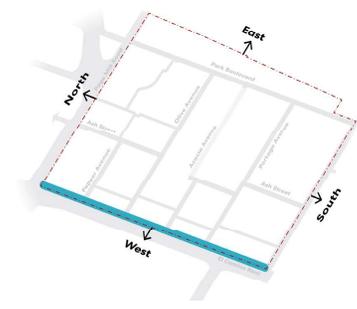


Figure 70 Typical Lambert Avenue Sidewalk Zone Section

El Camino Real

El Camino Real is a regional arterial street as well as the western edge of the plan area. El Camino Real is improved on the eastern half of the existing street. New development is required to setback by 5 feet in order to provide a wider pedestrian sidewalk and furnishing zone to support a more comfortable pedestrian experience.



The configuration of the roadway will be determined in coordination with Caltrans independently of the NVCAP.

Standards:

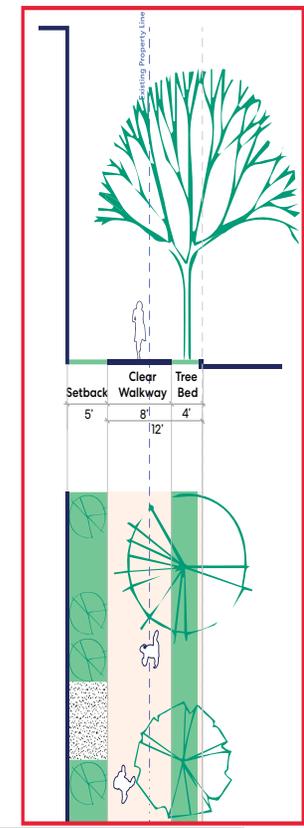
4.4.10 Street Design

Table 14 El Camino Real Sidewalk Zone Design

1 Between Page Mill Road and Lambert Avenue

Building Entries	New development shall provide a primary entry or entries on El Camino Real.
Frontage / Setback	Minimum 5 Feet Maximum 10 Feet 0 - 10 feet to create an 8 - 12-foot effective sidewalk width
Pedestrian Clear Zone	Eastern Edge: 8 Feet
Landscape / Furniture Zone	Eastern Edge: 4 Feet

Modification to the Figure:
Modify to show tree grates instead of tree beds



Packet Pg. 74 Sidewalk Zone Section

Page Mill Road

Page Mill Road is one of arterial streets in the City as well as the northern edge of the plan area. Page Mill Road is improved on the southern half of the existing street to enhance the pedestrian experience along the edge of the NVCAP Plan Area boundary. New development will provide a wider pedestrian sidewalk and furnishing zone to support a more comfortable pedestrian experience. In order to provide a consistent width, the setback for new development will vary based on existing site conditions.

The configuration of the roadway will be determined in coordination with Santa Clara County.

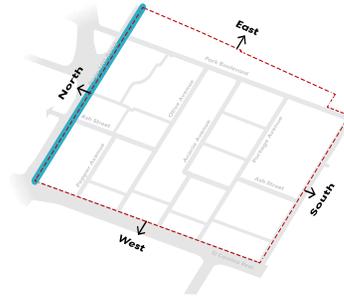
Standards:

4.4.11 Street Design

1 Between Park Boulevard and El Camino Real

Table 15 Page Mill Road Sidewalk Zone Design

Building Entries	New development shall provide a primary entry or entries on Page Mill road except for properties that are abutting Park Boulevard or El Camino Real.
Frontage / Setback	Southern Edge:- Minimum 5 Feet 0 – 10 feet to create an 8 – 12-foot effective sidewalk width
Pedestrian Clear Zone	Southern Edge: 8 Feet
Landscape / Furniture Zone	Southern Edge: 4 Feet



Modification to the Figure:
Flip the illustration to have building on the right side

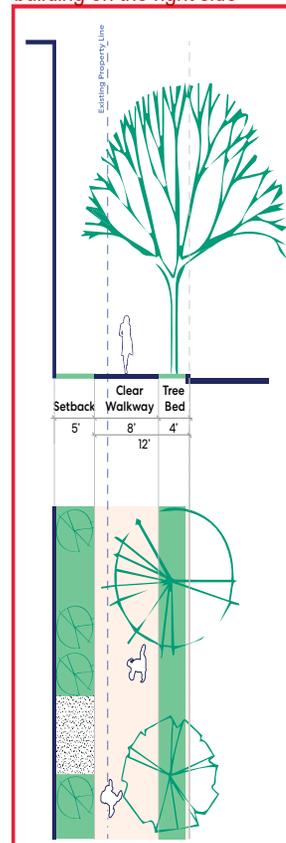


Figure 72 Typical Page Mill Road Sidewalk Zone Section

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Vehicular Circulation and Parking

The North Ventura Mobility Framework aims to create a vibrant and sustainable neighborhood by prioritizing local traffic circulation, discouraging cut-through traffic, and providing diverse and efficient parking solutions. This framework balances the needs of residents, businesses, and visitors through a combination of street design strategies, parking regulations, and innovative solutions like woonerfs and private access aisles.

Standards:

4.6.1 One-Way Street

Ash Street from Page Mill Road to Olive Avenue shall be one-way southbound to help prevent northbound traffic on El Camino Real from using the neighborhood as a cut-through to travel eastbound on Page Mill Road.

4.6.2 Minimum Parking

No minimum parking requirements shall be established for the plan area in accordance with California Assembly Bill 2097 (AB 2097).

4.6.3 Surface Parking

No more than 10 percent of new surface parking shall be allowed within the plan area. Where new buildings are not proposed, existing surface parking spaces can remain to support remaining commercial offices.

4.6.4 Street Parking

No new street parking shall be constructed along new developments. In addition, street parking shall be restricted near intersections to ensure safe turning movements for large vehicles and emergency vehicles. Street parking shall be maintained in front of single-family homes on Pepper Avenue and Olive Avenue.

Guidelines:

4.6.5 Traffic Calming

As a traffic calming measures, the following strategies are recommended:

- Olive and Lambert Avenues: speed humps and raised crosswalks to maintain low vehicle speeds
- Pepper Avenue: A chicane, which is an offset curve to the road
- Portage Avenue woonerf: Vehicle entrances should be only wide enough to accommodate one vehicle at a time. Trees or landscaping is recommended to create this bottleneck to restrict the flow of vehicles.

4.6.6 Vehicles on Woonerf

Vehicular traffic on the woonerf on Portage Avenue should be permitted but discouraged. Acacia Avenue from Ash Street to Park Boulevard will be a private aisle for accessing residential frontage on Acacia Avenue for parking and unloading.

4.6.7 Short-Term Parking

Short-term parking to support new ground-floor retail and active uses in new developments should be located on the ground or basement levels of these developments.

4.6.8 Parking Management Strategies

In addition, the following parking management strategies could be implemented to mitigate parking impacts:

- Parking time limits
- Unbundled Parking
- Shared parking locations
- Carshare memberships and designated parking spots

4.6.9 Driveways

Driveways should be located along side-streets and/or consolidated wherever possible and as redevelopment occurs to minimize conflicts with bicyclists and pedestrians

Transportation Demand Management

TDM strategies can be effective at encouraging fewer trips made by single-occupancy vehicles (SOV). An effective TDM plan ensures that alternative modes of transportation, such as walking, bicycling, public transit, or other forms of shared mobility, are made available to site occupants and nearby community members.

While reducing SOV trips is a key goal, TDM enhancements offer additional benefits like environmental improvements, safer streets, and a more enjoyable public realm. Beyond local planning alignment, regulations like BAAQMD Rule 1 and SB 743 mandate TDM plans for specific developments. NVCAP's TDM plan should comply with the City's VMT regulations and program recommendations, and utilize standard metrics like those from the California Air Pollution Control Officers Association (CAPCOA) for evaluation and VMT calculations.

Standards:

4.7.1 VMT Reduction

All employers and major residential developments within the plan area shall achieve a 30 percent minimum reduction below ITE rates in peak hour motor vehicle trips, using the Example TDM Strategies Menu in Table 21.

4.7.2 Palo Alto Transportation Management Association

All employers and major residential developments within the plan area shall be members of the Palo Alto Transportation Management Association (PATMA).

Building Heights and Massing

Building form and massing have a crucial role in forming NVCAP's built environment as a framework for a comfortable and exciting public realm. Massing strategies reflected in NVCAP's architecture make associated building uses more legible and well-organized. Massing regulations such as allowable building heights and setbacks will support the gradual transition from taller buildings along El Camino Real to quieter, residential parts of the neighborhood.

Guidelines:

6.1.5 Cannery Building Roof Datum

Any adaptive re-use projects directly adjacent to the Cannery may be allowed to match the structure's 36 foot roof datum. The consideration of this additional 12 inches of height above what is permitted will be part of the development project's discretionary review.

Standards:

6.1.1 Building Heights

All new development shall conform to Figure 78 for maximum allowable building heights.

6.1.2 Affordable Housing Height Bonus

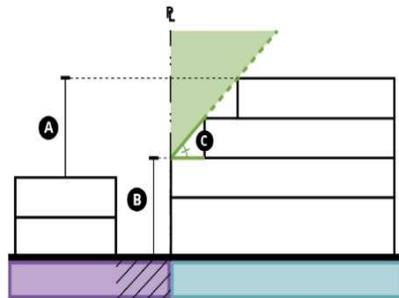
Through the City's Housing Incentive Program or the State Density Bonus, 100% below market rate projects shall be eligible for additional bonus height (up to 33 feet).

6.1.3 Stepdown to Single-Family Residential

Based on the development standards of a adjacent zoning district, new development shall stepdown to existing single family residential. Refer to the Palo Alto Municipal Code, as setback and stepback requirements on side or rear lot lines shall vary based on zoning. Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line.

6.1.4 Utilities

Overhead public utilities shall be undergrounded for buildings with roof edge heights over 27 feet tall.



- A** New building is more than 20' taller than abutting building
- Interior setback area
- Property Line
- Proposed building
- Adjacent property
- Daylight Plane
- No-build area
- B** Initial Height: 25'
- C** Angle: 45°

Figure 81 An example of a daylight plane requirement for mixed-use development stepping down to single family residential neighborhoods.

Modification to the Figure:
Remove the area with 55' near the green/park area
Height to be modified for NV-R3 (45'), NV-R4 (65'), NV-MXM (55') and NV-MXH (65')

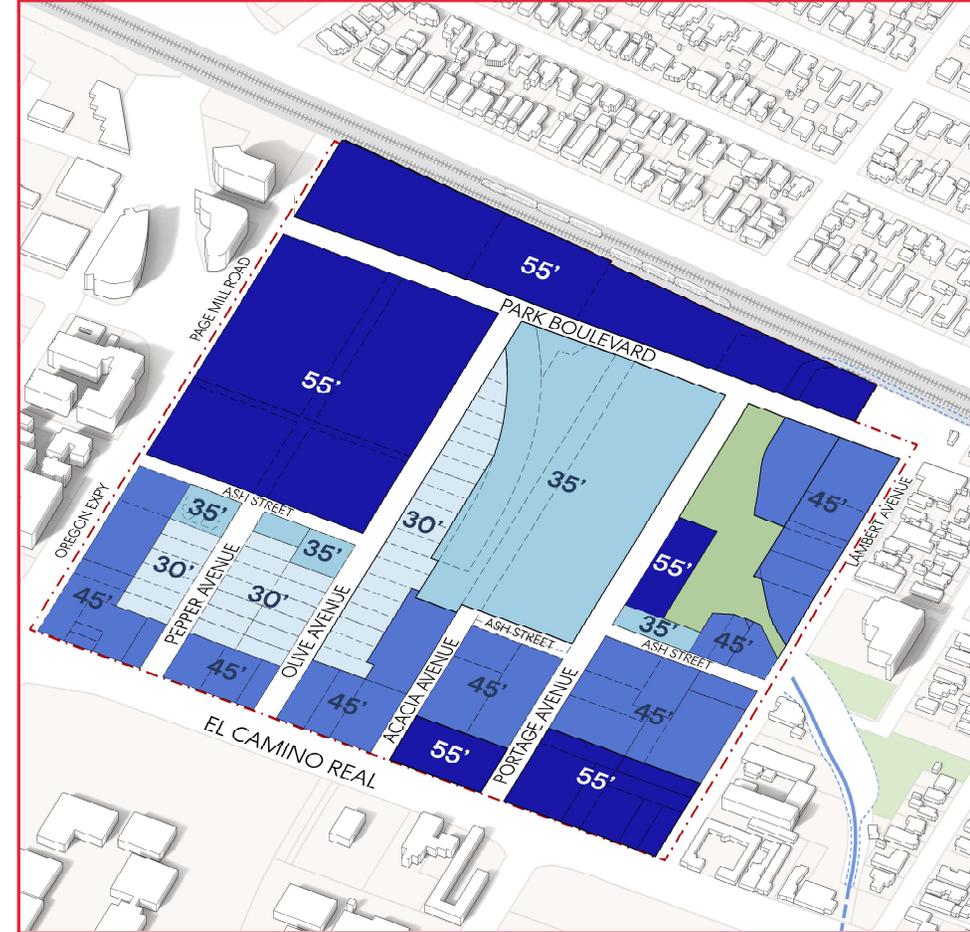


Figure 82 Allowable Height Map

Commenter: Cedric (via Zoom)

Hello, good early afternoon. Thanks to the staff for working on this plan and thanks to the ARB for your prior comments. I was happy to see that in your comments there was a lot of support and encouragement for rooftop gardens, as well as good access to the to the creek, the renaturalized creek. I'm really looking forward to that creek being renaturalized to a hundred-foot channel that would allow the maximum winding of the creek. I hope that the zoning areas and stuff will be preventing or dissuading any development through the area that the creek would expand into, so that we don't block the ability to widen the creek.

I saw that in the comments that there were desires to incentivize more rooftop gardens and I saw that they're kind of supported by the green building standards, but not necessarily incentivized. I wonder if there's additional ways to incentivize them.

And I guess this will come later when we actually go to design the naturalization of the creek. My understanding is, from the past, from the prior, feasibility study that, there is a plume of ground pollution and so there would be, underneath the naturalized creek, some sort of impermeable barrier to prevent those pollutants from spreading into the creek. And I wonder if there's some way to actually fix up that ground pollution so that the creek can have full contact with the Earth. There's a lot of information out now or you know, I don't know how new this information is, but basically underneath every creek and river there's a underground parallel river that helps to support the life of the creek in the soil, and I forget the exactly the details, but I think it was like 1 h of water moving through the ground-based creek would remove like 90% of pollutants from about 78% of the types of pollutants. So it's really valuable for cleaning our waters and promoting a healthy ecosystem. So hopefully we'll find a way to clean up that pollution and get the creek fully in contact with the earth. Thank you.

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



April 22, 2024

SCH #: 2023020691
GTS #: 04-SCL-2023-01266
GTS ID: 29299
Co/Rt/Pm: SCL/82/24.037

Kelly Cha, Senior Planner
City of Palo Alto
250 Hamilton Avenue, 6th Floor
Palo Alto, CA 94301

Re: North Ventura Coordinated Area Plan – Draft Environmental Impact Report (DEIR)

Dear Kelly Cha:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the North Ventura Coordinated Area Plan. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the March 2024 DEIR.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purpose only.

Project Understanding

The proposed project will adopt land use policies and programs that would allow for additional 530 residential units and would incorporate two acres of new public open space within the North Ventura Coordinated Area. Residential densities would range from low to high. The plan would additionally result in a net reduction of up to 278,000 square feet of office space and up to 7,500 square feet of retail space.

The project site is located at the intersection State Route (SR)-82 and Page Mill Rd in Palo Alto and is approximately 60 acres with three proposed intersection improvement sites located within Caltrans' Right of Way (ROW).

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle

Kelly Cha, Senior Planner
April 22, 2024
Page 2

Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)). The project VMT analysis and significance determination are undertaken in a manner consistent with the City of Palo Alto VMT policy. Per DEIR, this project is found to have a less than significant VMT impact.

However, since the additional trips generated from this project would impact several intersections along El Camino Real within Caltrans' jurisdiction, we request an in-depth traffic safety impact analysis including Intersection Safety Operational Assessment Process (ISOAP).

Fair Share Contributions

As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

The DEIR has identified that the additional trips generated from this project could have an adverse effect on the operation of three Caltrans intersections under horizon plus project conditions. Please consider the following Projects for fair share contributions to mitigate the impact of this project to the State Transportation Network:

- Metropolitan Transportation Commission (MTC)'s Plan Bay Area 2050: Bus Rapid Transit (BRT) Modernization with SamTrans on El Camino Real (RTP ID 21-T10-078). This program includes funding to implement BRT improvements to existing bus service along El Camino Real from Daly City Bay Area Rapid Transit (BART) to Palo Alto Caltrain Station. Improvements include frequency upgrades (15-minute peak headways), dedicated lanes (45% of route), transit priority infrastructure and transit signal priority.
- Active transportation projects in support of building a multimodal transportation system to accommodate users of all ages and abilities:
 - Caltrans District 4 Bike Plan: Class IV separated buffered bike lanes on El Camino Real from Sand Hill Rd to San Antonio Rd.

Hydrology

There would be significant impact from storm runoff due to proposed development. Please ensure that any increase in storm water runoff from the development do not encroach on Caltrans' ROW but be efficiently intercepted by drainage inlets. The existing storm drain system in Caltrans' ROW might need to be upgraded in size to allow increased runoff. A detailed Drainage report will be required to be submitted to our office for review and approval.

Freight

SR-82 is identified as a Terminal Access Route by the Freight Network Designation. Lane widths and turning movements should be considered during development.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Encroachment Permit

This project would result in a significant increase in usage for El Camino Real. Please identify whether any projects will be required on SR-82 in the immediate vicinity as a result of this area plan to accommodate the residential and mixed use. In the event of such projects, please provide information if there would be dedications for additional ROW required as a condition of future development.

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

The checklist TR-0416 ([link](#)) is used to determine the appropriate Caltrans review process for encroachment projects. The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Your application package may be emailed to D4Permits@dot.ca.gov.

Equity

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look

Kelly Cha, Senior Planner
April 22, 2024
Page 4

forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



April 22, 2024

City of Palo Alto City Hall
250 Hamilton Avenue, 5th floor
Palo Alto, CA 94301

Attn: Kelly Cha, Senior Planner
By Email: nvcap@cityofpaloalto.org

Dear Kelly,

VTA appreciates the opportunity to comment on the Draft North Ventura Coordinated Area Plan (NVCAP) and its Draft Supplemental EIR. VTA has reviewed the documents and has the following comments.

Countywide Plans

The Draft NVCAP and its Draft Supplemental EIR should include relevant countywide plans with the listed local, regional, and state plans. VTA recommends including VTA's Visionary Network and Bike Superhighway Implementation Plan and specifically recommends highlighting El Camino Real's improvements identified in the two plans.

Caltrain Crossing

VTA recommends exploring adding a bicycle and pedestrian crossing across the Caltrain tracks within the plan's area. Currently, there is no crossing along the plan's frontage. With the plan's increased density, the lack of crossing may cause more users to trespass onto the tracks and thereby increase the risk of incidents.

Transportation Mitigation Measures

VTA would like more information on the TRANS-1b Mitigation Measures: "Fees collected would be used for capital improvements aimed at reducing motor vehicle trips and motor vehicle traffic congestion" (page vii).

If Transit Signal Priority (TSP) improvements are applicable to this mitigation measure area, VTA recommends including a fair share contribution to upgrade the traffic signal controller cabinets on El Camino Real to comply with VTA's Enhance Traffic Signal Controller guidance document (see attached). The existing equipment in the traffic signal controller cabinets is reaching its end of useful life and the traffic signal controllers do not have the capabilities to work with more modern forms of TSP.

Future Coordination

VTA appreciates the multimodal transportation improvement and connections to Caltrain and VTA identified in the plan. VTA would like to review future development applications. Please send applications to plan.review@vta.org.

City of Palo Alto
April 22, 2024
Page 2 of 2

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5804 or larissa.sanderfer@vta.org.

Sincerely,
Larissa Sanderfer
Transportation Planner II
PA2401

From: [Cha, Kelly](#)
To: [Natalie Noyes](#)
Cc: [Raybould, Claire](#)
Subject: Fw: VW File 33840 - NVCAP SEIR Review at Matadero Creek
Date: Tuesday, April 23, 2024 8:07:24 AM
Attachments: [image001.png](#)
[Outlook-xppccy5s.png](#)

Forwarding 3 of 3

 **KELLY CHA**
Senior Planner
Planning and Development Department
(650) 329-2155 | kelly.cha@cityofpaloalto.org
[https://link.edgepilot.com/s/0a79fb1c/8pMnObfe90eBGV0as8meoA?
u=http://www.cityofpaloalto.org/](https://link.edgepilot.com/s/0a79fb1c/8pMnObfe90eBGV0as8meoA?u=http://www.cityofpaloalto.org/)

From: Gennifer Wehrmeyer <GWehrmeyer@valleywater.org>
Sent: Monday, April 22, 2024 4:59 PM
To: North Ventura Coordinated Area Plan <NVCAP@CityofPaloAlto.org>
Cc: Shree Dharasker <sdharasker@valleywater.org>; Raybould, Claire <Claire.Raybould@CityofPaloAlto.org>; CPRU-Dropbox <CPRU@valleywater.org>
Subject: VW File 33840 - NVCAP SEIR Review at Matadero Creek

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

Dear Kelly Cha,

The Santa Clara Valley Water District (Valley Water) has reviewed the Draft Supplemental EIR (SEIR) and Draft North Ventura Coordinated Area Plan (NVCAP) to plan for a walkable, mixed-use neighborhood on approximately 60 acres roughly bounded by Page Mill Rd, El Camino Real, Lambert Ave, and the Caltrain tracks in Palo Alto, received on March 8, 2024. Based on our review Valley Water has the following comments on the SEIR and NVCAP plans:

SEIR COMMENTS

1. The NVCAP will impact Valley Water facilities. Valley Water currently has easement, exclusive easement, and fee title property within the project area along Matadero Creek, as seen in the deeds linked here:
[https://link.edgepilot.com/s/96c3194b/K2t1q2gA0kKhEdFAJKBNZA?
u=https://fta.valleywater.org/fl/aFJnDlpWvc](https://link.edgepilot.com/s/96c3194b/K2t1q2gA0kKhEdFAJKBNZA?u=https://fta.valleywater.org/fl/aFJnDlpWvc). Please submit plans showing the proposed work in greater detail on or adjacent to Valley Water right of way. In accordance with Valley Water’s Water Resources Protection Ordinance (WRPO), any construction activity within or adjacent to Valley Water property will need an encroachment permit. A copy of the encroachment permit application can be found here:
[https://link.edgepilot.com/s/54803bf0/zhYcv18m4UeWZzeSg9W1KA?
u=https://www.valleywater.org/contractors/doing-businesses-with-the-
district/permits-working-district-land-or-easement/encroachment-permits](https://link.edgepilot.com/s/54803bf0/zhYcv18m4UeWZzeSg9W1KA?u=https://www.valleywater.org/contractors/doing-businesses-with-the-district/permits-working-district-land-or-easement/encroachment-permits). Valley Water encroachment permits are discretionary actions, and therefore, Valley Water is a

responsible agency under CEQA.

2. Santa Clara Valley Water District (Valley Water) should not be referred to as “District” throughout the SEIR. While the official name of the agency remains Santa Clara Valley Water District, Valley Water has been used as a moniker since 2019. Please replace “District” with “Valley Water” on pages 142 and 143.
3. SEIR Figures 2.3-3 through 2.3-6, pages 33 through 36, and NVCAP plan Figures 36 and 42, pages 43 and 51, depict the removal of Matadero channel improvements, including the removal of Valley Water’s maintenance path and concrete channel lining, and replacement with a widened channel section with a riparian corridor, pedestrian paths, and a pedestrian bridge over Valley Water fee title property and easement.

At a minimum, proposals to naturalize the Matadero Creek flood protection facility must not: increase our costs to maintain the facility; reduce maintenance access; reduce the level of flood protection currently provided by the channel; and create channel instability.

Additionally, proposals must: include a net benefit to Valley Water (including the reservation of lands in Valley Water fee title for the Valley Water’s use in fulfilling future mitigation planting requirements for its stream maintenance program); provide sufficient additional right of way to Valley Water to operate and maintain the modified facility (including all areas required to contain the same level of flood protection currently afforded); include regulatory permitting; provide appropriate mitigation (that do not include use of Valley Water right of way for mitigation planting); and be a geomorphic, stable channel that will not increase erosion or sediment deposition or increase the potential for damage to or failure of the adjacent concrete channel lining, up or downstream of the proposed naturalization.

Once a proposal is provided to Valley Water for review, we will be able to provide comments. Valley Water expects adjacent landowners to provide right of way to accommodate any desired recreational facilities and amenities that are not conducive to sharing space with a maintenance road.

4. SEIR page 149, “Hydrology and Water Quality”, and page 204, “Storm Drain System”, states that the creation of Matadero Park and naturalization of Matadero Creek through the establishment of a 100-foot riparian buffer will result in a net reduction of impervious surfaces, and that this net decrease in impervious surfaces will result in a corresponding decrease in stormwater runoff. It is not clear if the determination of “less than significant impact” regarding impacts related to drainage relies on the proposed naturalization of Matadero Creek. Since this work is not proposed as a part of the NVCAP, naturalization of Matadero Creek should not be considered in the impact analysis for drainage and this discussion should be revised for accuracy and clarity.
5. SEIR page 24, Section 2.3.9, “Naturalization of Matadero Creek”, discusses the removal of Lambert Avenue Bridge and replacement with a new 100-foot clear-span bridge. Since the section of Matadero Creek at Lambert Avenue is not proposed for naturalization, the need for the bridge replacement as a part of the naturalization work is

unclear. Any plans for replacement of Lambert Ave Bridge should be submitted to Valley Water once available for review and comment.

6. Valley Water has an exclusive easement reserved for flood control purposes on APN 132-38-011, which would restrict the ability of the City of Palo Alto (City) to obtain a trail easement over this portion of the Matadero Creek maintenance road without Valley Water relinquishing the exclusivity of its easement. Further discussions will be needed between Valley Water and the City if the City wishes to pursue access through this easement.
7. Please modify the “Water Resources Protection Ordinance and District Well Ordinance” section on SEIR page 156 to include the following statement in its entirety:

Valley Water operates as a flood protection agency for Santa Clara County. Valley Water also provides stream stewardship and is the wholesale water supplier throughout the county, which includes the groundwater recharge program. In accordance with Valley Water’s Water Resources Protection Ordinance, any work within Valley Water’s fee title right of way or easement or work that impacts Valley Water’s facilities requires the issuance of a Valley Water permit. Under Valley Water’s Well Ordinance 90-1, permits are required for any boring, drilling, deepening, refurbishing, or destroying of a water well, cathodic protection well, observation well, monitoring well, exploratory boring (45 feet or deeper), or other deep excavation that intersects with the groundwater aquifers of Santa Clara County.

8. Please submit plans for any proposed underground structures or dewatering plans to Valley Water for review once available. Valley Water cannot determine that dewatering activities will not substantially decrease groundwater supplies or substantially interfere with groundwater recharge until such plans are made available.
9. SEIR page 140, Section 3.8, “Hydrology and Water Quality”, 3.8.1.1, “Regulatory Framework, Federal and State”, should include a brief summary of California’s Sustainable Groundwater Management Act (SGMA) under the State regulatory framework because Valley Water’s 2021 Groundwater Management Plan (mentioned on page 142) is a DWR approved Alternative to a Groundwater Sustainable Plan (Alternative) under SGMA.
10. SEIR page 142, “2021 Groundwater Management Plan” should include the following detail near the beginning of the paragraph: “The 2021 GWMP is the first periodic update to the approved Alternative to a Groundwater Sustainability Plan under SGMA.”
11. SEIR pages 145 and 148, “Groundwater”, should be modified to read “Typical groundwater depths in Palo Alto range from less than 10 to 30 feet below ground surface (bgs).” because groundwater depths can be shallower than 10 feet in many areas of Palo Alto. For example, City well 06S03W12R010, located directly adjacent to the project site, regularly has water levels about 5 feet bgs (most recent data for March 2024 is 5.5 feet bgs). Groundwater level data in Palo Alto can be viewed on Valley Water’s historical groundwater elevation data website:
<https://link.edgepilot.com/s/52ad5893/UoPDYbO-AUicIroC7bXiEw?u=https://gis.valleywater.org/GroundwaterElevations/map.php>.
12. On SEIR page 148, the project site is located entirely overlying the confined zone of the

Santa Clara Subbasin and not within the recharge zone. Therefore, any rainfall or irrigation that infiltrates the Project site would recharge the shallow aquifer above the confining layer. The deeper, confined aquifer is the primary groundwater supply of the Santa Clara Subbasin, not the shallow aquifer. This is why Valley Water has no recharge ponds or facilities near the Project site.

13. On SEIR page 148, “Standard Permit Conditions”, given the first bullet (Prohibit dewatering during the rainy season.), we recommend that the Project construction activities consider that groundwater levels are typically the highest (closest to land surface) during the rainy season.
14. On SEIR page 148, given that the Project overlies the confined aquifer, potential dewatering activities are unlikely to negatively impact the groundwater supply because the primary supply is from the confined aquifer. However, the Project site is located within the seawater intrusion outcome measure area, as defined in the 2021 Groundwater Management Plan (see Chapter 5 and Appendix H). We recommend that any future dewatering permit applications evaluate and mitigate if the dewatering activities, particularly any long-term or ongoing dewatering, will negatively affect the spatial pattern of seawater intrusion in the shallow aquifer.
15. On SEIR pages 148, 149, and 150, there is conflicting text about impacts to groundwater that should be resolved. This includes text on page 148 stating “Temporary or permanent dewatering could affect groundwater supplies.” and page 149 stating “... NVCAP in compliance with the above standard permit conditions and existing regulations (including the NPDES General Construction Permit and MRP) would not substantially deplete groundwater supplies...”. Page 150 also states “...NVCAP would not substantially decrease groundwater supplies...”
16. According to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) 06085C0017H, effective May 18, 2009, the majority of the project site is within FEMA Flood Zone X, an area with a 0.2% annual chance flood hazard, and the areas of Matadero Creek are located within Flood Zone A, a special flood hazard area with 1.0% annual chance flood discharge contained in the structure with no base flood elevations determined.
17. Santa Clara Valley Water District (Valley Water) records indicate that 40 active wells are located on the subject property. Valley Water’s Well Information App can be used to help locate wells on the Project site: <https://link.edgepilot.com/s/aaa90e47/RLSVX5-BN0enFpbUy2GAaQ?u=https://www.valleywater.org/contractors/doing-businesses-with-the-district/wells-well-owners/well-information-app>. While this app indicates there are many destroyed wells and active water supply and monitoring wells on the project site, there could be additional unknown abandoned wells. If any existing wells are to be destroyed by the Project and if any abandoned wells are identified during the Project, they need to be properly destroyed in coordination with Valley Water staff at the Well Permitting and Inspections Hotline: 408-630-2660 (<https://link.edgepilot.com/s/35f51adc/myTamLqd5E6RYVlIMlQvEw?u=https://www.valleywater.org/contractors/doing-businesses-with-the-district/wells-well-owners>).
18. The State GeoTracker webpage (<https://link.edgepilot.com/s/5aca8e9f/JJuzdFwpNUOX6LmjG7LaJw?u=https://geotracker.waterboards.ca.gov/>) lists at least 8 open cleanup sites within the Project footprint. Any proposed groundwater dewatering near these sites should be

approved by the relevant regulatory oversight agency.

NVCAP PLANS COMMENTS

19. Figure 36, page 43, Figure 42, page 51, and Figure 75, page 107, of the NVCAP plans show multiple crossings of Matadero Creek, while Figure 43, page 52, only shows one creek crossing. The number of creek crossings is to be minimized. Valley Water only supports one creek crossing. Please reference Valley Water's Water Resources Protection Manual, Design Guide 4, "Riparian Revegetation or Mitigation Projects", and Design Guide 16, "Guidance for Trail Design", when designing creek crossings.
20. Page 60, "Green Infrastructure", discusses the use of green stormwater infrastructure as a part of the NVCAP plans. Re-development of the site provides opportunities to minimize water and associated energy use by incorporating on-site reuse for both storm and graywater and requiring water conservation measures to exceed State standards. To reduce or avoid impacts to water supply, the City and applicant should consider implementing measures from the Model Water Efficient New Development Ordinance, which include:
 - A. Hot water recirculation systems.
 - B. Alternate water sources collection (like cisterns) and recycled water connections as feasible.
 - C. Pool and spa covers.
 - D. Encourage non-potable reuse of water like recycled water, graywater and rainwater/stormwater in new development and remodels through installation of dual plumbing for irrigation, toilet flushing, cooling towers, and other non-potable water uses.
 - E. Require dedicated landscape meters where applicable.
 - F. Require installation of separate submeters to each unit in multi-family developments and individual spaces within commercial buildings to encourage efficient water use.
 - G. Weather- or soil-based irrigation controllers.
21. Lighting described on Page 63 must be directed away from the creek. Please explain whether wildlife can trigger motion sensors, as this would counteract efforts to protect habitat from nighttime lighting. Please reference Guidelines and Standards Design Guide 16.I.H for lighting requirements near creeks. The Guidelines and Standards were adopted by the City of Palo Alto under Ordinance 4932.
22. Page 108, Section 5.1.7, mentions the use of pollinator-friendly native plants. Please reference Guidelines and Standards Design Guide 2 for the placement of native plants along the creek.
23. Page 110, Section 5.2 should reference Guidelines and Standards Design Guides 4 and 16 and Section VII.B.
24. Page 112, Section 5.2.7, "Floodwalls", discusses the use of vegetation within concrete retaining walls. Floodwalls and retaining walls are not the same and it is not clear what is proposed. Vegetation may impact the ability to inspect flood walls and may not be allowed.

If you have any questions or need further information, you can reach me at gwehrmeyer@valleywater.org or at (408) 694-2069. Please reference Valley Water File 33840 on further correspondence regarding this project.

Thank you,

Gennifer Wehrmeyer

ASSISTANT ENGINEER, CIVIL

Community Projects Review Unit

Watershed Stewardship and Planning Division

GWehrmeyer@valleywater.org

Tel. (408) 630-2588 Cell. (408) 694-2069



SANTA CLARA VALLEY WATER DISTRICT

5750 Almaden Expressway, San Jose CA 95118

<https://link.edgepilot.com/s/a51a4422/h07-tTtJdkqYUPbacYKTWg?u=http://www.valleywater.org/>

Clean Water · Healthy Environment · Flood Protection