

NVCAP June 2024 Clean Version

https://www.cityofpaloalto.org/files/assets/public/v/1/planning-amp-development-services/north-ventura-cap/finaldraft_nvcap_clean_2024_06_final_web.pdf

**Please note that the printed copy of the June 2024 Clean Version is not included as part of the packet because it was provided to the City Councilmembers on June 3, 2024 to provide sufficient time for review ahead of the staff report.*

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/PTC 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

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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.

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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

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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

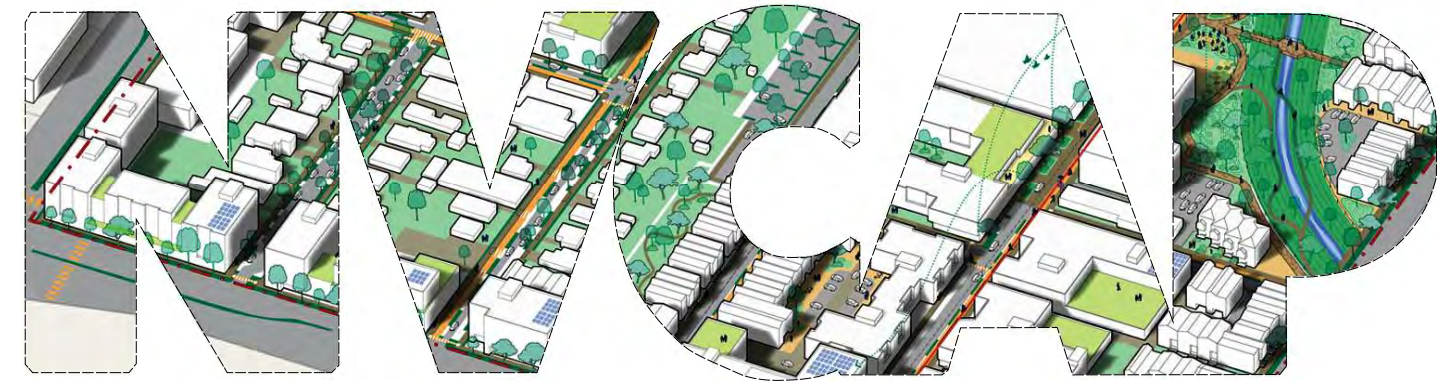
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117	Chapter 6, Section 6.1	Figure	Reflect the height increase: <ul style="list-style-type: none"> - 35' between Olive Ave and Portage Ave to 45' - 45' to 55' - 55' to 65' - Remove 55' block abutting near the green park area 	Modified to accommodate 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.
72	Chapter 4, Section 4.3	Text	Add the following text to the past paragraph on page 72: "The NVCAP prioritizes well-designed gateway intersections, but acknowledges specific design details will be subject to future City-led efforts, ensuring flexibility and integration with evolving needs. Broader and more comprehensive analyses and engineering of gateway intersections is required to finalize design recommendations. <u>This includes, but may not be limited to, an Intersection Safety and Operational Assessment Process (ISOAP) to identify the optimal design strategies for intersection types, geometry, and traffic control at gateway intersections.</u> "	Modification to address a comment from Caltrans on the Draft SEIR (Comment B.2)
43, 51, and 107	Figure 36, Figure 42, and Figure 75	Figure	Modified figure to show one creek crossing	Modifications to address a comment from Santa Clara Valley Water District on the Draft SEIR (Comment D.19)
108	Chapter 5, Section 5.1	Text	Add the following text to Guidelines 5.1.7: "5.1.7 Native Plantings Where possible, pollinator friendly native plants should be incorporated. <u>Refer to Valley Water's Guidelines & Standards for Land Use Near Streams Chapter 4 (Design Guides for Guidelines</u>	Modification to address a comment from Santa Clara Valley Water District on the Draft SEIR (Comment D.22)

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			<u>and Standards) for the placement of native plants along the creek.”</u>	
112	Chapter 5 Section 5.2	Text	Modify the Standard 5.2.7 language: “ 5.2.7 Floodwalls or Retaining Walls Concrete <u>floodwalls or</u> retaining walls shall be designed to allow for vegetation <u>to the extent feasible.</u> ”	Modification to address a comment from Santa Clara Valley Water District on the Draft SEIR (Comment D.24)
42-43	Chapter 2, Section 2.4	Figure	Figure updated to reflect the correct ½ mile buffer on the map	Removed other buffers for clarity and corrected the ½ mile buffer



North Ventura Coordinated Area Plan

Draft Plan: March 2024

June 2024 Clean Version

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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North Ventura Coordinated Area Plan



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Executive Summary

The North Ventura Coordinated Area Plan (NVCAP) represents a rare opportunity within the City of Palo Alto 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.

NVCAP is aligned with the goals and policies embedded in the adopted City of Palo Alto 2030 Comprehensive Plan, addressing the eight major themes: Building Community and Neighborhoods; Maintaining and Enhancing Community Character; Reducing Reliance on the Automobile; Meeting Housing Supply Challenges; Protecting and Sustaining the Natural Environment; Keeping Palo Alto Prepared for Future Natural and Human-Caused Hazards; Meeting Residential and Commercial Needs; and Providing Responsive Governance and Regional Leadership.

Finally, this is 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 graciously volunteered their time as members of the Working Group to thoughtfully consider the challenges and opportunities of the Plan.



Figure 1 Photograph of architect Mike Lyzwa holding a model of a proposed building at the intersection of Page Mill Road and Park Boulevard, circa 1984.

Plan Organization

The plan document is organized as follows:

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.

The 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 (Public Realm, Streets, Parks, Buildings) include requirements that govern the construction and modification of horizontal and vertical development, standards are quantifiable, whereas guidelines are qualitative requirements.

Implementation outlines the necessary steps to fulfill the vision of the Plan, including funding and financing strategies, infrastructure improvements, and capital investments.

Appendix contains information for reference used to generate the NVCAP including existing site conditions, market studies, and infrastructure analysis.



Figure 2 Photograph of the Cannery monitor roof supergraphic on the former Fry's site, 2022

Credit: Perkins&Will



Introduction

- 1.1 Context
- 1.2 Plan Area
- 1.3 Project Goals
- 1.4 Project Objectives
- 1.5 Citywide Planning
- 1.6 Regional and Statewide Planning
- 1.7 Community Process

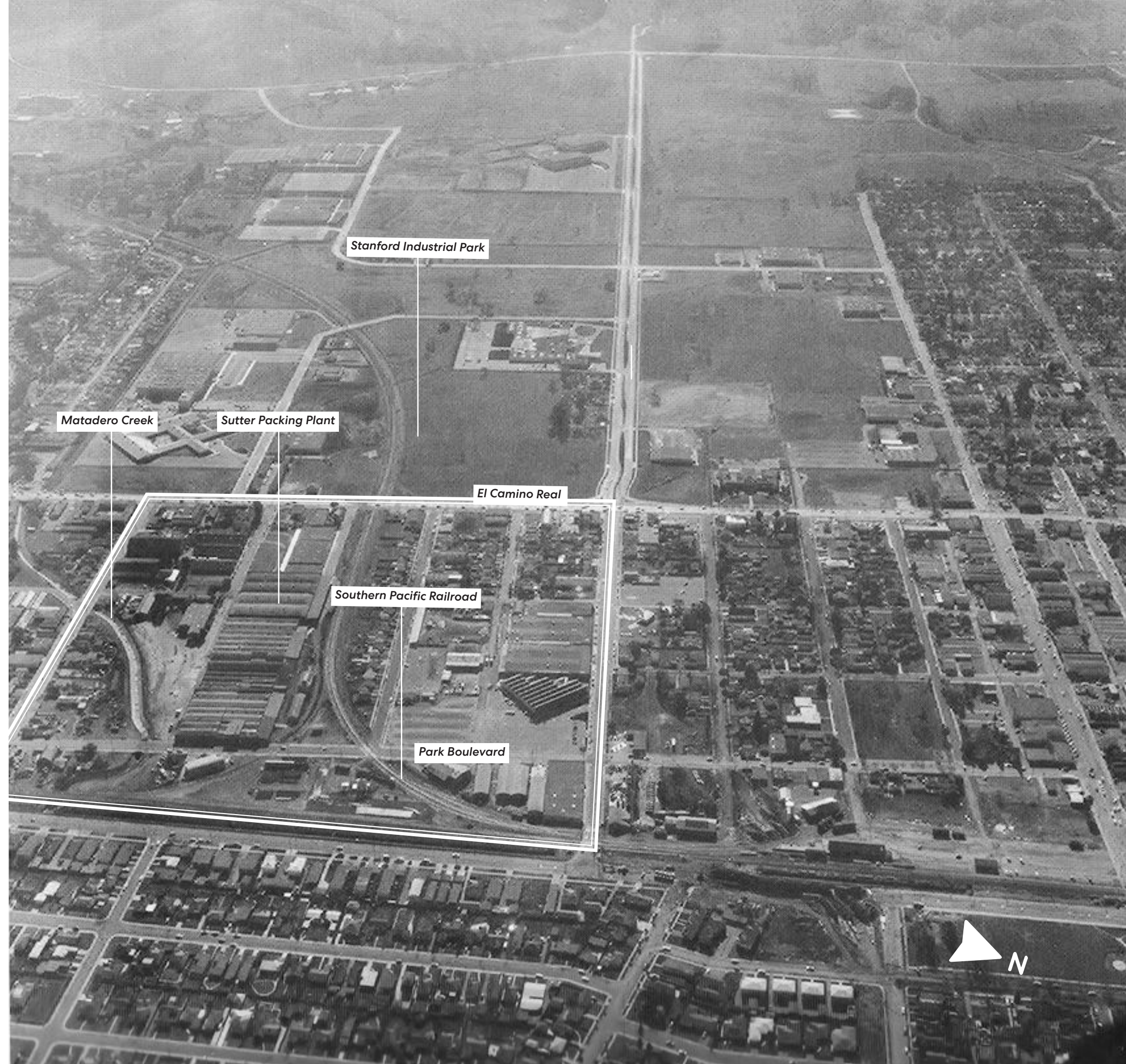


Figure 3 Bird's eye photograph of the NVCAP Plan Area circa 1957.

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.

Initiated by the City Council to implement Comprehensive Plan Program L-4.10, which states the following,

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.

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.

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.

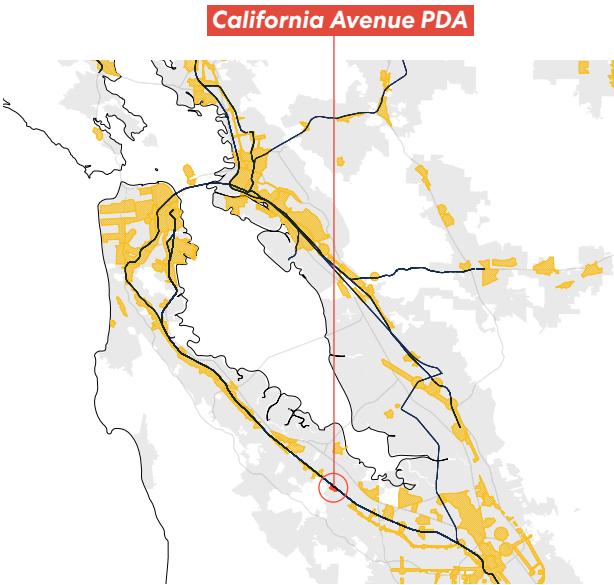


Figure 4 Priority Development Areas (PDA) in the Bay Area

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.

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

Plan Area

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

Proximity to City Destinations

The plan area is within walking and biking distance to several key destinations, including:

- The California Avenue Caltrain Station, which is within a half mile of the plan area. Walking access to the station is primarily along Park Boulevard, a designated Bike Boulevard.
- El Camino Real, a regional commercial and retail corridor. Opportunities for pedestrians and bicyclists to cross Page Mill Road safely are limited.
- California Avenue, a regional retail attraction and social destination for the peninsula.
- Stanford University, one of the premier higher-education institutions in the world.
- Stanford Research Park and California Avenue Business District, accounting for almost 40% of the City's employment distribution.
- Signature Palo Alto open spaces such as Sarah Wallis Park, Boulware Park, and J. Bowden Park.

Plan Area Notable Sites

Notable sites within the plan area include the Matadero Creek Channel and the buildings associated with the Cannery.


The portion of the Matadero Creek running through the plan area is contained with a concrete trapezoidal channel, which was built in 1990 from El Camino Real to the Caltrain Tracks.



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



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

 For more information and history of the Palo Alto Cannery, go to: *The Palo Alto Cannery Spotlight, Pages 14-15*

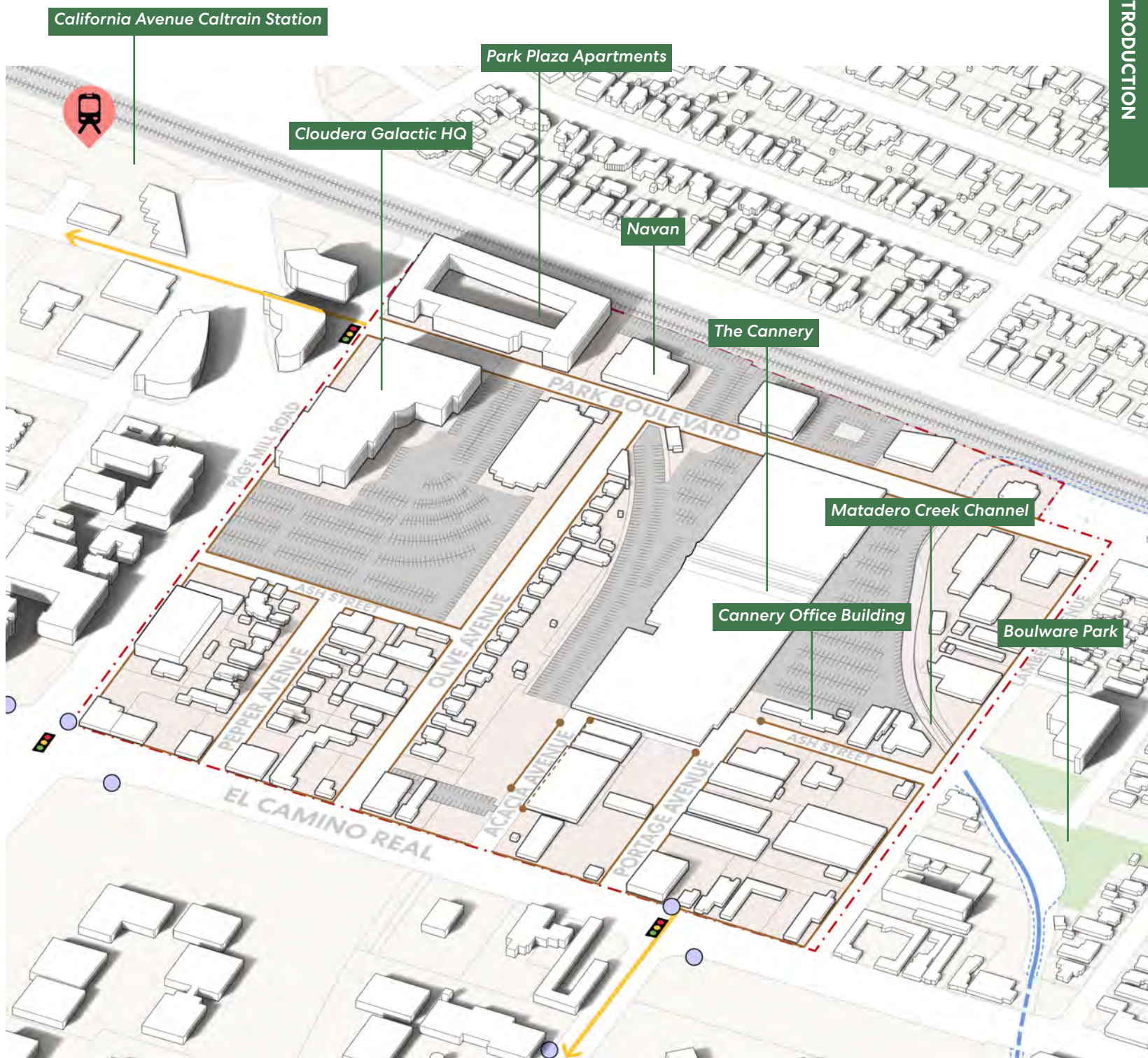
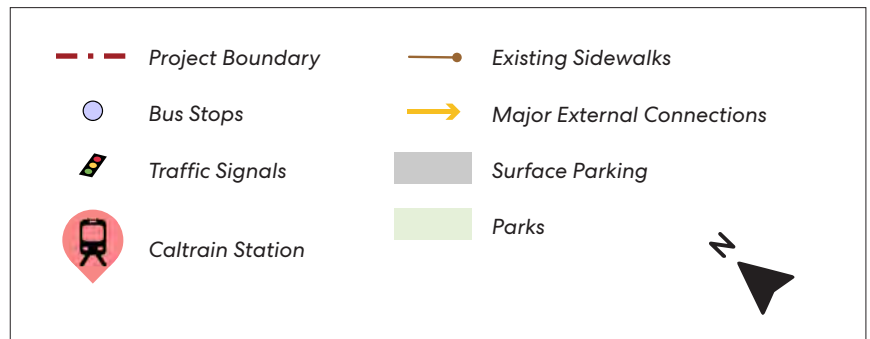


Figure 7 Existing Conditions of the NVCAP Plan Area, 2020



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 Cloudera 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

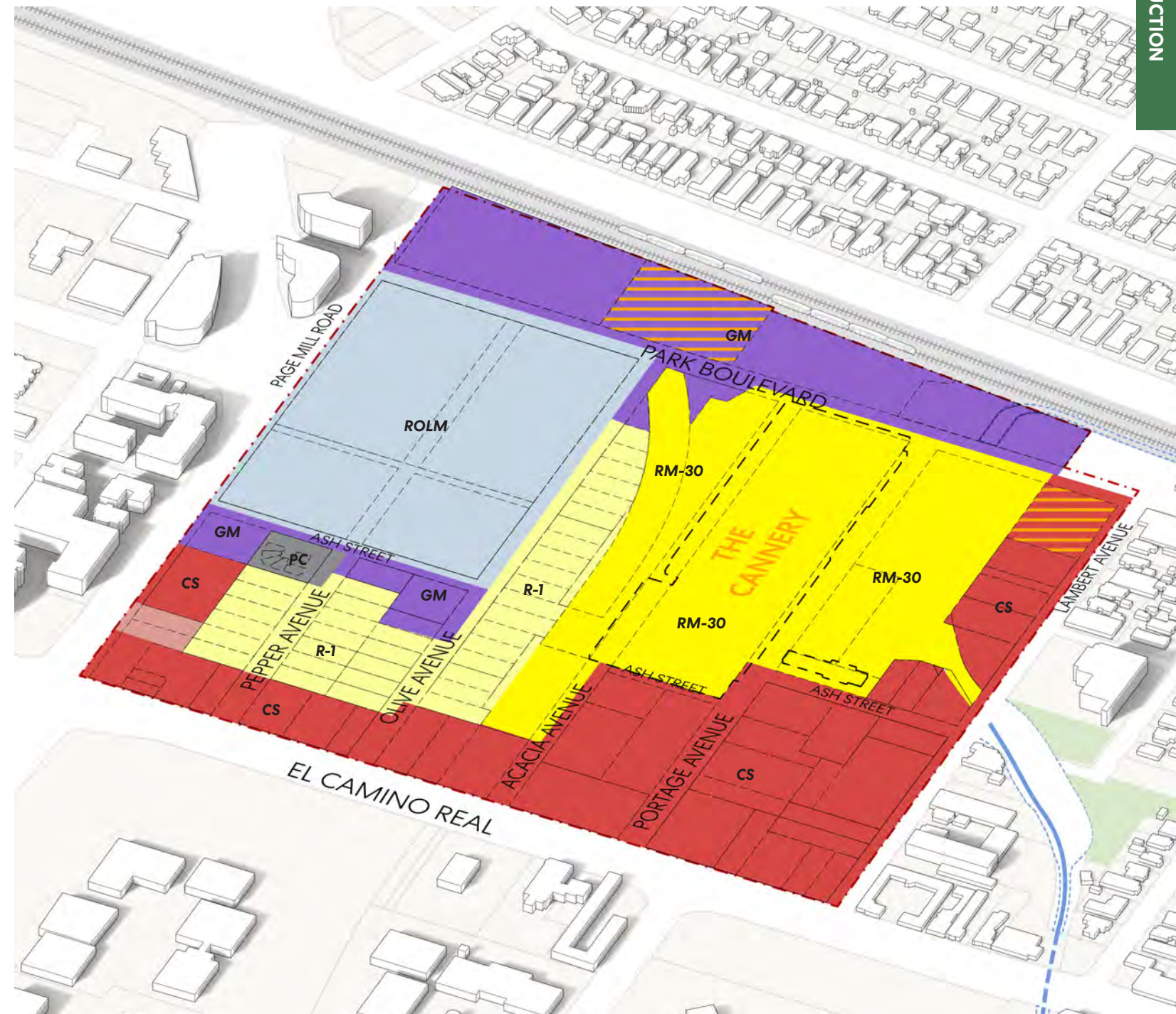
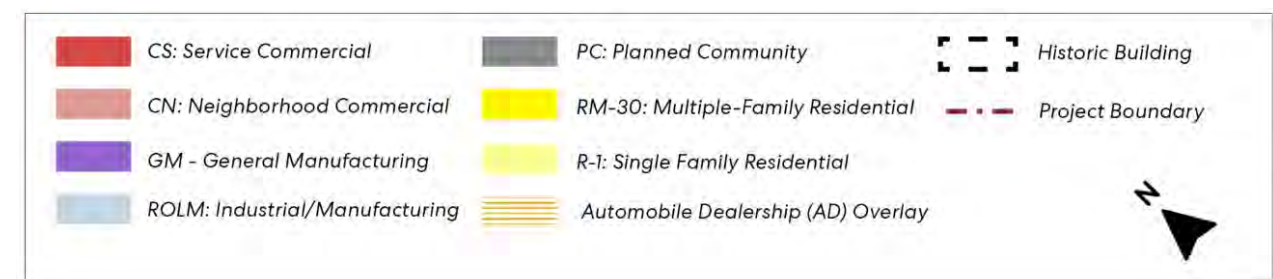


Figure 8 Existing Zoning Districts of the NVCAP



Recent Development

The Plan Area is experiencing significant change and new investment in mixed-use development. A few new developments include:

Under Construction or Completed



Figure 9 Photographs of recent development

441 Page Mill Road: a three-story mixed use building with one level of underground parking. The project includes Class-A office space, ground floor retail, and 16 apartments.



3045 Park Boulevard: a two-story shell commercial building with underground parking.



3225 El Camino Real: a mixed-use development with two distinct buildings. The first building is four stories with ground floor retail and apartments/condos on the upper floors. The second building is two stories with ground floor retail and office on the upper floor. The development includes underground and podium parking.

The 340 Portage Avenue Development Agreement

In October 2023, the City approved a development agreement with the Sobrato Organization, LLC for the redevelopment of the 14.65-acre site at 200-404 Portage Avenue, 3040-3250 Park Boulevard, 3201-3225 Ash Street and 278 Lambert Avenue (Ordinance #5595). The project site, comprised of five reconfigured parcels, is located centrally within the boundary of the NVCAP. The development agreement includes:

- Partial demolition of a commercial building (formerly Bayside Cannery) deemed eligible for the California Register of Historical Resources and retrofit of the remaining portion of the building (340-404 Portage) to retain and restore key historic features (Parcel 1)
- Construction of (74) new three-story townhome condominiums replacing approximately 84,000 square feet (sf) of the historic cannery building at 200-404 Portage Avenue (Parcel 1)
- Demolition of a building containing commercial recreation use at 3040 Park Boulevard (Parcel 1)
- Dedication of approximately 3.25 acres of land to the City for future affordable housing (approximately 1 acre) and parkland (approximately 2.25 acres) uses (Parcel 2)

- Retention of existing research and development (R&D) uses in the remaining portion of the former cannery building (Parcel 3)
- Construction of a two-level parking garage (Parcel 3)
- Retention of office use in the existing building at 3201-3225 Ash Street (Parcel 4)
- Conversion of automotive use at 3250 Park Boulevard to R&D use (Parcel 5)
- Contribution of \$5 million for future park improvements and contributions to the City's affordable housing fund.
- Development of a Transportation Demand Management (TDM) program for the R&D and office uses.

When the terms of the agreement end, conformance with the NVCAP will be required of all new projects in the affected area.

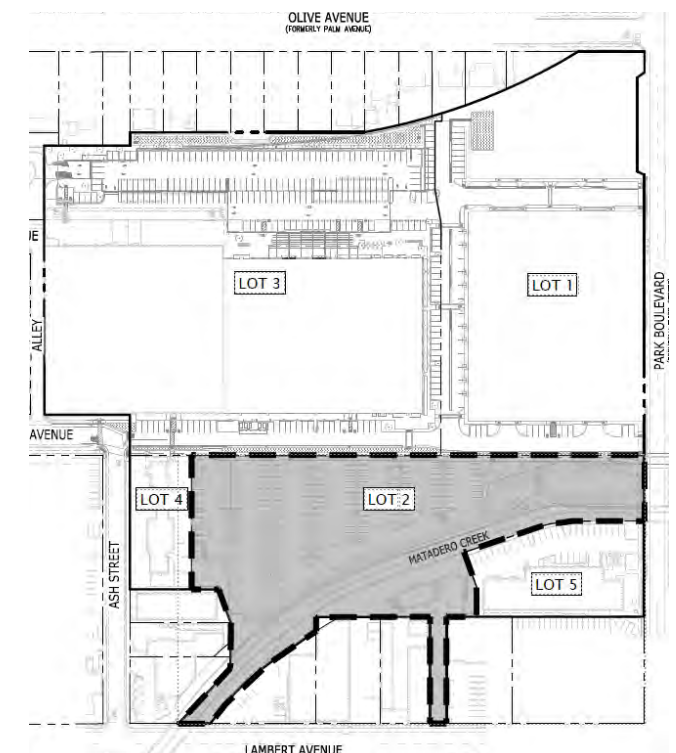


Figure 10 Conceptual Tentative Map for the 340 Portage Avenue Development

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 canning 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

Project Goals

On March 5th, 2018, the City Council approved the following goals to guide the NVCAP. A project goal refers to the desired outcome of a project. The following goals are high-level statements that provide an overall context for the aims and accomplishments of the project.

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.

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Community Facilities and Infrastructure

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.



Balance of Community Interests

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

Urban Design, Design Guidelines, and Neighborhood Fabric

Develop human-scale urban design strategies, and design guidelines that strengthen and support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Throughout the document, applicable project goals are included in insets.

Figure 16 (left) An illustrative example of low-cost buffered bike lanes and intersection improvements.

Figure 17 (top) Building O in San Francisco, CA, an example of mixed-income multi-family apartments next to a public park.

Project Objectives

On March 5th, 2018, the City Council approved the following objectives to guide the NVCAP. Project objectives describe the optimal process and set the goalposts for a successful plan. Project objectives are measurable and achievable.

Data-Driven Approach

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.

Guide and Strategy for Staff and Decision Makers

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.

Comprehensive User-Friendly Document and Implementation

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.



Meaningful Community Engagement

Enable a process with meaningful opportunities for community engagement, within the defined timeline, and an outcome (the coordinated area plan document) that reflects the community's priorities.

Economic Feasibility

A determination of the economic and fiscal feasibility of the plan with specific analysis of marketplace 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.

Environmental

A plan that is protective of public health and a process that complies with the requirements of the California Environmental Quality Act.

Figure 18 (left) A breakout discussion during the NVCAP working group meeting, **Figure 19** (top) Documenting feedback during a working group design charrette

Citywide Planning

The standards and guidelines in this document are informed and in conformance with the following foundational city plans and policies.

2030 Comprehensive Plan

The City adopted the 2030 Comprehensive Plan in November 2017, which is the primary tool for guiding preservation and development in Palo Alto. The Plan reflects community values and provides a collective vision that guides preservation, growth, and change. The Plan Area is a part of the California Avenue Multi-Neighborhood Center. A multi-neighborhood center is defined as retail shopping centers or districts that serves more than one neighborhood with a diverse mix of uses, including retail, service, office, and residential. Program L-4.10.1 directs staff to 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.

Bicycle and Pedestrian Transportation Plan

The City adopted the Bicycle and Pedestrian Transportation Plan in July 2012, which strategically guides public and private investments in non-motorized transportation facilities and related programs. The plan identifies several streets within the Plan Area as critical bicycle streets, including Portage Avenue as an enhanced bikeway as part of the Bay to Ridge Trail and Park Boulevard as a major north-south Bicycle Boulevard.

Housing Element 2023-2031

The Housing Element update, one of the State-mandated components of the City's Comprehensive Plan, represents the City of Palo Alto's sixth Housing Element and plans for the years 2023 through 2031. In total, approximately 6,700 housing units are needed to accommodate the 2023-2031 growth for all income groups as part of the Regional Housing Needs Allocation (RHNA) process. The Plan Area includes 15 properties identified by the Housing Element as opportunity sites that could help the City meet its housing needs (unit yield of approximately 300).

Palo Alto Municipal Code, Chapter 19.10: Coordinated Area Plans

This chapter establishes the procedures for the preparation of coordinated area plans (CAP). The chapter's sections outline the purpose of a CAP, the procedures needed to be performed throughout the planning process, the contents of the plan document, and the requirements for permitting and development once the CAP has been adopted.

Palo Alto Municipal Code, Chapter 18.32: Affordable Housing Incentive Program

The affordable housing incentive program is intended to promote the development of 100% affordable rental housing projects located within one-half mile of a major transit stop or one-quarter mile of a high-quality transit corridor. Due to the Plan Area's proximity to transit and everyday needs, the NVCAP is a strong candidate to support the City's goal of adding more affordable housing units to support a wider range of incomes.

Palo Alto Municipal Code, Chapter 18.24: Contextual Design Criteria and Objective Design Standards

To comply with California's recently adopted legislation (Senate Bill (SB) 35 and SB 330) to address the housing shortage within the state, Palo Alto adopted objective design standards to review new multi-family and mixed-use residential housing projects. The development standards and design guidelines included in the coordinated area plan are intended to be complementary to the objective design standards.

Parks, Trails, Natural Open Space, and Recreation Master Plan

Adopted in September 2017, the Parks Master Plan presents the vision for the future of Palo Alto's parks, trails, natural open space, and recreation system. The plan identifies the entire Plan Area as an urban canopy target area, emphasizing the need for new green streets and parks. Additionally, Policy 1.B.10 states the following, 'develop a creek walk along Matadero Creek that links parks and creates open space and a habitat corridor'. Finally, the plan designates Portage Avenue and Park Boulevard as 'Pollinator Pathways,' which are intended to provide connectivity for natural systems through the integration of green stormwater infrastructure. The future public park and the renaturalization of the creek can serve as an integral component of the City's larger regional habitat connection concept, connecting people and wildlife from the foothills to the Baylands.

Urban Forest Master Plan

Adopted in February 2019, the Urban Forest Master Plan establishes long-term management goals and strategies to foster a sustainable urban forest in Palo Alto. The urban forest includes street trees, park trees, forested parklands, and trees in many private ownership settings. NVCAP is aligned with the master plan's goals and policies including:

- Goal 1: A well-developed contiguous, healthy, and ecologically resilient citywide urban forest; and
- Goal 2: Re-generated native woodland and riparian landscapes as the key ecological basis of the urban forest with a focus on native species and habitat.

Green Stormwater Infrastructure Plan

Completed in 2019, the Green Stormwater Infrastructure (GSI) Plan provides a guidance framework to integrate GSI measures into the City's urban landscape to properly manage and treat stormwater at its source, decreasing water quality impacts to local creeks, the Baylands, and the San Francisco Bay. Integration of GSI measures is critical for the Plan Area to address the current lack of open spaces, and high amount of imperviousness. Chapter 4 of the GSI specifies in the Developed Project Location Prioritization Criteria, that projects located within one of the key development areas should receive a higher priority than projects located outside one of these areas.

Public Art Master Plan

Completed in November 2016, the mission of the plan is to ensure that new public art reflects Palo Alto's people, diverse neighborhoods, the innovative and global character of its businesses and academic institutions, and the beauty of its natural environment. Several of the plan's objectives are applicable to NVCAP including:

- Objective 1: Locate art in unexpected places, such as alleys to provide an element of surprise and whimsy to everyday life.
- Objective 2: Integrate impactful, permanently-sited public art projects in business areas.
- Objective 3: Install public art in neighborhoods for residents to enjoy on a daily basis.
- Objective 4: Use art to promote environmental stewardship and sustainability. Create partnerships with Environmental Services and local regional agencies to integrate public art into environmental projects.
- Objective 5: Commission artists or artist/design teams to create specific public art plans for areas of Palo Alto where development is taking place.

Sustainability and Climate Action Plan

Adopted in June 2023, the Sustainability and Climate Action Plan (S/CAP) is a comprehensive document laying out the City's strategy to achieve ambitious carbon reduction goals, while improving natural environment, adapting to climate impacts, and increasing livability for Palo Alto residents. The S/CAP establishes the goals of reducing carbon emissions 80 percent below 1990 levels by 2030 (the "80 x 30" goal) and achieving carbon neutrality by 2030. Several of the plan's goals are applicable to NVCAP including:

- **Energy:** Reduce GHG emissions from the direct use of natural gas in Palo Alto's building sector by at least 60% below 1990 levels (116,400 MT CO₂e reduction)
- **Mobility:** Reduce total vehicle miles traveled 12% by 2030, compared to a 2019 baseline, by reducing commute vehicle miles traveled 20%, visitor vehicles miles traveled 10%, and resident vehicle miles traveled 6%
- **Mobility:** Increase the mode share for active transportation (walking, biking) and transit from 19% to 40% of local work trips by 2030
- **Natural Environment:** Restore and enhance resilience and biodiversity of our natural environment throughout the City
- **Natural Environment:** Increase tree canopy to 40% city-wide coverage by 2030
- **Natural Environment:** By 2030, achieve a 10% increase in land area that uses green stormwater infrastructure to treat urban water runoff, compared to a 2020 baseline

Relationship Between the NVCAP and Other City Plans and Ordinances

The NVCAP implements the City of Palo Alto Comprehensive Plan and provides more detailed programs and policies for the specifically defined NVCAP. These policies and programs are consistent with those found in the Comprehensive Plan but address the unique characteristics of NVCAP.

To implement the NVCAP, Palo Alto made changes to Title 18, Zoning, in the Palo Alto Municipal Code (PAMC). This new code section outlines specific development standards for projects within the plan area. While many of these are detailed in the plan itself, the regulations in the NVCAP section of Title 18 take precedence. If the NVCAP doesn't specifically change or replace zoning standards, the established PAMC requirements apply. However, if there's a conflict between the development standards of NVCAP and PAMC, NVCAP standards will be followed.

Regulatory Compliance

The Plan was prepared in accordance with CEQA, and any state applicable law. The NVCAP guides all development within the Plan Area and will require amendments to the Zoning Ordinance to ensure consistency and to implement the development regulations and land uses established in this CAP. The CAP is adopted under the authority of the City's Zoning Ordinance, which designates Coordinated Area Plans as a tool to guide land use and development consistent with the Comprehensive Plan.

Regional and Statewide Planning

Approximately 70% of the Plan Area is located within the California Avenue PDA, which was selected based on excellent access to transit, the proximity of the existing California Avenue Business District, and the availability of underutilized parcels of land. Therefore, NVCAP is subject to both regional and state legislation, developed and adopted to ensure new development within PDAs are supporting compact, equitable transit-oriented communities.

Transit-Oriented Communities (TOC) Policy

Metropolitan Transportation Commission's (MTC's) regional Transit-Oriented Communities (TOC) policy update seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, and income levels, and racial and ethnic backgrounds can live, work and access services, such as education, childcare, and healthcare. The TOC policies would apply to PDAs that are served by fixed-guideway transit such as the California Avenue Station (Caltrain). PDAs that comply with these TOC policies are eligible for grant funding administered by the MTC. Jurisdictions adopting these policies would be required to implement the following:

- **New Residential Development:** a minimum density of 50 units/net acre or higher and an allowable maximum density of 75 units/net acre or higher.
- **New Commercial Office Development:** a minimum density of 2 Floor Area Ratio (FAR) or higher and an allowable maximum density of 4 FAR or higher.
- **Parking Management Requirements:** no minimum parking requirement allowed.

At the time of plan adoption, the City has not adopted the TOC policy.

Assembly Bill 2097 (AB2097)

The California State Legislature passed, and the Governor signed, Assembly Bill (AB) 2097 that eliminates minimum parking requirements for all uses/development, (except hotels) within a half-mile of public transit. This bill affects all properties within the NVCAP. The new requirements went into effect on January 1, 2023, ahead of the adoption of the NVCAP.

The Community Process

The NVCAP was informed by a multi-year planning process, which prioritized a robust and authentic community process, and invited a diversity of voices from both city departmental agencies and community stakeholders to shape the future of the Plan Area.

Over the course of the planning process, City staff and consultants conducted extensive community outreach, providing numerous opportunities for public engagement and meaningful input. Stakeholders, decision-makers, residents, and other community members have volunteered their time to thoughtfully consider the challenges and opportunities afforded by this project and contribute to the evolving plan ideas.

As part of the planning process, three draft alternatives were developed for the NVCAP. The draft alternatives take into account feedback provided by: (1) the NVCAP Working Group, (2) feedback from community members provided at community workshops, (3) analyses and information provided by the City's consultant team to City staff and leadership. City Council deliberated and selected a preferred scenario. This community process led to the development of the draft plan including the vision and design framework included in Chapter 2.

Figure 20 A worksession during the NVCAP working group meeting



Spotlight: The City of Palo Alto conducted:

2
Community
Workshops

17
NVCAP Working
Group Meetings

6
Stakeholder Group
Meetings

2
Online Surveys

Meetings with
Decision-Makers

- City Council
- Historic Resources Board (HRB)
- Parks and Recreation Commission (PRC)
- Planning and Transportation Commission (PTC)
- Architectural Review Board (ARB)

The NVCAP Working Group

Consistent with PAMC 19.10.030 and to ensure significant and meaningful community engagement, the City Council appointed a 14-member Working Group (WG). The WG was made up of 14 individuals and two alternates. The group's composition represented a diversity of interests and expertise, including homeowners and renters, people of different ages and cultural backgrounds. The WG included:

- Residents (renters and property owners) living within the Plan Area boundaries or the greater North Ventura neighborhood.
- Business owners and local employees working or owning a business within the Plan Area boundaries or nearby (mix of small and larger businesses).
- Property owners (large and small properties).
- City residents with expertise in urban design, housing development, environmental planning, transportation, or land economics.
- Planning and Transportation Commission (PTC) member.
- Architectural Review Board (ARB) member.
- Parks and Recreation Commission member.

Over the course of 17 meetings held from 2018 to 2020, the WG reviewed and provided feedback on existing conditions, planning alternatives, and other information related to the planning area.

The WG created a vision statement for the Plan Area which is summarized below:

'The Working Group envisions the Plan Area to replicate a European square with open plaza, colorful public art, beautiful landscaping with green open spaces and lots of public amenities such as benches, trails, and bike paths. The building designs should fit well within the existing context, between three and six stories, interconnected with pedestrian and bicycle paths. The bustling plaza should have lots of local-serving retail uses such as cafes, small local markets, and theaters, which encourage lively foot traffic. The Plan Area also should provide diverse housing opportunities, with minimum intrusion from automobile traffic.'

City Department Partnerships

The planning process was informed by representatives from the City of Palo Alto to ensure the plan was aligned with foundational city plans, projects, and programs. The departments represented include Planning & Development, Transportation, Public Works, Utilities, and Community Services.



Figure 21 A sketch session and report back during the NVCAP working group meeting

The Community Workshops

Two community workshops were held to share ideas, respond to study results, and weigh in on the vision and emerging policies of the plan. The first community workshop was held in February 2019. The community feedback helped to frame the basis of the proposed draft plans. The City hosted the second community workshop on February 27, 2020. The workshop solicited input on the three draft plan alternatives and endeavored to identify community priorities on various topics.

Community Surveys

Staff prepared two online community surveys (April 2020 and October 2020) to solicit input from the members of the community. The surveys aimed to reach community members unable to attend the workshops. An online questionnaire on the draft alternatives was created by staff to solicit input from the community at-large in October 2020. About 30 community members responded. The majority of the participants preferred Alternative 3, supporting higher residential densities and heights, allowing small office footprints. There was general agreement on the proposed transportation improvements, and parks and open space proposals. Opinions varied over preservation of the cannery building. Some preferred removal of old cannery building for better and efficient use of the existing space, while others supported partial retention.

Project Website

To augment the community engagement efforts, the city hosted a robust project website that served as the primary online portal for community engagement. It included information on project updates, upcoming events, updated summaries of workshops and staff reports.

Public Noticing / Mailing List

Notices of all public hearings and WG meetings were published in accordance with the regulations set forth by the Palo Alto Municipal Code and City regulations. Additionally, an extensive emailing list consisting of over 430 interested community members was developed and maintained by City staff and used for disseminating information to all interested individuals.



Figure 22 A presentation during a community workshop

Stakeholder Group Meetings

Stakeholder groups including property owners, commercial tenants, area residents, Palo Alto Unified School District and affinity groups/advocates (affordable housing representatives, bicycle groups, environmental representatives, etc.) were identified early in the NVCAP process and their input was gathered through a series of six meetings. Staff also presented to the Palo Alto Unified School District Committee on December 2018, on February 20, 2020, and on October 15, 2020. Palo Alto Unified School District Board Members indicated an interest to site a new school to serve new families conceived in the draft alternatives. The City is supportive of working together to understand student yield from proposed typologies and suitable sites. During the development and public review of alternatives, City staff have continued discussions with stakeholders, such as property owners and affordable housing advocates to gather their feedback on evolving policy ideas and aspects of the alternatives.

Decision Maker Meetings

Since the initiation of the NVCAP planning work in October 2018, City staff have provided several updates to the following boards: City Council, Historic Resources Board (HRB), Parks and Recreation Commission (PRC), Planning and Transportation Commission (PTC), and the Architectural Review Board (ARB).

Vision

- 2.1 Plan Concept
- 2.2 Land Use
- 2.3 Ground Floor Edges
- 2.4 Mobility
- 2.5 Ecology and Sustainability
- 2.6 Urban Form

The North Ventura Coordinated Area Plan sets forth a flexible, aspirational vision to guide growth and investment to support a transit oriented, mixed-use, mixed-income, and walkable neighborhood.

The vision frameworks described in the following pages illustrates the desired physical form delivered incrementally over time which:

- 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 more people can call North Ventura home; and
- Invests in community infrastructure to support an equitable, resilient, and sustainable Palo Alto.

Plan Concept

The Plan Concept illustrates the vision of the full build-out of the NVCAP as reflected in the plan.

The actual development within the plan area will vary based on each parcel's project goals and constraints. The conceptual build-out reflected in Figure 23 does not incorporate development projects recently approved or constructed.



Figure 23 The NVCAP Concept at Potential Full Build-out

Land Use

Development Potential by Land Use

NVCAP aims to achieve the following targets for these land uses within the plan area:

- Allow up to 530 new dwelling units;
- Approximately 2 acres of public open space;
- 16,600 square feet of commercial development including existing and new local retail and professional services.

Table 3 Existing and Future Development Potential by Land Use

Land Use	Existing	Future
Residential (units)	142 units	672 units
Parks (acres)	0 acres	1.9 acres
Office (sq.ft.)	744,000 sq.ft.	466,000 sq.ft.
Retail (sq.ft.)	111,200 sq.ft.	103,700 sq.ft.

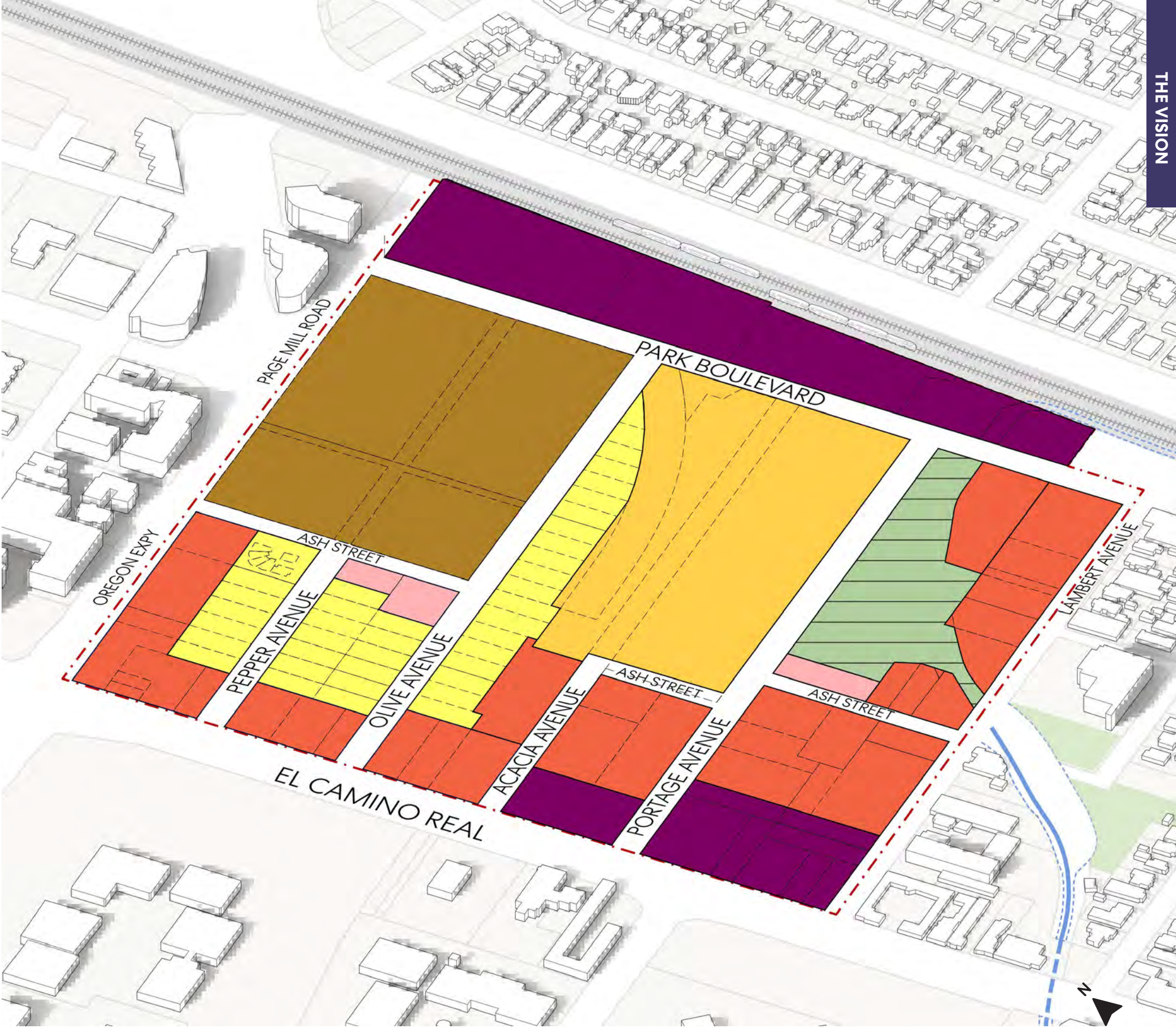
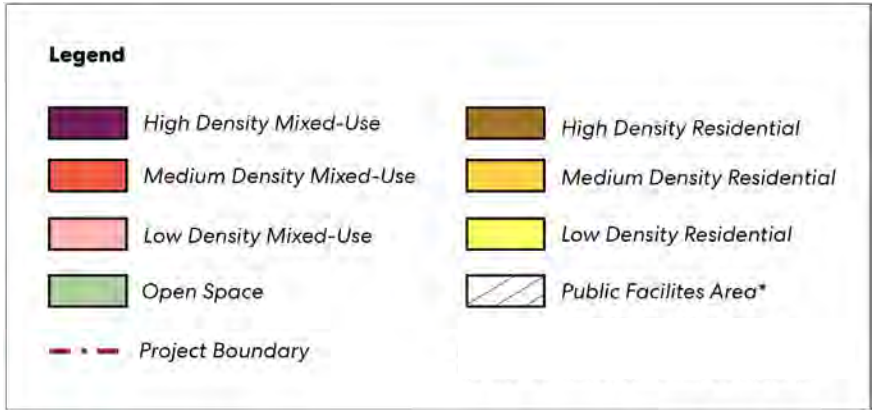


Figure 24 NVCAP Land Use Framework

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

Medium-Density Residential

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 townhouses 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

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

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.



Figure 30 Example of Low Density Residential in Palo Alto

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		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
Medium Density Residential	16-30	45	1.5:1	NV-R3
Low Density Residential	1 or 2 units/lot	35	0.45:1	NV-R2 NV-R1
Public Facilities and Open Space	n/a	n/a	n/a	NV-PF

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.

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



Ground Floor Edges

The street level is the most important interface between a building and the public realm. Each development should define and animate the street level, exploring active uses, transparency, and engaging design.

 For design standards and guidelines, go to: Chapter 5: Site and Building Design

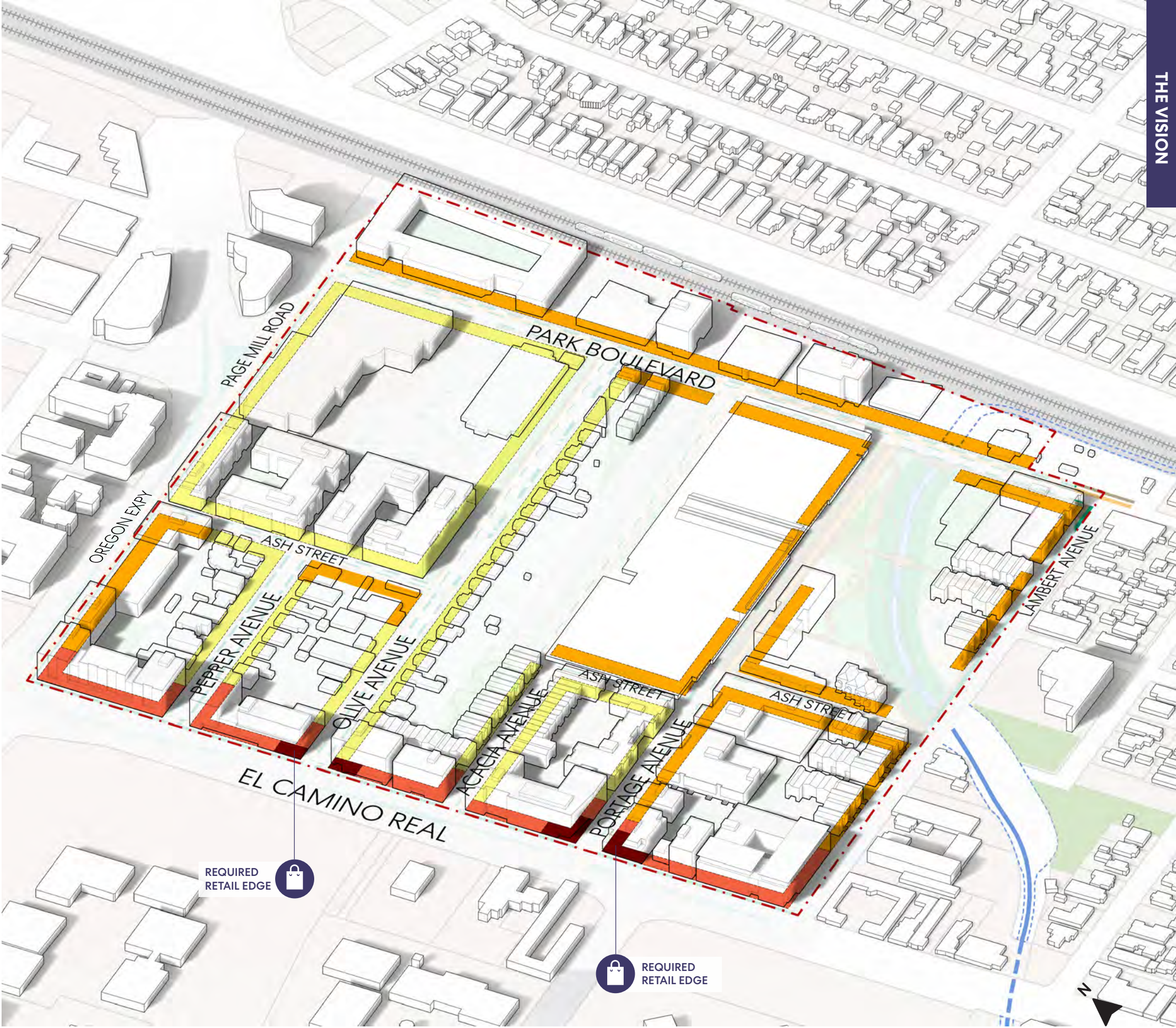


Figure 32 NVCAP Ground Floor Edges Framework

Active Ground Floor Uses

To create a pedestrian-friendly environment and visual interest on the ground floors of buildings, new development within within designated areas of high-density and medium-density mixed-use designations will provide active uses on frontages facing a public right-of-way, greenway, or park, to the degree feasible. Retail or retail-like uses are required at specific frontages facing El Camino Real and encouraged along Park Boulevard. By requiring ground floor commercial uses at select nodes along prominent corridors, NVCAP is supporting the ability for residents to walk to everyday services and subsequently reduce the number of cars on the road. See Figure 32 on Page 38-39 for locations of the designated active use areas.

Active uses include but are not limited to the following:

- Neighborhood-serving retail which provides goods and services that people would frequently use to take care of their personal and household needs. Examples include grocery stores, drug stores, restaurants, dry cleaners, hair salons, etc.
- Office use, limited to no more than 5,000 sq. ft. for the parcel. Office use may include General Business, Medical, and Professional; use should be neighborhood serving.
- Public Uses including a community room and daycare.
- Building lobbies.
- Spaces accessory to residential uses, such as fitness rooms, workspaces, leasing offices, shared kitchens, and mail rooms.
- Building frontage for mechanical equipment, transformer doors, parking garage entrances, exit stairs, and other facilities necessary to the operation of the building are excluded from this requirement.

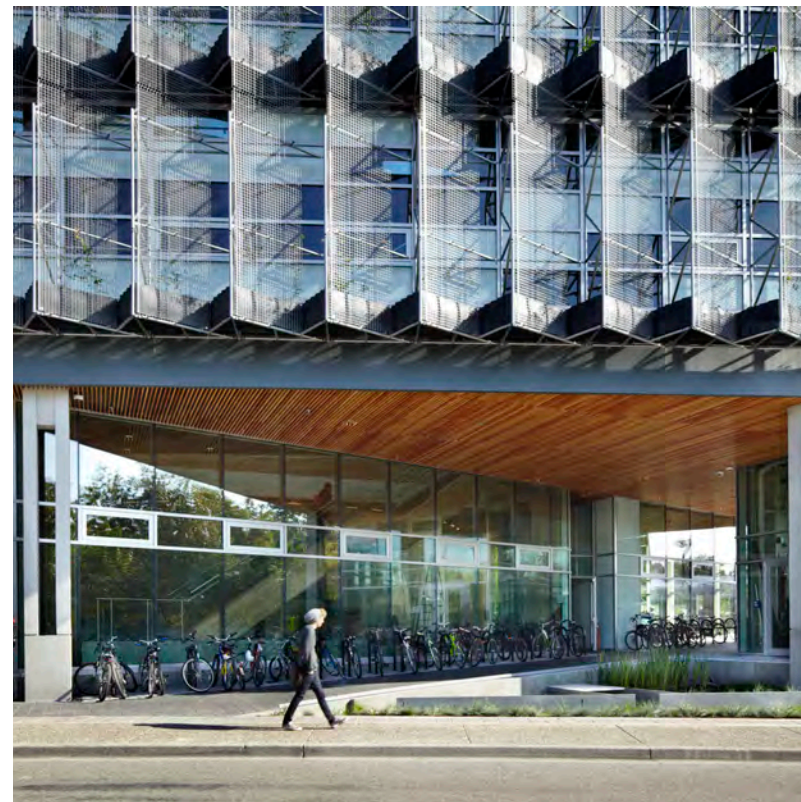


Figure 33 Building lobbies and other accessory spaces to residential uses are considered active uses.

Retail Frontage

Where ground floor retail is required within the Plan Area, an urban edge should be created to foster healthy street life. This includes storefronts with tall floor to ceiling heights to foster visibility and transparency for homegrown businesses. Traditional retail such as food and beverage establishments are a subset of active uses.



Figure 34 Neighborhood-serving retail along major boulevards like El Camino Real.

Residential Frontage

Residential stoops, porches, patios, terraces, and frontage courts create a social edge to a neighborhood street. When set back by a small distance and vertically above the sidewalk grade, they can also ensure privacy at a comfortable social distance for a residential unit.

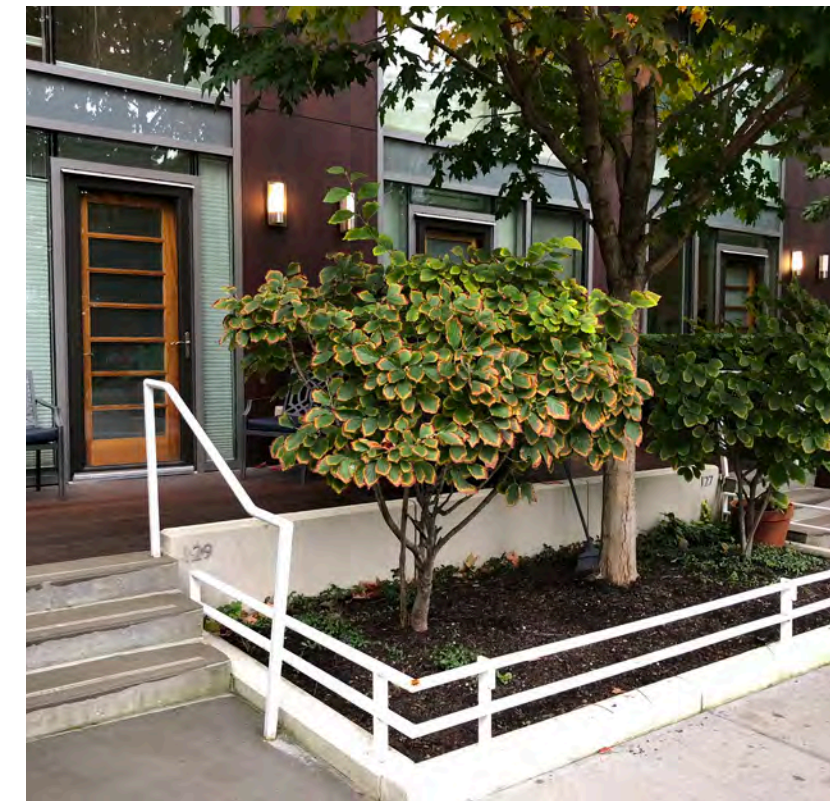


Figure 35 Residential stoops should be set back and elevated to provide privacy for residents.

Mobility

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

Pedestrian and bicycle facilities will be designed for people of all ages and abilities, and accessible paths to transit will include wayfinding signage and other amenities. Streets and intersections will be designed to prioritize local circulation and access and to encourage low vehicle speeds. The planned improvements will be fully integrated into the surrounding neighborhoods to ensure seamless connections for all users.

For design standards and guidelines, go to:
Chapter 3: Public Realm
Chapter 4: Accessibility and Mobility

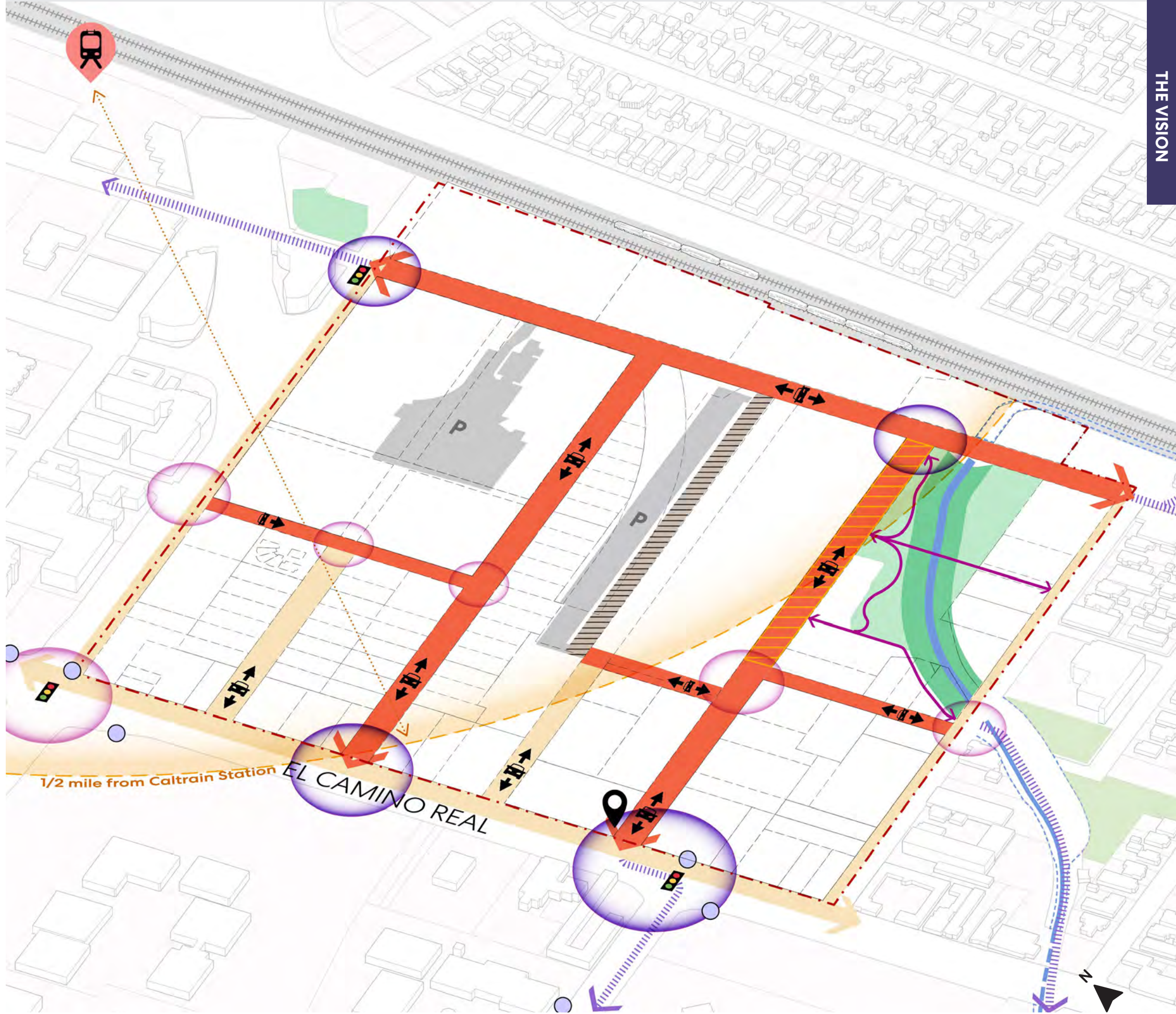
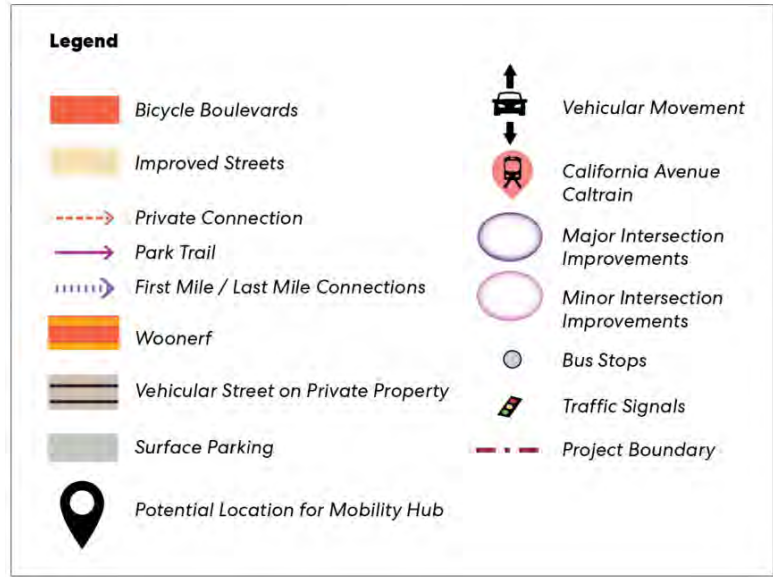


Figure 36 NVCAP Mobility Framework

Pedestrian Realm

A well-designed, integrated pedestrian network is a vital component of the NVCAP. The mobility framework prioritizes a fully connected, ADA-accessible sidewalk network throughout the neighborhood. Wide, tree-lined sidewalks will foster a people-first environment, where all ages and abilities can move safely and conveniently throughout the neighborhood.

Portage Avenue, Park Boulevard, and Olive Avenue will become priority walking routes to the California Avenue Caltrain Station and the bus stops along El Camino Real to ensure convenient alternatives to driving.

In addition to established public sidewalks, the Plan envisions publicly accessible private paths to bridge existing gaps.

Legend

- Woonerf
- Pedestrian path
- Publicly accessible shared path on private property
- External pedestrian connections
- Project Boundary



Figure 37 NVCAP Pedestrian Network

Project Goals

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

Community Facilities and Infrastructure

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.

Spotlight: The Portage Avenue Woonerf

Central to the vision for a re-imagined North Ventura neighborhood is a shared street, or "woonerf," along Portage Avenue.

Woonerf ("street for living") is a Dutch term for an integrated, common space shared by pedestrians, bicyclists, and low-speed motor vehicles. They typically have no curbs or sidewalks, and vehicles are slowed by trees,

planters, parking areas, and other traffic calming devices in the street. In addition to becoming a great space for walking and bicycling, the Portage Avenue woonerf can provide a placemaking space for community gatherings, events, retail, and other flexible uses.



Figure 38 View of the Bell Street Woonerf in Seattle, Washington

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	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.

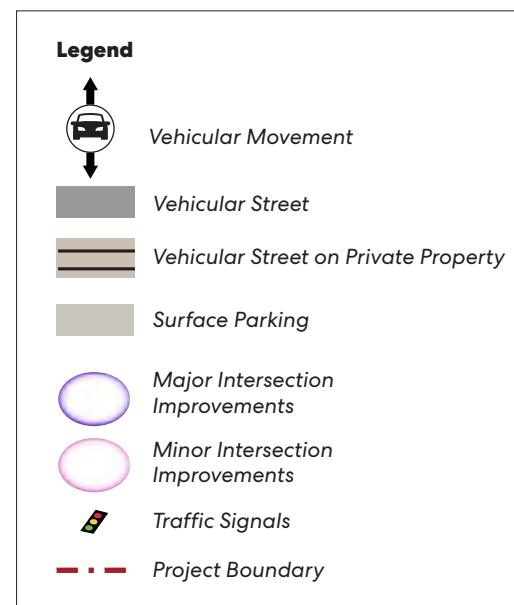
In compliance with AB-2097, no parking minimums are to be set as the neighborhood is near a Caltrain Station. However, there will also be no parking maximums, allowing the neighborhood to follow a market-based regulatory approach. No new surface parking is proposed, and new parking supply should be implemented 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

Ecology and Sustainability

NVCAP's ecological framework takes direct inspiration from the City's Sustainability and Climate Action Plan, putting forward design strategies that collectively expands the definition of sustainability.

This framework goes beyond mitigation, adaptation, and resilience, but grounded in regeneration – identifying opportunities for renewal, restoration, carbon sequestration, and growth of the natural environment.

The future streets, parks, natural areas, and buildings will restore and enhance habitat and pollinator pathways, flood protection and stormwater management, cleaner air and cleaner water, and healthier habitats for current and future generations.



For design standards and guidelines, go to:
Chapter 3: Public Realm
Chapter 4: Accessibility and Mobility
Chapter 5: Parks and Open Space
Chapter 6: Site and Building Design



Figure 42 NVCAP Ecology and Sustainability Framework

Public Park

Located in the southeast corner of the Plan Area, NVCAP proposes to transform a surface parking lot into a new public park that is approximately two acres. The potential future naturalization of Matadero Creek between Park Boulevard and Lambert Avenue serves as the organizing framework for the park's design and neighborhood destination, inviting Palo Alto residents, employees, and visitors to enjoy access to recreational activities, habitat, and inclusive community programming. Shared multi-use pathways weave through the park, providing access to the Creek and seamless connections to the citywide pedestrian and bicycle network, ensuring that the park is a beloved city asset that can be enjoyed by the entire community.

The primary entrance to the park is along the proposed Portage Avenue woonerf directly across from the historic Palo Alto Cannery, creating an iconic activity node. The design of the proposed Portage Avenue woonerf supports a natural extension of the park to the renovated Cannery building.

Project Goals

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Community Facilities and Infrastructure

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.

Matadero Creek

NVCAP proposes future re-naturalization of a section of the Matadero Creek, removing the existing U-shaped concrete channel and replacing it with a widened, natural channel. The goals of a renaturalization project are to provide community benefits, re-establish riparian ecosystem habitat, and avoid adverse impacts on hydraulic performance and flood risks. The NVCAP supports a widened natural corridor with an area available for riparian plantings, creative landscape architecture design, and increased recreation access. This concept includes replacing the Lambert Avenue bridge with a longer span and widening the creek channel from approximately 30 feet wide to 100 feet wide.

Green Stormwater Infrastructure

As an integral part of the Plan Area's ecological and sustainability framework, the public realm consists of a coordinated network of multi-functional landscapes that effectively manage stormwater, create pollinator pathways, mitigate the urban heat island effect, and create usable public spaces for all to enjoy.



Figure 43 A conceptual design for the future public park

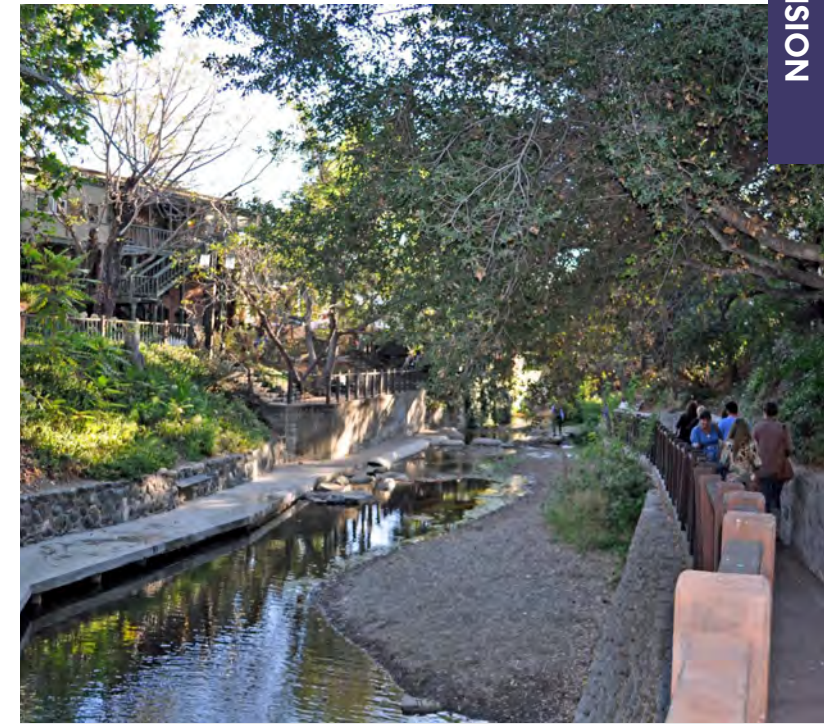


Figure 44 An example of a restored creek in San Luis Obispo, CA.



Figure 45 An example of green stormwater infrastructure integrated with street furnishings.

Urban Form

NVCAP’s Urban Form framework champions the design of buildings that are respectful neighbors, human-scaled, and embrace the street. New development will respond to the surrounding context such as building up to El Camino Real while creating a gentle transition to quieter residential portions of the neighborhood.

The Urban Form framework was developed taking into account the existing neighborhood in the plan area, including the existing residential neighborhoods. In addition to creating a well-connected neighborhood accessible by all modes of transportation, the framework also evaluated transitions between the future development and existing neighborhoods, as well as between private development and the public realm. This informed the building standards and site design standards for the plan area.

The design standards and guidelines for the public realm, public park, and buildings are laid out in the subsequent chapters. The standards and guidelines will create a complete and well-connected neighborhood that is respectful of the existing urban fabric and achieve the goals of the plan.



For design standards and guidelines, go to: Chapter 6: Site and Building Design

Project Goals

Urban Design, Design Guidelines, and Neighborhood Fabric

Develop human-scale urban design strategies, and design guidelines that strengthen and support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.

Figure 46 Internal streets have height allowances that are conducive with missing middle housing like townhomes.



Figure 47 Urban form design standards requires setbacks and stepbacks for new development that is adjacent to single family zoning.

Public Realm

- 3.1 Sidewalk Zone
- 3.2 Traffic Lanes and Intersections
- 3.3 Green Infrastructure
- 3.4 Paving
- 3.5 Exterior Lighting
- 3.6 Wayfinding
- 3.7 Public Art

The public realm is a connective tissue of streets, parks, plazas, and natural spaces that weaves throughout the neighborhood, serving as an organizing framework for future development while fostering inclusive, experience-rich spaces for the entire Palo Alto community.

Building on the 2030 Comprehensive Plan's Urban Design Vision, the Plan Area's public realm will 'serve as centers for public life with gathering places, bicycle and pedestrian access, safety-enhancing night-time lighting and clear visual access, and, in some cases, small-scale retail uses such as cafes.'

The standards and guidelines layout a planned, intentional, well-designed public realm network that works in unison to achieve multiple goals:

- Aesthetically pleasing, context-appropriate streets that enhance residents' quality of life and Palo Alto's reputation as 'a gracious residential community.'
- A comprehensive multi-modal network that provides equitable access to clean, safe, and reliable mobility options and seamlessly connects to the larger citywide transportation network.
- Open spaces that blend people places with green stormwater infrastructure to provide new social gathering outdoor rooms while showcasing climate-positive design.

3.1

Sidewalk Zone

Sidewalk Zone design is important for creating a safe, accessible, and attractive urban environment that caters to the needs of pedestrians and cyclists.

The City has established design guidelines and required standards for sidewalk improvements outlined in PAMC Section 18.24.020 that are applicable to development in the NVCAP.

The design elements apply to the three distinct sidewalk zones: Frontage, Sidewalk, and Street. Below is description of the zones and objective design standards. For additional information please refer to the respective PAMC section.

Project Goal

Community Facilities and Infrastructure

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.



For more information on street dimensions, go to: Chapter 4: Accessibility and Mobility

Table 6 Allowed Features by Sidewalk Zone

Frontage		Sidewalk		Street
Building Setback	Frontage Area	Pedestrian Clear Zone	Landscape/Furniture Zone	Vehicle/Bike Lanes
Mixed-Use <ul style="list-style-type: none">Sidewalk DiningOutdoor DisplaysPublic ArtSeatingTrees/Planting Residential <ul style="list-style-type: none">StoopsPorchesFront YardsTrees/Planting		<ul style="list-style-type: none">Sidewalk	<ul style="list-style-type: none">Street Trees/PlantingStreet LightingSeatingBike ParkingPublic ArtOutdoor DiningBus SheltersUtilites (e.g., hydrants)	<ul style="list-style-type: none">Street ParkingBike LanesDrop-off ZonesParkletsBus Stops



Figure 48 The Sidewalk Zone

3.2

Traffic Lanes and Intersections

The neighborhood is bounded on the west and north by two major vehicular roads: El Camino Real, a major arterial, and Oregon Expressway, an street designed to move higher volumes of vehicles quickly and efficiently.

However, most streets within the Plan Area are classified in the Comprehensive Plan as local/collectors, designed to calm traffic and give pedestrians priority in terms of scale and facility. The plan is aligned with the recommendations of the National Association of City Transportation Officials (NACTO) which states that narrower lane widths such as 10 feet are appropriate in urban areas and have a positive impact on street safety without impacting traffic operations.

Standards:

The regulations that govern the requirements for traffic lanes and intersections are mentioned below. The information described here provides a general overview of requirements and is not intended to replace the regulations referenced.

3.2.1 Local Street Traffic Lane Width

All vehicle traffic lanes on local streets shall have a width of 10 feet.

3.2.2 California Fire Code

All roadway configurations shall comply with the California Fire Code. This includes the following:

- Roadway widths shall accommodate aerial fire apparatus set up at strategic locations for buildings over 27 feet tall.
- Walkable pathways shall be a minimum of 16 feet wide and support fire apparatus weights if vehicle traffic circulation is being restricted.

3.2.3 Crosswalk Treatments

All crosswalk surfacing and treatments shall follow the Americans with Disabilities Act (ADA) specifications.

3.2.4 Intersection Enhancements

All intersection enhancements shall select from the following toolbox:

- High visibility marked crosswalks.
- Raised crosswalks.
- Advance stop bars and yield lines.
- Daylighting to improve sightlines by removing parking adjacent to the intersection.
- ADA-accessible, bi-directional curb ramps.
- Curb extensions or bulb-outs.
- Bicycle detention and markings to indicate the position and path for bicyclists to cross the intersection.
- Traffic signals.
- Accessible pedestrian signals at intersections with clear markings, audio, and braille messaging.
- Leading pedestrian intervals at signalized intersections for pedestrians to establish their presence in the crosswalks before vehicles proceed.
- Green Stormwater Infrastructure

Guidelines:

3.2.5 Artful Intersections

To enhance the aesthetics and vibrancy of the roadway, key intersections and crosswalks should be evaluated for the inclusion of public art, such as unique pavers, intersection murals, or crosswalk artwork, where appropriate. For additional information, refer to the Public Art Program provisions and Public Art Master Plan.

Green Infrastructure

As an integral part of the Plan Area's ecological network, the public realm will consist of a coordinated network of green stormwater infrastructure intended to implement the Comprehensive Plan's vision to "provide ecological and health benefits and a source of beauty for residents. Palo Alto will strive for clean air and clean water." Inspired by natural systems, the following standards and guidelines for green stormwater infrastructure and the urban forest are aimed at creating multi-functional landscapes that:

- Effectively manage stormwater.
- Create pollinator pathways.
- De-pave unnecessary hardscaped areas to mitigate the urban heat island effect.
- Create usable outdoor rooms which are an extension of parks and plazas.

The regulations that govern the requirements for green stormwater infrastructure and tree protection are mentioned below. The information described here provides a general overview of requirements and is not intended to replace the regulations referenced.

3.3.1 Green Stormwater Infrastructure

Green stormwater infrastructure is built into our urban environment to collect, slow, and clean stormwater runoff through the use of natural processes. Development is subject to the requirements of the regional permit (San Francisco Bay Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit) and local regulations. For details on local requirements, see the Green Stormwater Infrastructure (GSI) Plan and PAMC 16.11, Stormwater Pollution Prevention.

3.3.2 Street Trees

Palo Alto boasts a large population of trees and has been acknowledged by both the State of California and the National Arbor Day Foundation as a Tree City-USA. Preserving and

Project Goal

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

enhancing the City's urban tree canopy is key consideration for all development, especially for vision of the new neighborhoods within NVCAP.

For tree preservation requirements, PAMC Chapter 8, Trees and Vegetation, provide standards for both public and privately owned trees. These requirements apply to all trees and landscaping within the public right of way. For privately owned trees, specific native mature trees are subject to the tree protection requirements. Please refer to the PAMC for more details.

For new development requiring street trees, property owners shall consult with the City's Urban Forestry division to determine the appropriate street tree. Tree species should be selected based on a combination of their aesthetics and their ecological performance benefits and contextual placement. Where space allows, either on private setbacks or within the sidewalk zones, the planting of a second row of street trees is encouraged.

3.3.3 Pollinator Pathways

The adopted Palo Alto Parks, Trails, Natural Open Space, & Recreation Master Plan identifies Portage Avenue and Park Boulevard as Pollinator Pathways.

Street design for these streets shall integrate native plantings (e.g. riparian, grassland, or oak woodland), and specific habitat plantings to support pollinators such as hummingbirds and butterflies.



Figure 49 Bioretention

3.4

Paving

Paving is a key component that will help define the character, connectivity, and identity of the North Ventura neighborhood's varied streets and open spaces. A hierarchy of paving materials on streets like El Camino Real, Portage Avenue, and Park Boulevard can help create clear wayfinding and contributes aesthetically to the neighborhood.

Standards:

3.4.1 City Standards

All street paving shall meet City of Palo Alto Sidewalk Standards per PAMC 12.08 and be approved by the city engineer or designate.

3.4.2 Solar Reflectance Index (SRI)

Materials that reduce the urban heat island effect by using pavement with a Solar Reflectance Index (SRI) of 29 or higher shall be selected for use.

3.4.3 Portage Avenue Special Paving

The Portage Avenue Woonerf shall incorporate a special paving pattern. The use of contrasting, tactile, and high-quality paving that distinguishes the bike lanes and vehicle lanes with a curbless street that prioritizes pedestrians, gathering and spill-over activities is encouraged.



Figure 50 Light colored pavement reduces the urban heat island effect.

Guidelines:

3.4.4 Responsible Material Use

Paved areas should be made of sustainable paving materials, including recycled, local, and sustainable sourced materials. Consider opportunities for the reuse of demolition waste from the site.

3.4.5 Accent Paving at Intersections

Street improvement projects should install accent paving at key intersections and raised crossings.

3.4.6 El Camino Real Special Paving

In coordination with Caltrans and VTA, the segment of El Camino Real within the neighborhood should incorporate a special paving pattern that reflects its position as a Grand Boulevard. The paving material should extend into the private setback along active ground floor uses to create a more comfortable and welcoming public space for adjacent businesses.

3.4.7 Pervious Paving for Green Stormwater Infrastructure

Large hardscaped areas such as parking areas, sidewalks, and driveways could utilize types of pervious pavements to reduce ponding, recharge groundwater, and prevent stormwater pollution.



For more information on intersections go to: **Chapter 4: Accessibility and Mobility**

3.5

Exterior Lighting

Adequate exterior lighting should be provided in all dedicated open spaces and along all streets and greenways to ensure clear wayfinding and safe pedestrian passage. Lighting design also has an opportunity to support habitat and mitigate light pollution, allowing current and future generations to be able to look up and clearly see the night sky.

The information described here provides a general overview of requirements and is not intended to replace established relevant regulations unless specifically noted.

Standards:

3.5.1 Light Fixtures within Right-of-Way

All exterior light fixtures in the right-of-way shall meet City of Palo Alto standards per PAMC 12.08 and be approved by the City.

3.5.2 Fully-Shielded Fixtures

All exterior light fixtures shall be fully shielded to minimize glare, light trespass, and light pollution throughout the neighborhood.

3.5.3 Dark Sky Compliant

Exterior light fixtures shall meet or exceed applicable energy-efficiency standards while adhering to recommended kelvin temperature specified by the International Dark Sky Association (2700) to prevent negative health impacts on humans and wildlife except where otherwise required for safety. This standard shall be applicable until the City adopts the Citywide ordinance on Dark Sky standards.

3.5.4 Key Pedestrian Routes and Scale

Lighting shall reinforce key active transportation streets and all lighting shall be scaled to the pedestrian and bicycle experience.

3.5.5 Safety

Lighting shall allow facial recognition along paths of travel. Lighting shall not create glare or “hot spots” that would inhibit visual accessibility.

Guidelines:

3.5.6 Habitat Areas

If lighting is appropriate in the proposed public park adjacent to the Creek and sensitive habitat areas, light fixtures should be equipped with motion sensors or timers to not disrupt the circadian rhythms of wildlife.

3.5.7 Retail / Active Use Areas

Lighting on private property along El Camino Real and Portage should incorporate signature fixtures and a variety of special lighting types such as catenary string lights to reinforce an experience-rich street life. See PAMC 18.40,250, Lighting, for more detail.



Figure 51 Dark sky compliant exterior light fixtures helps mitigate light pollution and the health of both humans and wildlife.

Credit: Edgar Zacarias via Foursquare

3.6

Wayfinding

The design and integration of wayfinding is an effective tool that can celebrate the neighborhood's history, foster a sense of place, and support clear and predictable navigability for residents, employees, and visitors.

Standards:

3.6.1: Caltrans Standards

Roadway signage shall comply with the California Manual on Uniform Traffic Control Devices (MUTCD), and California Sign Specifications.

3.6.2: City Standards

Active Transportation signage shall adhere to the Design Standards included in the City of Palo Alto's Bicycle and Pedestrian Transportation Plan; the regulations in Sign Ordinance, PAMC 16.20 may also apply.

Guidelines:

3.6.3: Shared Use Signage

Curbleless streets such as Portage Avenue Woonerf should have signage that indicates the delineation of the right of way for pedestrians, bicycles, and vehicles. Shared trails within the public park should include signage indicating the shared use area at pedestrian and bicycle eye level.

3.6.4: Celebrate the Cannery and Other Landmarks

Signage and wayfinding should take cues from neighborhood landmarks like the Cannery by correlating graphically and emulating a consistent color and material palette.

3.6.5: Neighborhood Maps and Directional Signage

Area-specific maps and directional signage that highlights nearby destinations along pedestrian pathways should be installed at major gateways into the neighborhood.

3.6.6: Mile Markers and Educational Placards

The use of mile markers and educational and interpretive placards can be placed along the trails along Matadero Creek to inform visitors about the re-naturalization process and subsequent ecological benefits.



Figure 52 Neighborhood map and directional signage are effective wayfinding tools for visitors to the area.

3.7

Public Art

Building on the City's legacy of commissioning iconic public art within urban centers like Downtown Palo Alto and California Avenue, the integration of new and diverse public art can contribute significantly to the sense of place within the neighborhood. This plan is aligned with the City of Palo Alto's Public Art Master Plan's guiding principles which state that Palo Alto's public art will:

- Be distributed citywide, focusing on areas where people gather and in unexpected places that encourage exploration;
- Represent a broad variety of artistic media and forms of expression;
- Enhance City infrastructure, transportation corridors, and gateways;
- Include both permanent and temporary artworks;
- Strive for artistic excellence;
- Be maintained for people to enjoy.

Guidelines:

3.7.1 Location of Public Art

Public art should be located at major social engagement areas such as the proposed public park and the Cannery Building, along transportation corridors such as El Camino Real, Portage Avenue, and Park Boulevard, and at major gateway moments announcing that you are entering the neighborhood.



Figure 53 The location of public art such as *Passages* by Susan Zoccola should be located at the public park, major transportation corridors and major gateways.

Accessibility and Mobility

- 4.1 Pedestrian Realm
- 4.2 Bike Network
- 4.3 Gateway Intersections
- 4.4 Street Sections
- 4.5 Transit Access
- 4.6 Vehicle Circulation and Parking
- 4.7 Transportation Demand Management

Vibrant, pedestrian-oriented, and visually interesting streets will be the setting for the future of the North Ventura neighborhood. With generous and active sidewalks, traffic calming devices, and low-stress bicycle facilities, the street network will provide a variety of options to travel safely and conveniently through the neighborhood.

Building on the 2030 Comprehensive Plan, Palo Alto Bicycle and Pedestrian Plan, and Grand Boulevard Palo Alto Safety Study, the plan supports the implementation of the City's vision to 'build and maintain a sustainable network of safe, accessible and efficient transportation and parking solutions for all users and modes, while protecting and enhancing the quality of life in Palo Alto. Programs will include alternative and innovate transportation processes, and the adverse impacts of automobile traffic on the environment in general and residential streets in particular will be reduced.

Streets will be safe, attractive and designed to enhance the quality and aesthetics of Palo Alto neighborhoods. Palo Alto recognizes the regional nature of its transportation system, and will be a leader in seeking regional transportation solutions, prioritizing Caltrain service improvements and railroad grade separations.'

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.

4.1

Pedestrian Realm

The NVCAP aims to create a fully connected, accessible, and prioritized network of wide, tree-lined sidewalks with regular maintenance, promoting walkability, safety, and connections for all residents.

Portage Avenue, Park Boulevard, and Olive Avenue will be prioritized as walking routes to the California Avenue Caltrain Station and bus stops along El Camino Real, offering convenient alternatives to driving. Establishing publicly accessible private paths to bridge existing gaps will further ensure a fully connected pedestrian network within the plan area.

Standards:

4.1.1 Pedestrian-Friendly Street Design

The NVCAP shall feature a fully connected, ADA-accessible sidewalk network with enhanced intersections promoting pedestrian safety and accessibility while collaborating with local disability organizations to ensure inclusive design throughout.

4.1.2 First/Last Mile Transit Connections

To create safe and accessible walking routes to the California Avenue Caltrain Station and the bus stops along El Camino Real, routes along Park Boulevard shall be enhanced. The following are some design options that can be considered to meet this requirement:

- Pedestrian-scaled lighting
- Wider sidewalks
- Wayfinding signage
- Buffered bike lanes
- Collaborating with developers to restrict new curb cuts, close old ones, and design for activated ground floor frontages.

A signalized crosswalk at Page Mill Road/ Ash Street can be considered to open another accessible route to the Caltrain Station.

Project Goal

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

4.1.2 Woonerf

A woonerf shall be developed on Portage Avenue between Ash Avenue and Park Boulevard, designed in accordance with the Portage Avenue Street Section Design Standards and Guidelines outlined in Section 4.4 and consider the following:

- A row of street trees on either side of the main travel way to designate pedestrian priority areas adjacent to building frontages.
- Signage emphasizing the presence of pedestrians and bicyclists.
- Textured or permeable pavement designed to slow vehicle speeds and provide stormwater management benefits.
- Pedestrian-scale lighting
- Seating areas
- Landscaping and Green Stormwater Infrastructure
- Design elements that highlight the community's vision or character.

Guidelines:

4.1.3 Publicly Accessible Private Path

As indicated in the NVCAP Pedestrian Network (Figure 37 in Chapter 2), publicly accessible and shared private paths should be established to contribute to the overall pedestrian network within the plan area.

4.2

Bike Network

The NVCAP will implement a high-quality, "low-stress" bike network, seamlessly integrated with the citywide system. This bike network, incorporating separated lanes for busier streets, boulevard treatments for calmer areas, and well-designed intersections, will prioritize safety and comfort for all users, including cyclists, future micromobility devices, and pedestrians. Wayfinding signage and ample parking will complete this network, encouraging travel by bike throughout the plan area and beyond.

Project Goal

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Standards:

4.2.1 Bicycle Facilities

The standards for bike facilities vary depending on the streets within NVCAP. Table 5 in Chapter 2 on page 47 outlines the specific bike facility improvements required for each street section. These improvements range from shared use paths and buffered bike lanes to bike boulevards.

4.2.2 Compliance with Other Standards

The bicycle network within the plan area shall comply with Citywide standards, including, but not limited to, the Bicycle + Pedestrian Transportation Plan. For El Camino Real, additional consideration shall be given to standards established by other relevant agencies.

Guidelines:

4.2.3 Bicycle Support Facilities

Facilities that support bicycle travel should be incorporated at various locations throughout the NVCAP. These include:

- Wayfinding signage along the bicycle network that provides information on routes, destinations, and distances.
- Bicycle parking: expand the availability of sidewalk bicycle parking, secure long-term bicycle parking, and install end-of-trip facilities at transit stops along El Camino Real and at the California Avenue Caltrain Station. These may be in the form of outdoor bicycle racks, indoor or outdoor bicycle lockers, or indoor bicycle parking cages for each tenant.
- Shower facilities and lockers at places of employment.

Gateway Intersections

Recognizing the need to enhance the safety and experience for all users, the NVCAP will implement new design strategies for its gateway intersections. These crucial entry and exit points often face challenges in balancing the needs of pedestrians, cyclists, and drivers. By prioritizing safety at these intersections, the plan aims to create a more welcoming and accessible environment for everyone entering and leaving the plan area and to provide seamless connection to the rest of the city.

NVCAP will pursue enhancements to the five gateway intersections listed:

1. El Camino Real and Page Mill Road
2. El Camino Real and Olive Avenue
3. El Camino Real and Portage Avenue / Hansen Way
4. Lambert Avenue and Ash Street
5. Park Boulevard and Portage Avenue

Details regarding each intersection are provided in the following pages. For improvements to intersections along streets not owned and controlled by the City, specifically El Camino Real and/or Page Mill Road, approval from Caltrans and/or the County is required. The City will work closely with other partnering agencies to further the goals and vision of the plan area, as well as adhere to the design standards and guidelines of partnering agencies.

The NVCAP prioritizes well-designed gateway intersections, but acknowledges specific design details will be subject to future City-led efforts, ensuring flexibility and integration with evolving needs. Broader and more comprehensive analyses and engineering of gateway intersections is required to finalize design recommendations. This includes, but may not be limited to, an Intersection Safety and Operational Assessment Process (ISOAP) to identify the optimal design strategies for intersection types, geometry, and traffic control at gateway intersections.

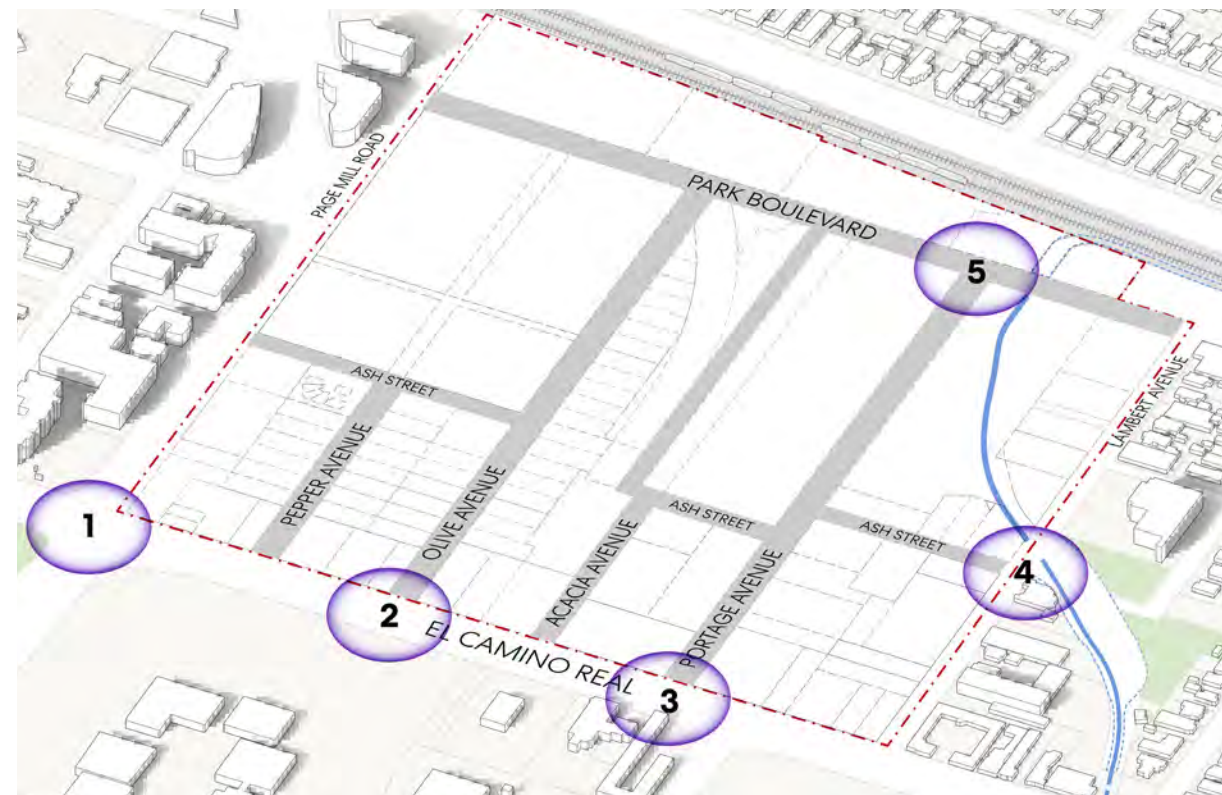


Figure 54 Map of Conceptual Gateway Intersection Design Improvements

Gateway Intersection 1: El Camino Real and Page Mill Road

The intersection of El Camino Real and Page Mill Road will be redesigned with specific transit, pedestrian and bicycle elements.

At built-out, the eastbound right turn slip lane from Page Mill Road to El Camino Real would be removed, tightening the turning radius, and thereby reducing vehicular turn speeds and pedestrian crossing distances. In the near-term, the County has a plan to enhance this intersection without removal of the right-turn pork chop at the Palo Alto square corner.

Separated bicycle lanes will provide dedicated space for bicyclists on El Camino Real, and they will also receive dedicated signal phasing to reduce conflicts with right-turning vehicles when crossing Page Mill Road. Red pavement markings will also indicate that buses can use the right-turn lanes to proceed forward across the intersection to far side bus stops with new transit boarding islands.

Legend





-  ADA Ramp
-  Bicycle Lane
-  Bus Lane
-  Sidewalk



Figure 55 El Camino Real and Page Mill Road Conceptual Intersection Design

**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.

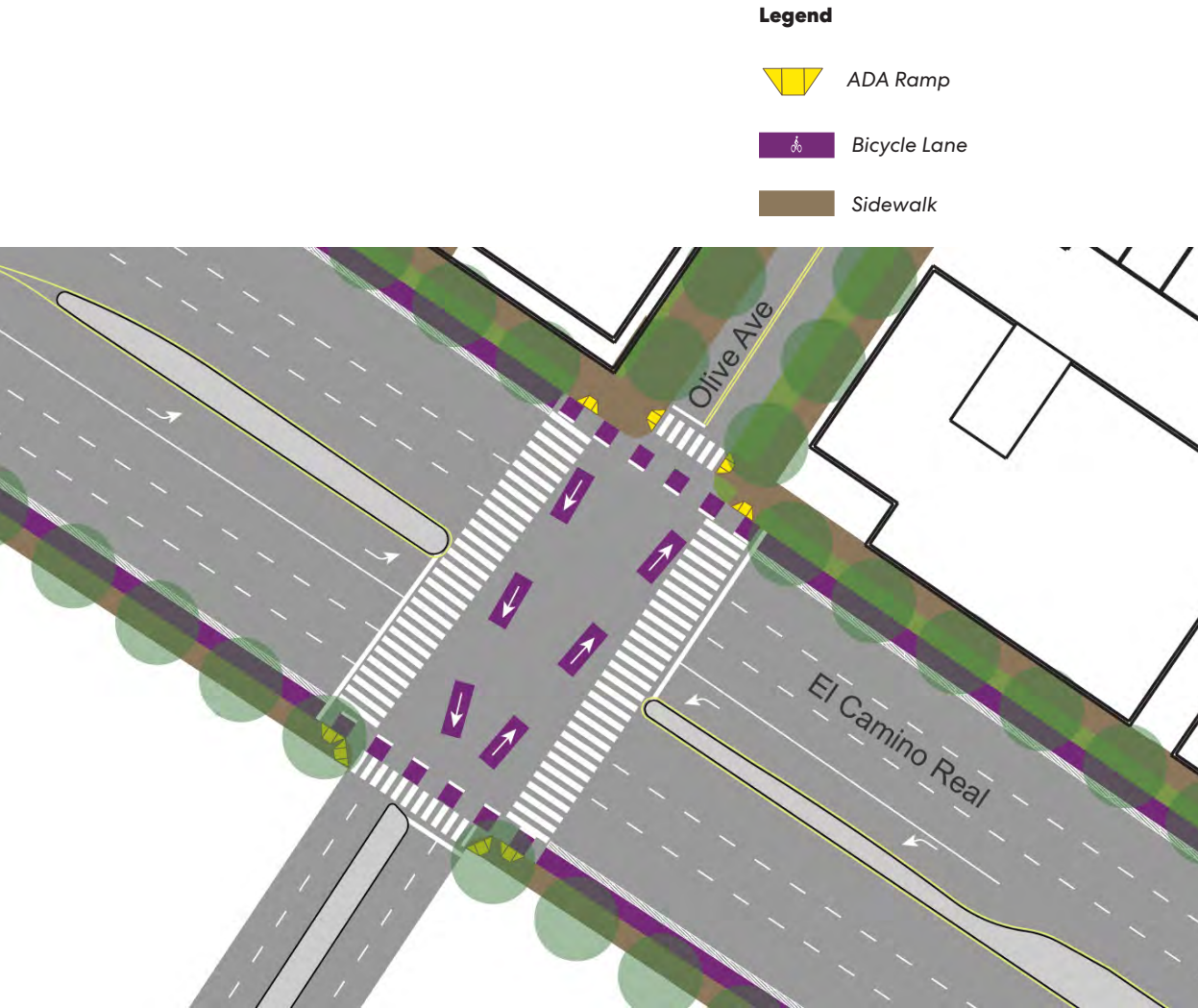


Figure 56 El Camino Real and Olive Avenue Conceptual Intersection Design

**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.

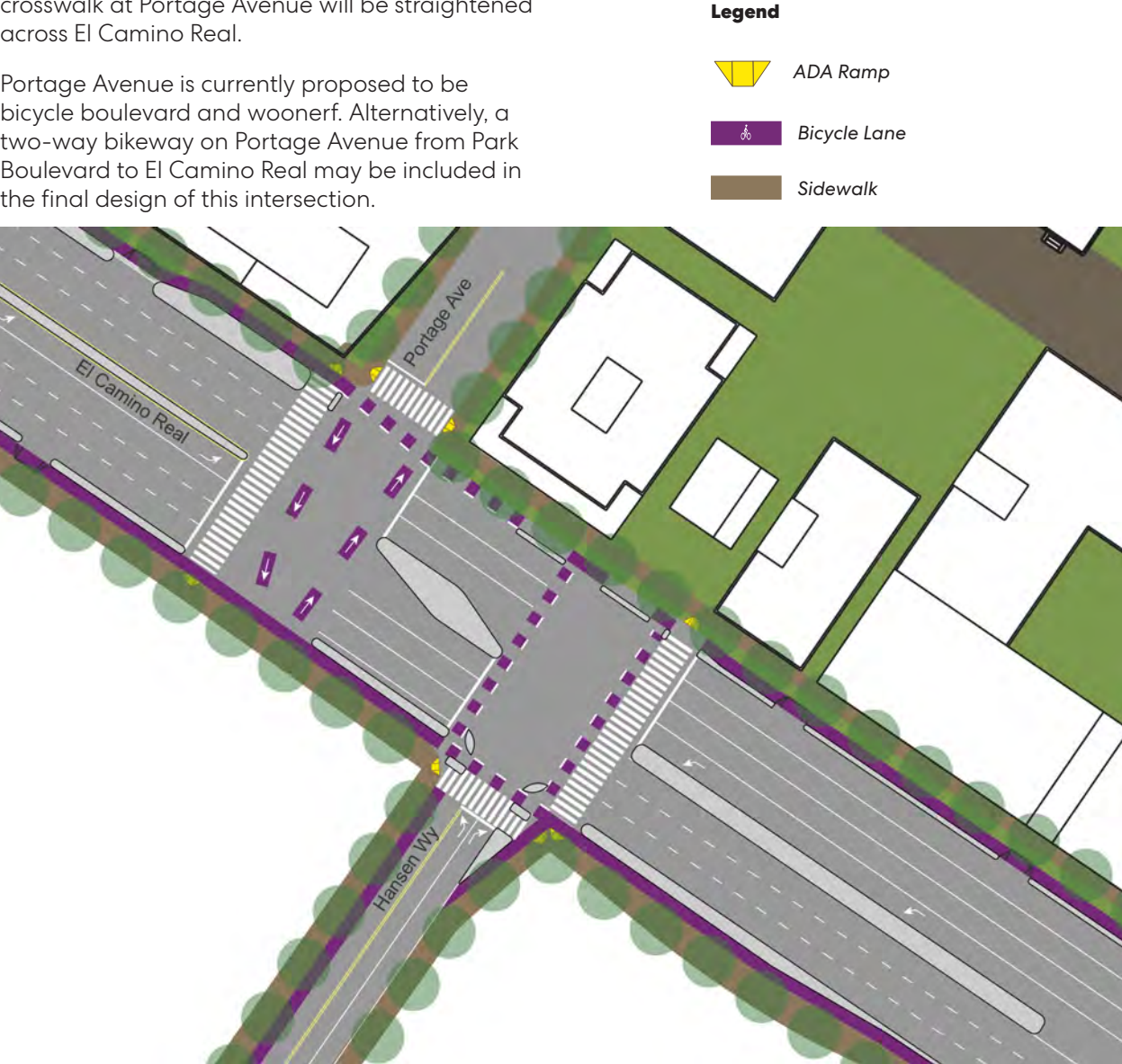





Figure 57 El Camino Real, Hansen Way, Portage Avenue Conceptual Intersection Design

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.

Legend

-  ADA Ramp
-  Matadero Creek
-  Sidewalk

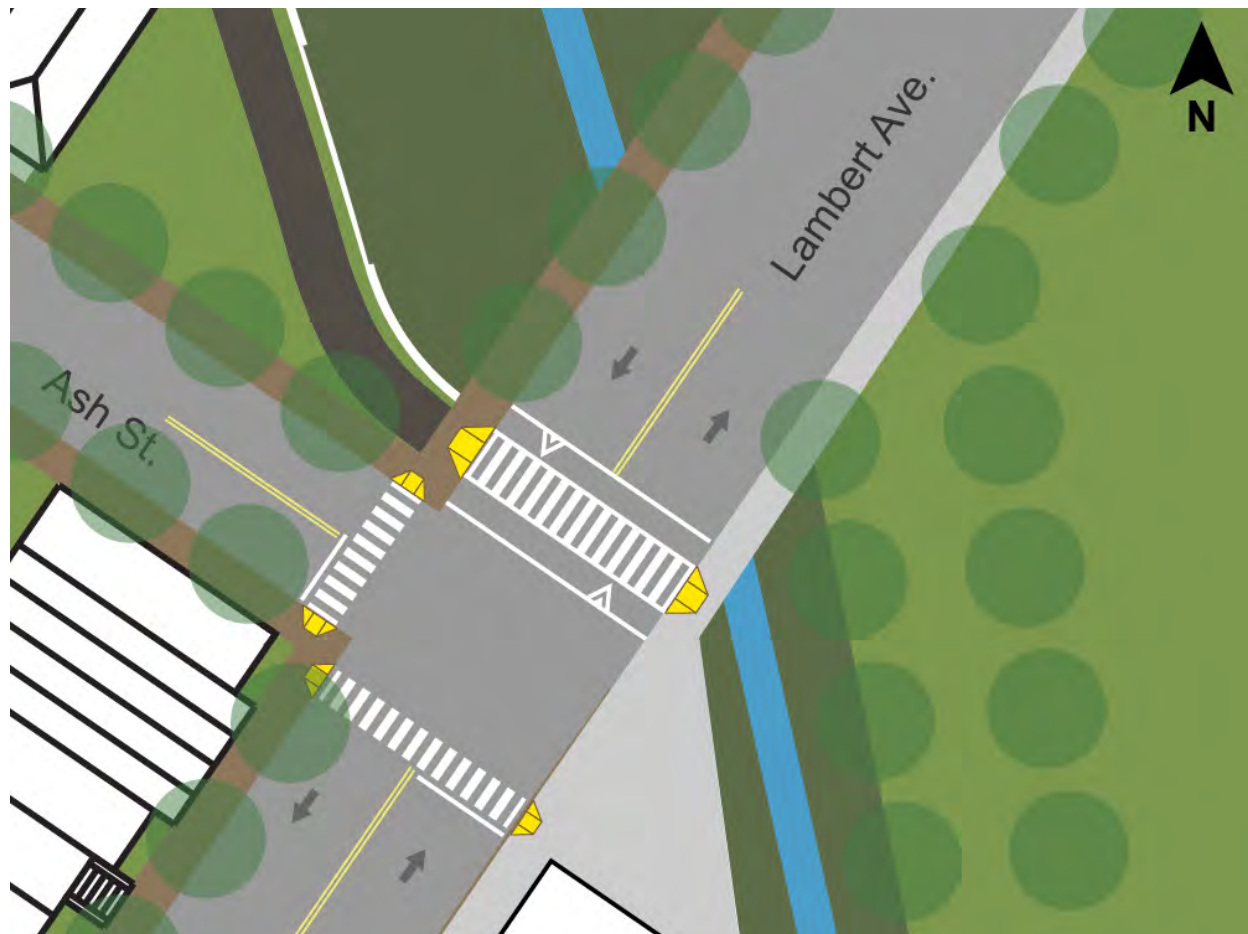





Figure 58 Lambert Avenue and Ash Street Conceptual Intersection Design

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.

“North Ventura” gateway signage should be installed at the entrance to the woonerf.

Legend

-  ADA Ramp
-  Bicycle Lane
-  Sidewalk

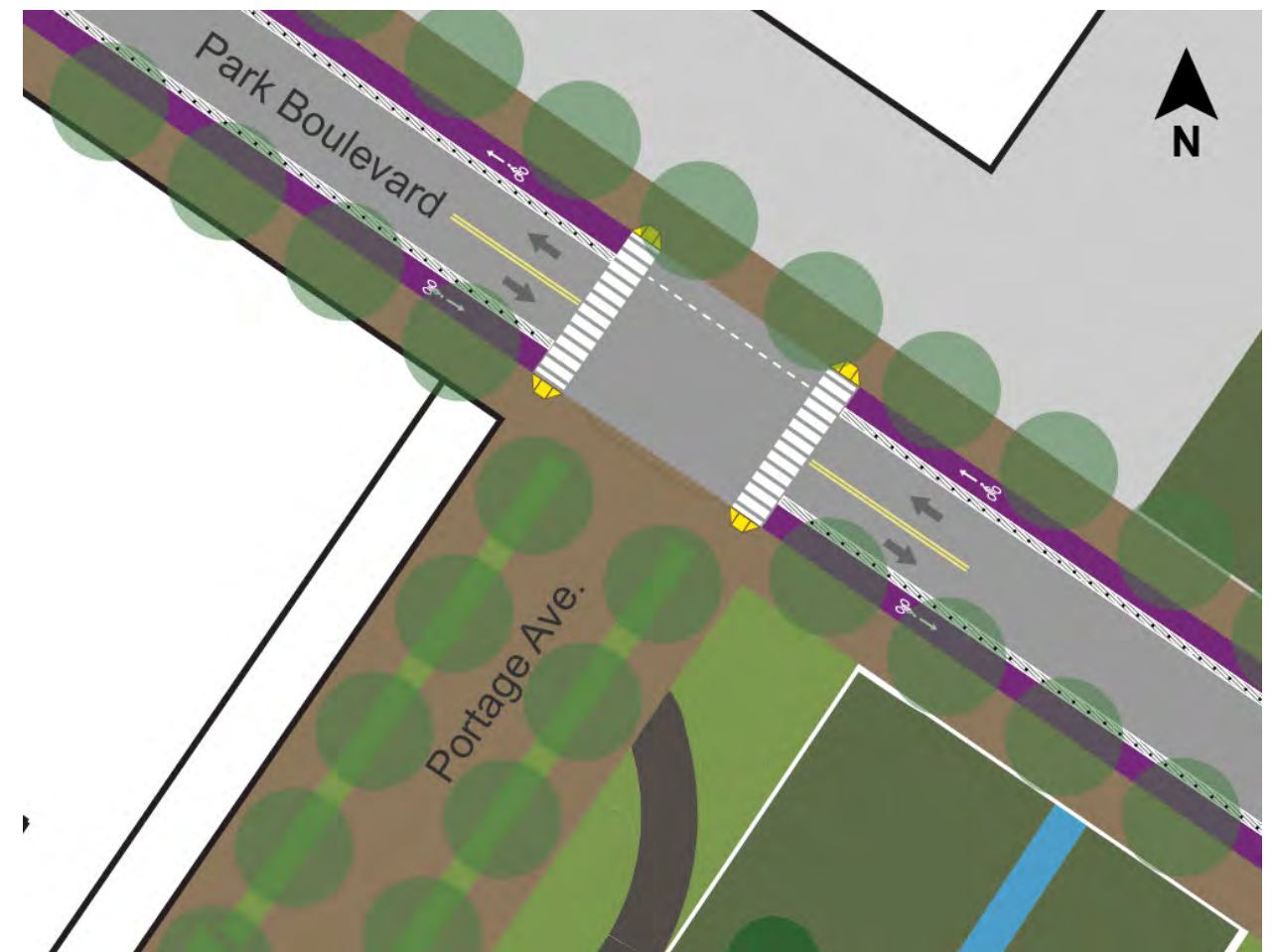


Figure 59 Park Boulevard and Portage Avenue Conceptual Intersection Design

Other Intersection Improvements

Page Mill Road and Park Boulevard

Page Mill Road/Park Boulevard was recently redesigned as part of the construction of adjacent development. While vehicle volumes are currently quite low there today, they are projected to increase over time.

To support the transition to a more pedestrian and bicycle-friendly neighborhood, additional safety treatments such as leading pedestrian intervals, advance stop bars, and a “bike box” for northbound Park Boulevard may be considered.

Page Mill Road and Ash Street

A hybrid beacon or full traffic signal and a marked crosswalk should be installed at this location to support pedestrians and bicyclists crossing Page Mill Road. Coordination with Santa Clara County would be needed to determine if a signal or crossing is feasible.

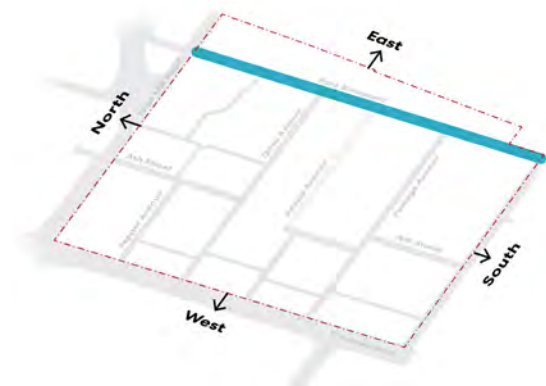
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Street Sections

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 Throughway

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.

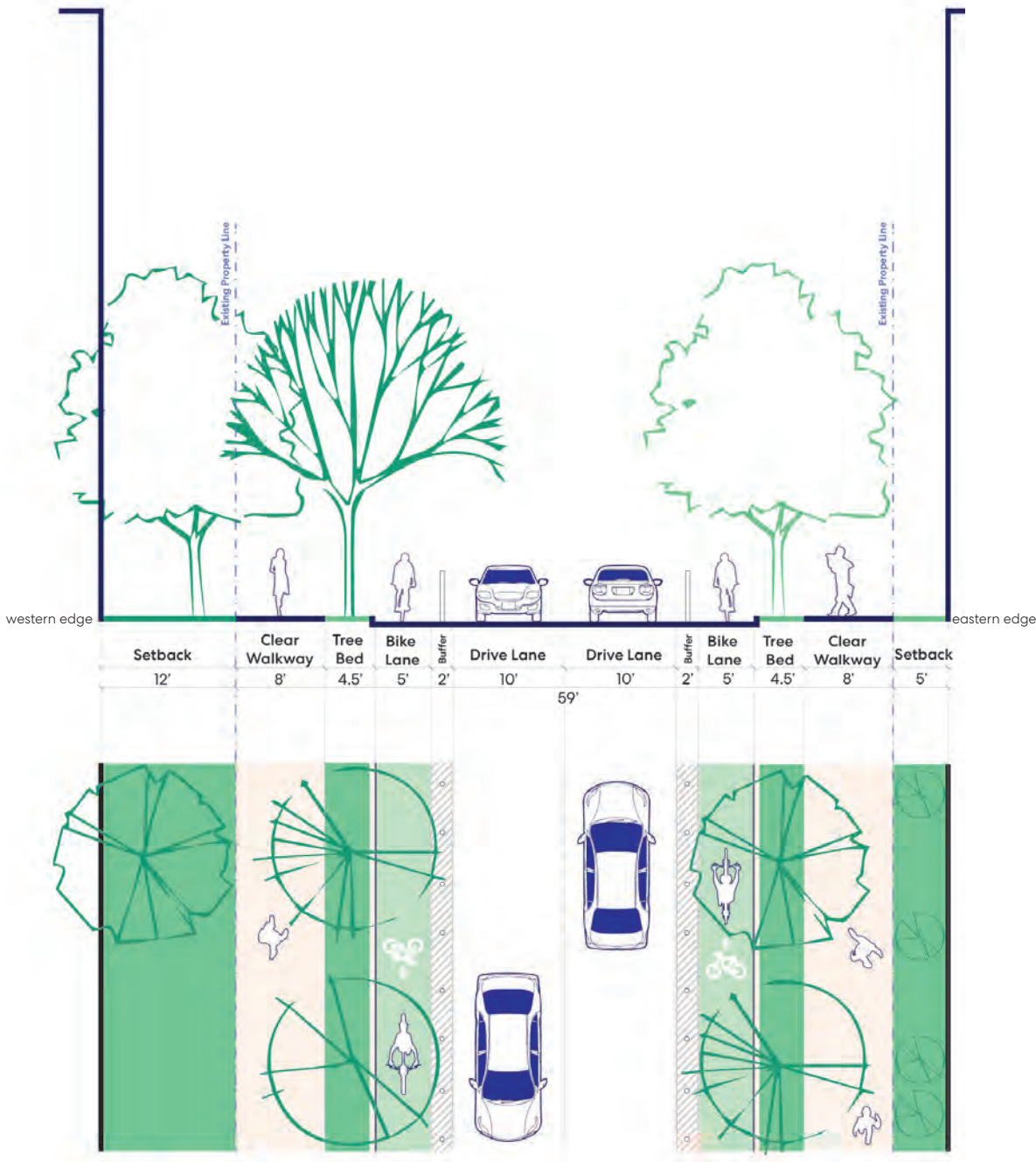


Figure 60 Typical Park Boulevard Section

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:

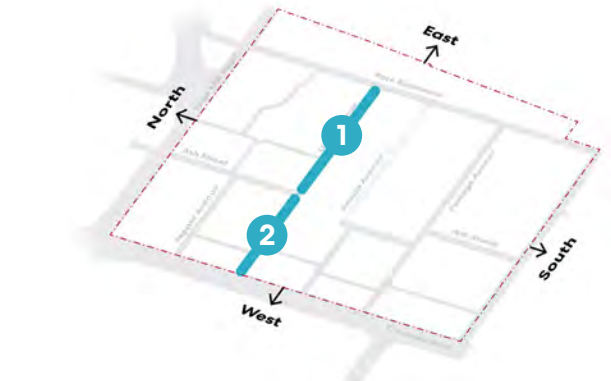
Between Park Boulevard and Ash Street, the street is configured to accommodate comfortable sidewalks and two-way vehicle travel lanes. Due to the low traffic volumes and speeds on Olive Avenue, the street is designated as a bicycle boulevard which allows cyclists to ride with traffic. The setback on 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: 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.

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	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

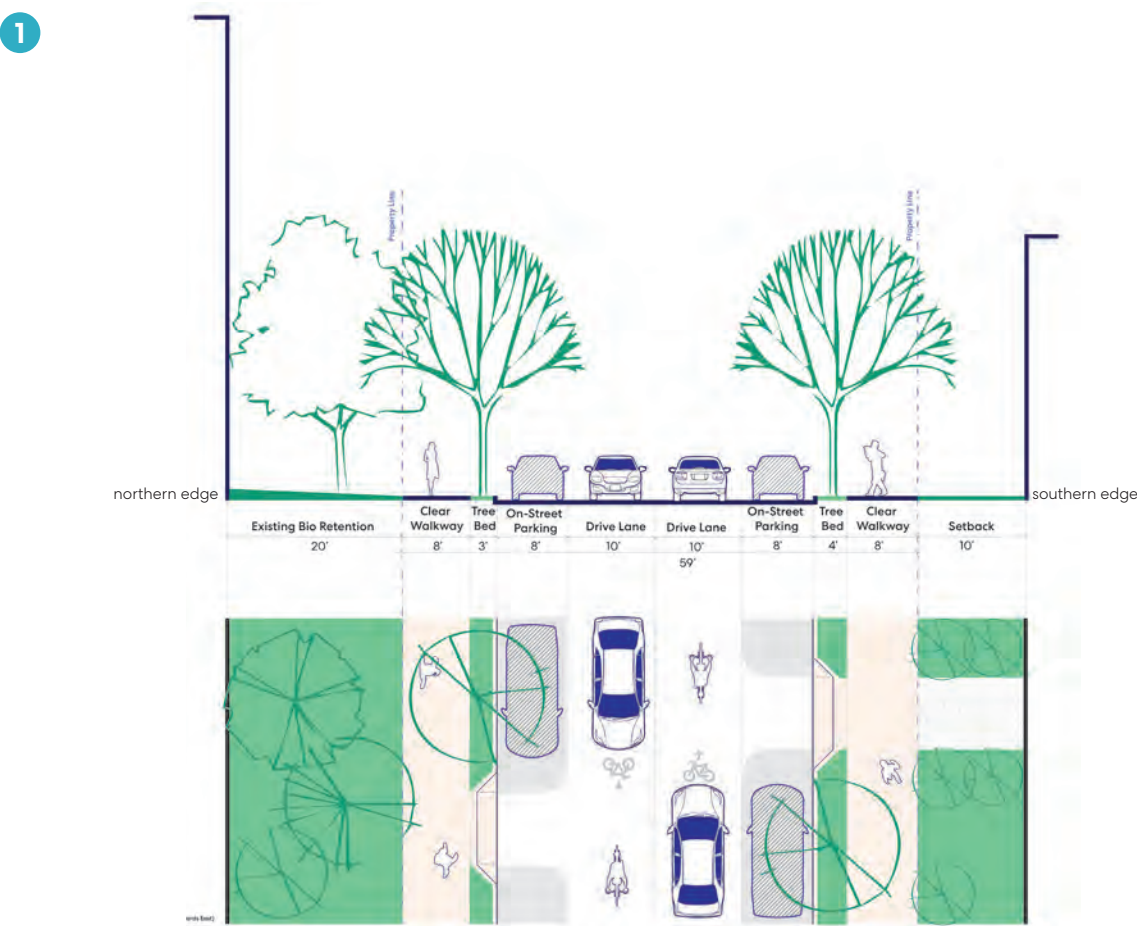


Figure 61 Typical Olive Avenue section between Park Boulevard and Ash Street

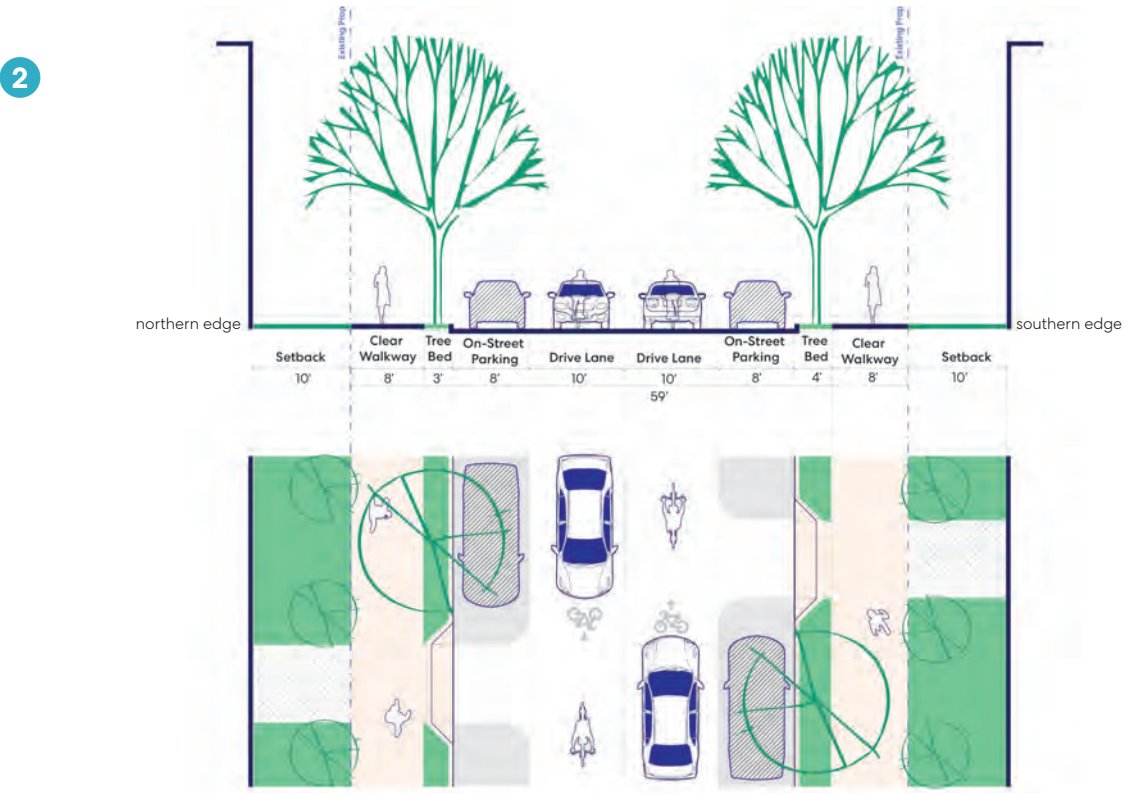


Figure 62 Typical Olive Avenue section between Ash Street and El Camino Real

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

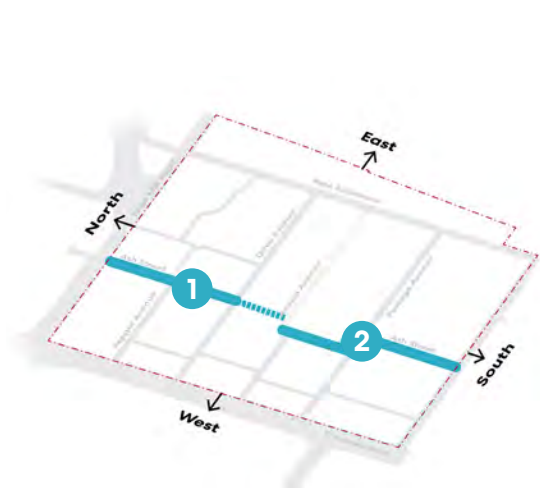
Table 9 Ash Street Street Design

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	Eastern Edge: Shared Use Path: 12 Feet Western 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



1

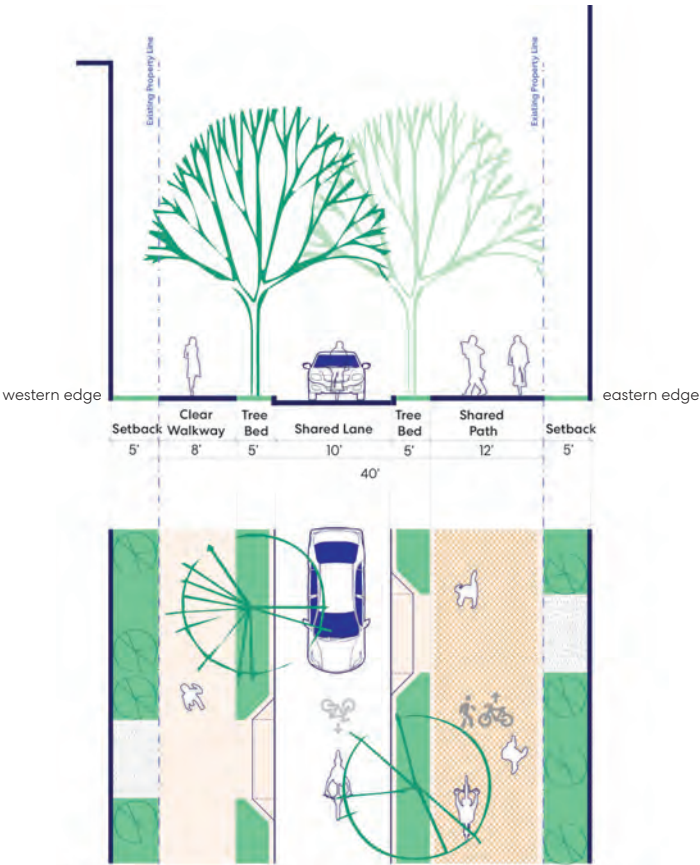


Figure 63 Typical Ash Street section between Page Mill Road and Olive Avenue

2

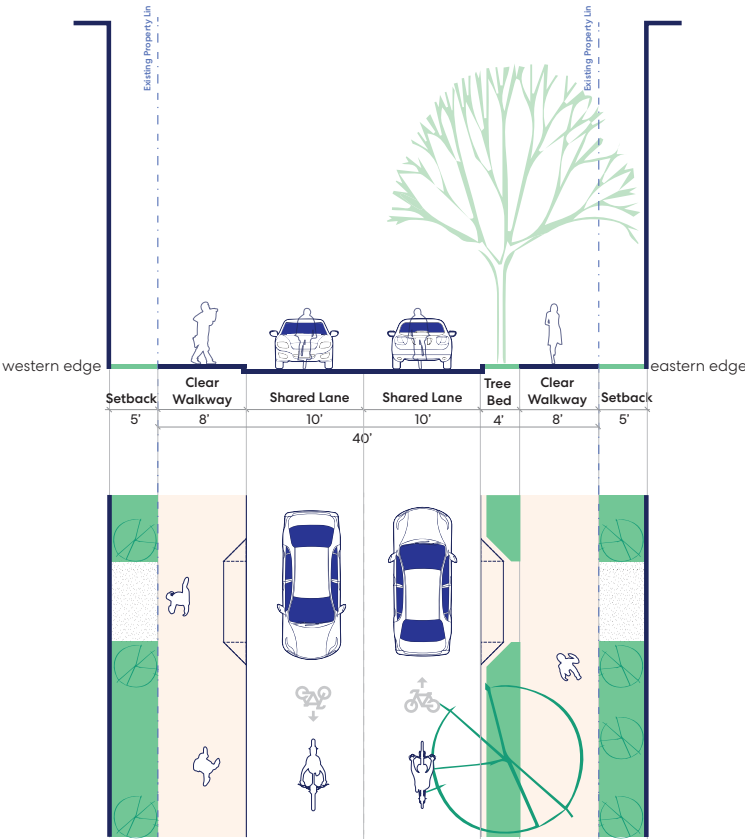
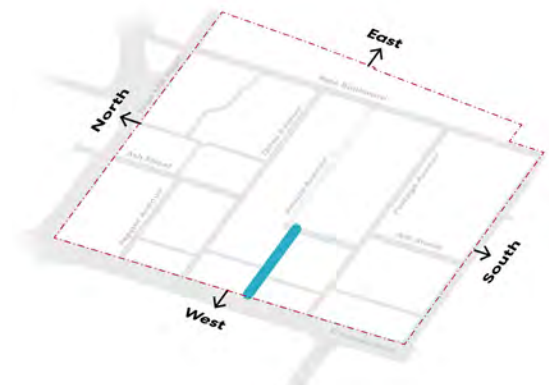


Figure 64 Typical Ash Street section between Acacia Avenue and Lambert Avenue

Acacia Avenue

Acacia Avenue is an east-west street, primarily serving as service street for the Plan Area. The street extends from El Camino Real to Ash Street, at which point it becomes a private driveway for the 340 Portage site. The street design for the segment between Ash Street and El Camino Real consists of bi-directional pedestrian sidewalks along with two-way vehicle lanes. On-street parking is maintained on the southern edge of the street.



Standards:

4.4.5 Street Design

Between Ash Street and El Camino Real

Table 10 Acacia Avenue Street Design

Building Entries	New development shall provide a primary entry or entries on Acacia Avenue except for properties that are abutting El Camino Real or Park Boulevard.
Frontage / Setback	Maximum 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 4 Feet Southern Edge: n/a
Bicycle Facility	n/a
Parking / Loading	Southern Edge: 1 Lane of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

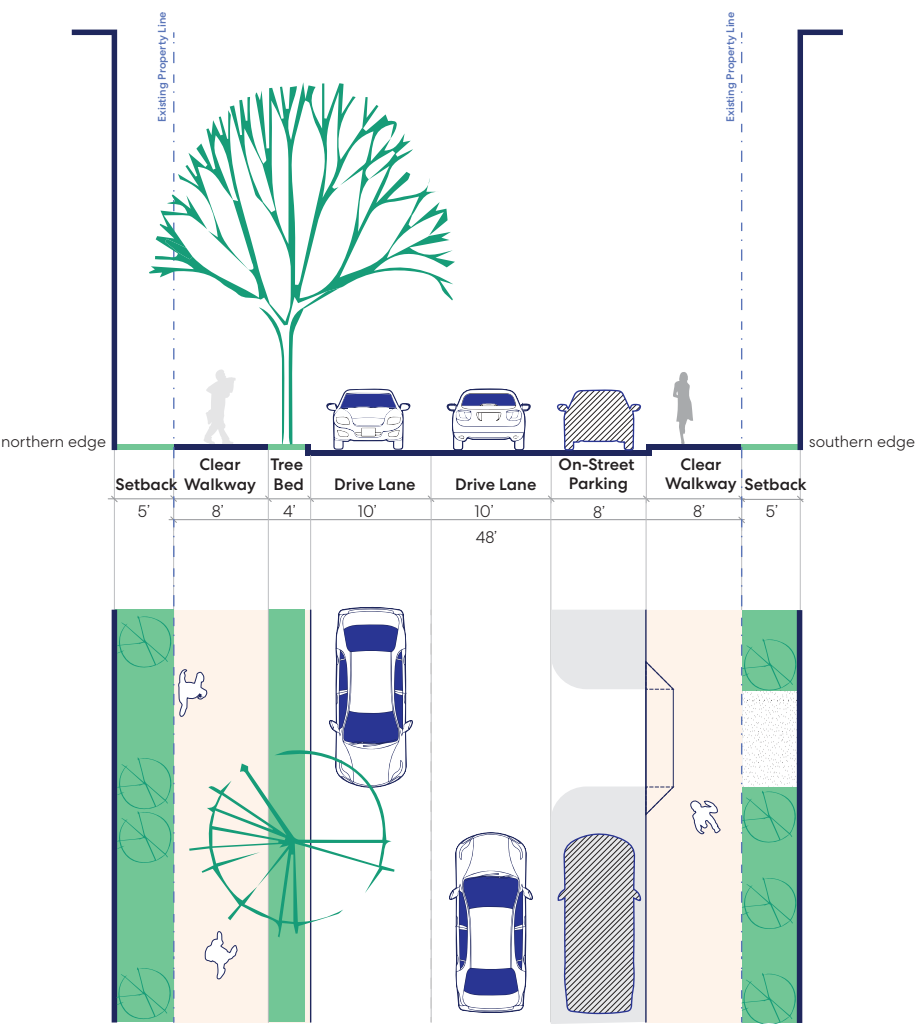
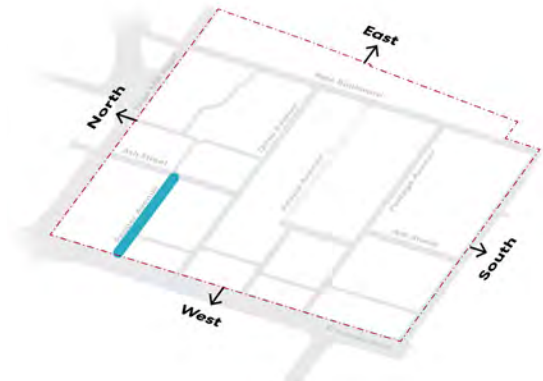


Figure 65 Typical Acacia Avenue Section

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	Maximum 10 Feet from Property Line
Pedestrian Clear Zone	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

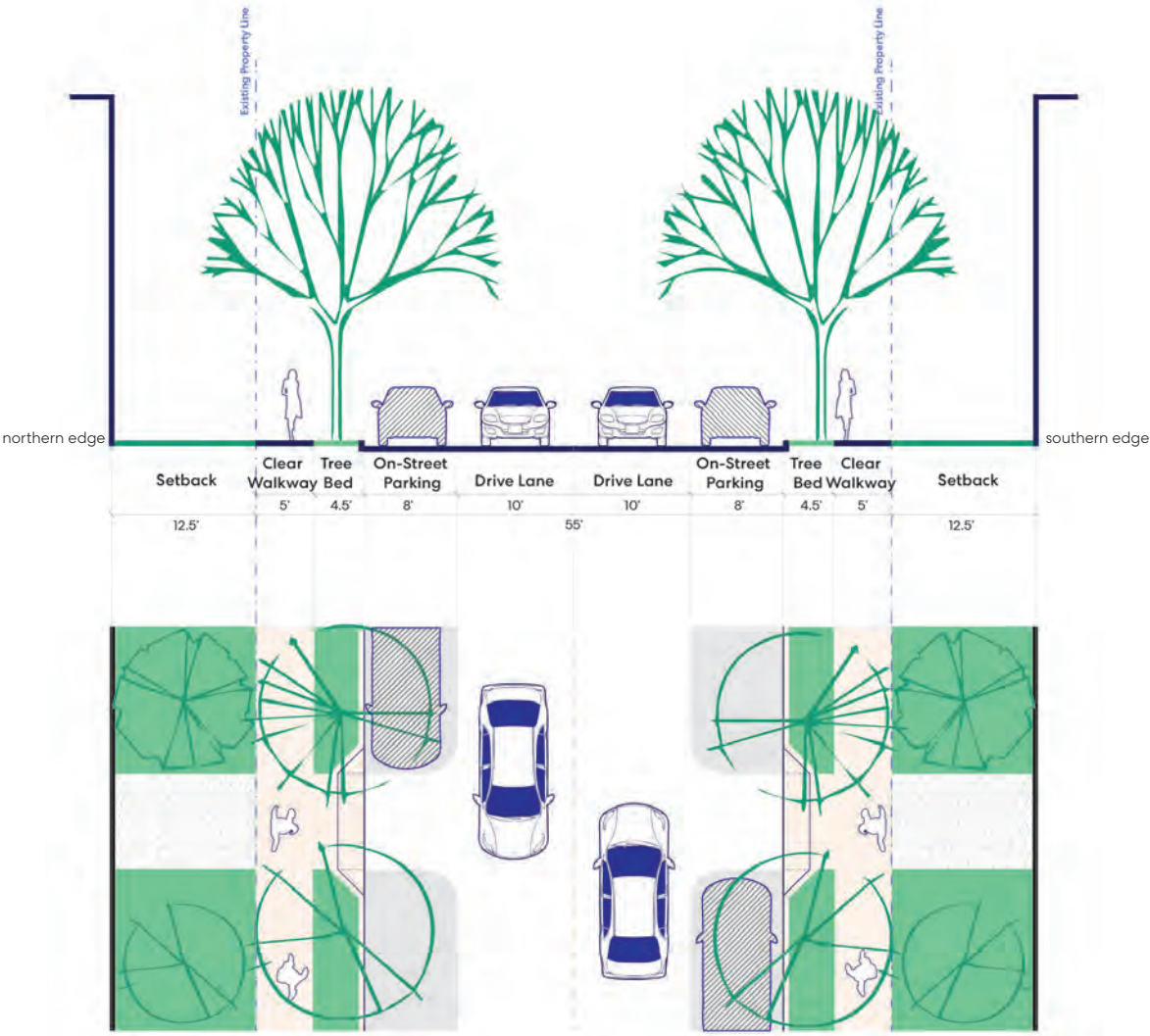


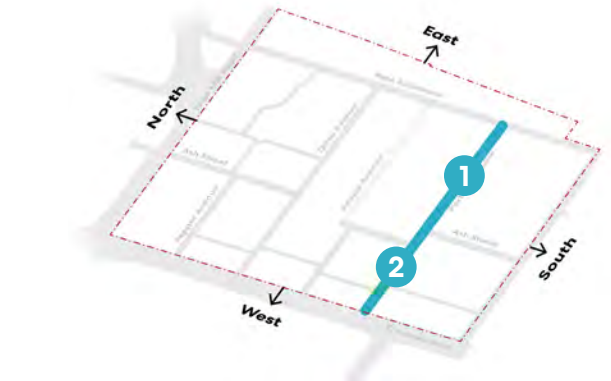
Figure 66 Typical Pepper Avenue Section

Portage Avenue

Portage Avenue is a priority east-west bicycle and pedestrian street which becomes a critical citywide link from Park Boulevard connecting the California Avenue Caltrain and Business District to the existing bicycle infrastructure on Hansen Way to the Stanford Research Park. Portage Avenue has two distinct street designs:

Between Park Boulevard and Ash Street is the Portage Avenue woonerf, ‘the front door’ for the public park and the Cannery building. The woonerf, which will be a publicly accessible private street is an integrated, curbsless street, shared by pedestrians, bicyclists, and low-speed vehicles. The street incorporates outdoor furnishings such as trees, planters, green stormwater infrastructure and seating to ensure this space fosters community gatherings, events, retail, and other flexible uses. The city may consider a shared-use path on Portage Avenue.

Between Ash Street and El Camino Real, Portage Avenue takes on a more typical street configuration. The street design includes two



sidewalks with a wide furnishing zone on the northern edge of the street. Two-way traffic lanes are retained with on-street parking on the southern edge of the street. Due to the low traffic volumes and speeds, this segment of Portage is designated as a bicycle boulevard, where cyclists share the road with vehicles.

Standards:

4.4.7 Street Design

Table 12 Portage Avenue Street Design

1 Between Park Boulevard and Ash Street	
Building Entries	New development shall provide a primary entry or entries on Portage Avenue except for properties that are abutting Park Boulevard.
Frontage / Setback	Northern Edge: Maximum 5 Feet from Property Line Southern Edge: n/a
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 15 Feet Southern Edge: 8 Feet
Bicycle Facility	Bicycle Boulevard 10 Feet
Vehicle Travel Lanes	10 Feet

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.
Frontage / Setback	Maximum 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 15 Feet Southern Edge: n/a
Bicycle Facility	Bicycle Boulevard 10 Feet
Parking / Loading	Southern Edge: 1 Lane of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

1

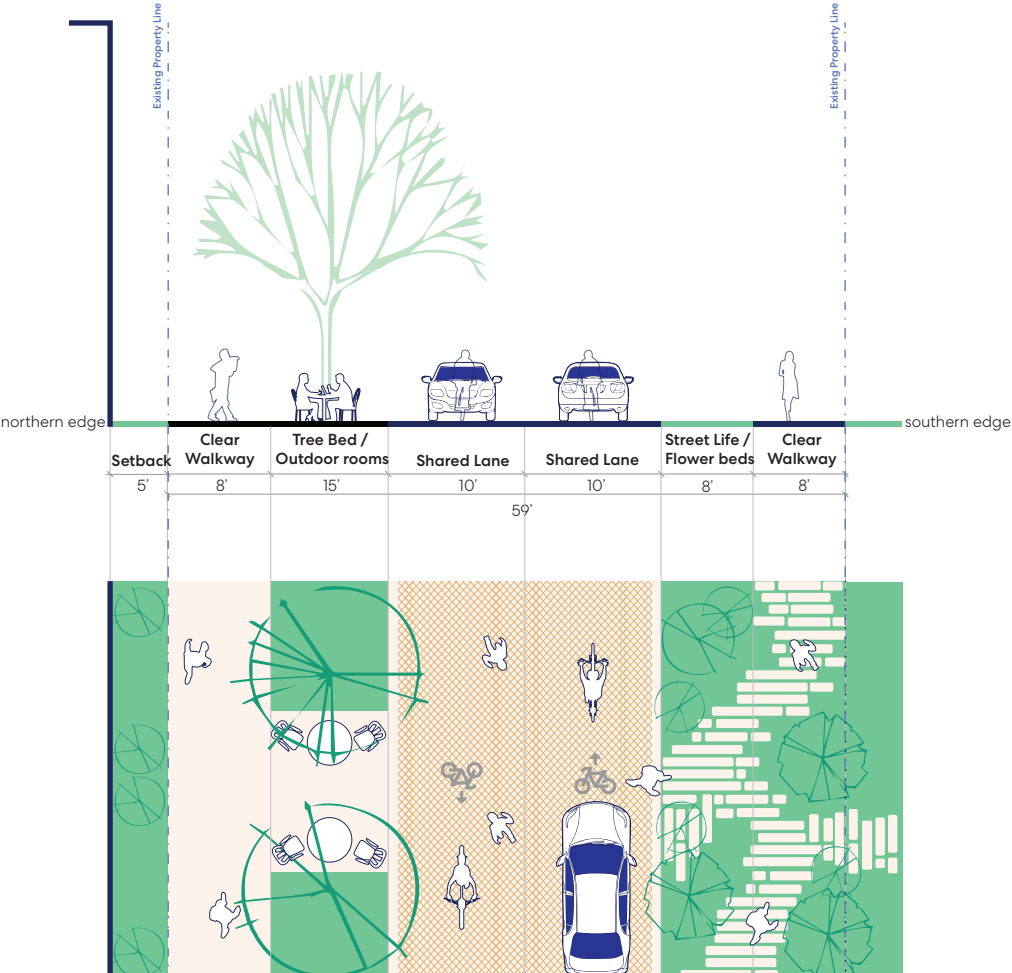


Figure 67 Typical Portage Avenue section between Park Boulevard and Ash Street

2

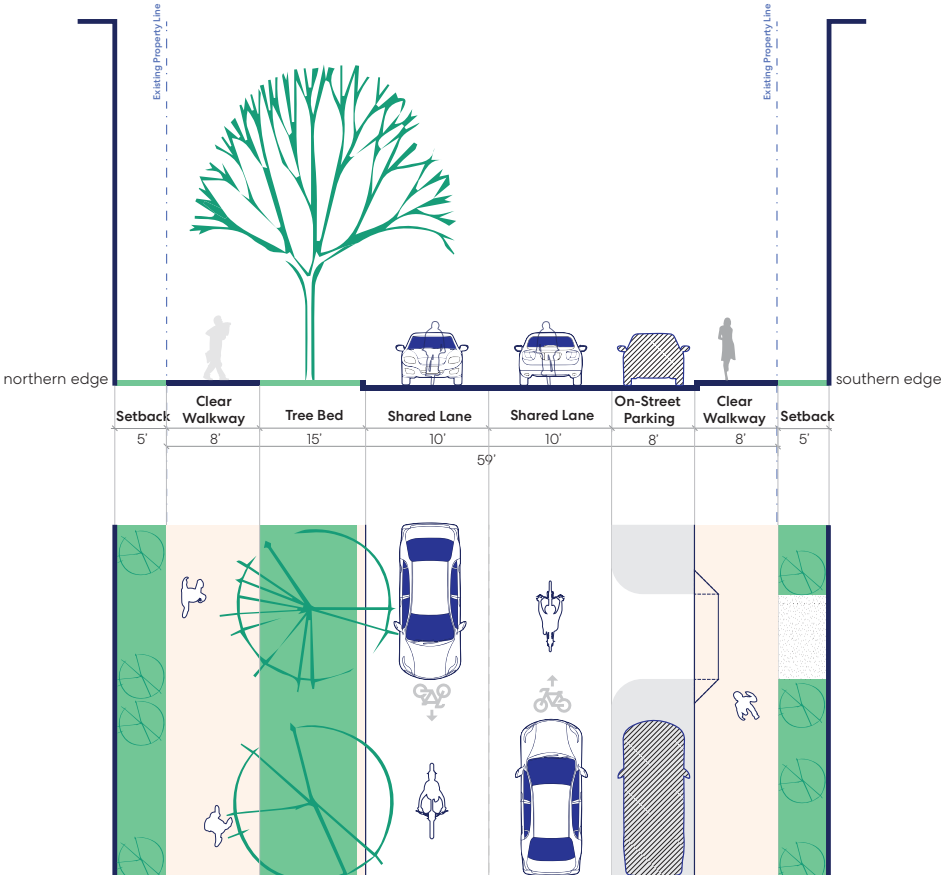


Figure 68 Typical Portage Avenue section between Ash Street and El Camino Real

Guidelines:

4.4.8 Streetscape Elements

Streetscape elements of the Portage Avenue woonerf include:

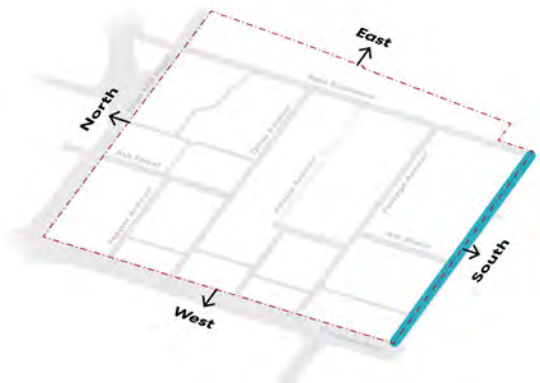
- A row of street trees on either side of the main travel way to designate pedestrian priority areas adjacent to building frontages
- Signage emphasizing the presence of pedestrians and bicyclists
- Textured or permeable pavement designed to slow vehicle speeds and provide stormwater management benefits
- Pedestrian-scale lighting
- Seating areas
- Landscaping and green stormwater infrastructure
- Design elements that highlight the community's vision or character
- Public art that will enhance the pedestrian experience and reflect the community's unique character.



Figure 69 Streetscape elements like double row of trees, textured pavement, pedestrian scale lighting , and seating encourages a low-carbon, welcoming neighborhood environment.

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: 9.5 Feet
Vehicle Travel Lanes	Westbound Lane 10 Feet

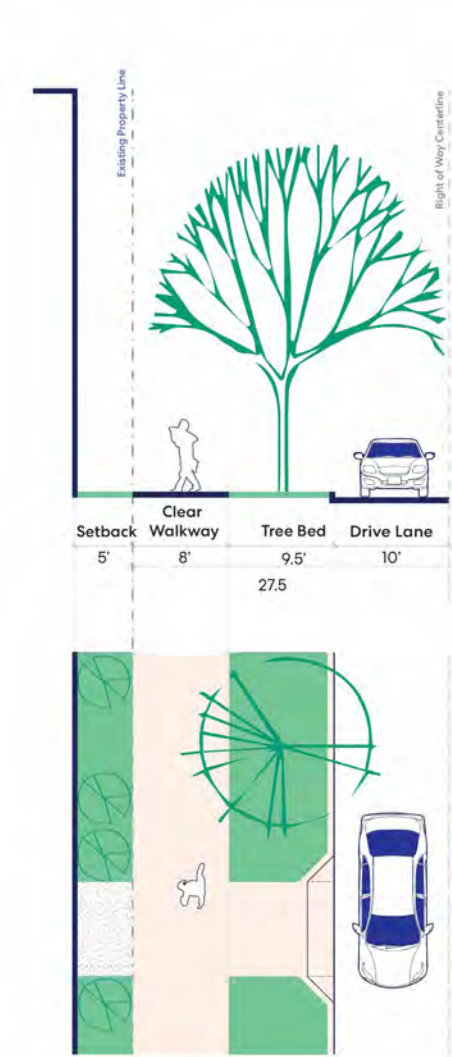
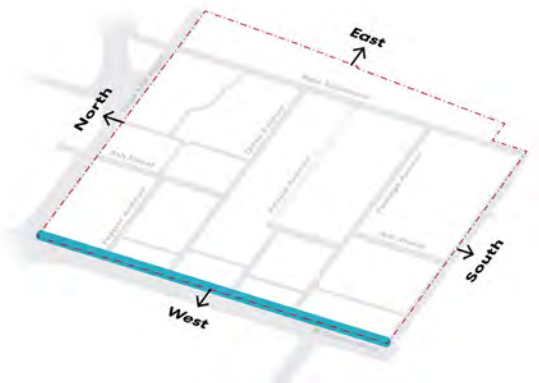


Figure 70 Typical Lambert Avenue Sidewalk Zone Section

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	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

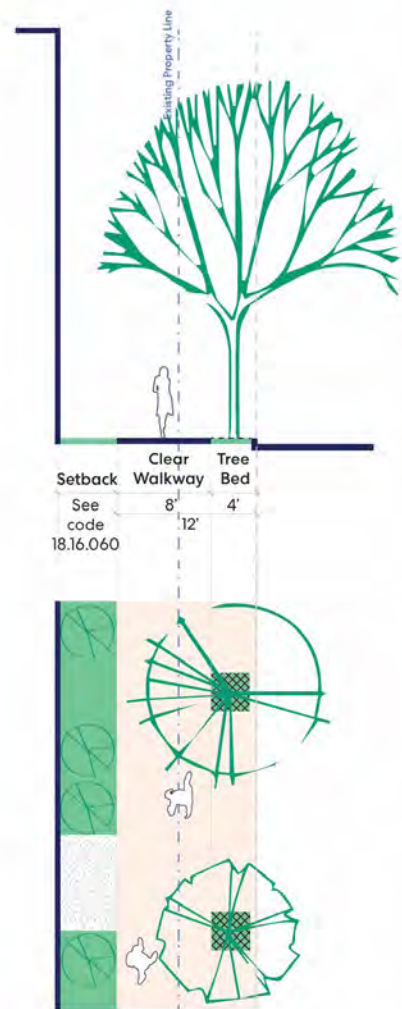


Figure 71 Typical El Camino Real Sidewalk Zone Section

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.

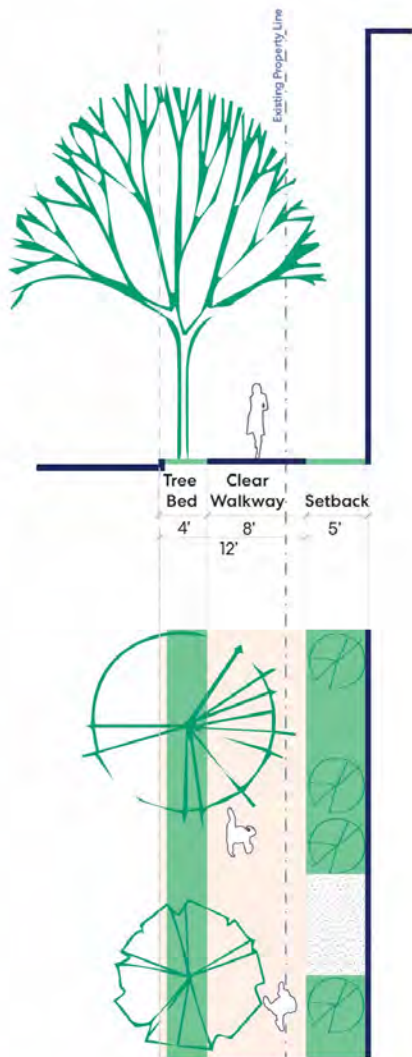
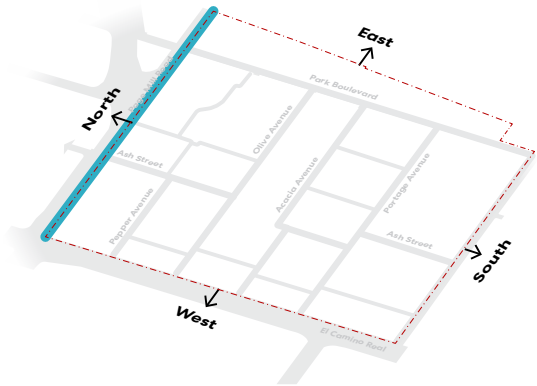
Standards:

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	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

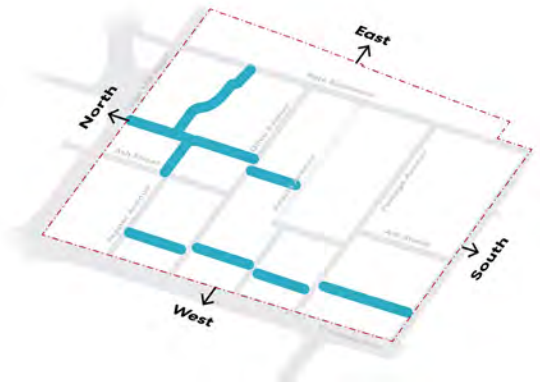


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Figure 72 Typical Page Mill Road Sidewalk Zone Section

Publicly Accessible Private Connections

New publicly accessible connections on private property are intended to support greater porosity and walkability throughout the Plan Area. These connections can break up large ‘super-blocks’ and provide alternative routes for residents to move through the Plan Area. These connections include mid-block paseos in between the Cannery building, pedestrian pathways within the rear setback of new development along El Camino Real, and pedestrian pathways through the 395 Page Mill property.



Guidelines:

4.10.1 Street Design

Table 16 Mid-Block Paseo Design

1 Mid-Block Paseo	
Building Entries	New development shall provide a secondary entry or entries on mid-block paseos.
Pedestrian Clear Zone	Shared Use Path: 20 Feet
Landscape / Furniture Zone	3 Feet
Vehicle Travel Lanes	26 Feet Emergency Vehicle Access

Table 17 Rear Setback Pathway Design

2 Rear Setback Pathway	
Building Entries	New development shall provide a secondary entry or entries on rear setback pathways.
Frontage / Setback	Rear Setback: Minimum 22 Feet
Pedestrian Clear Zone	Shared Use Path: 20 Feet
Landscape / Furniture Zone	Rear Green Buffer : 10 Feet

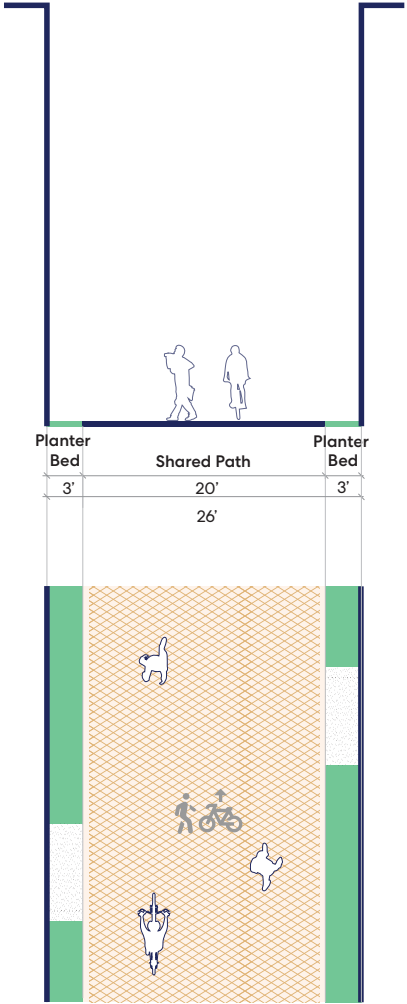


Figure 73 Typical mid-block connection section

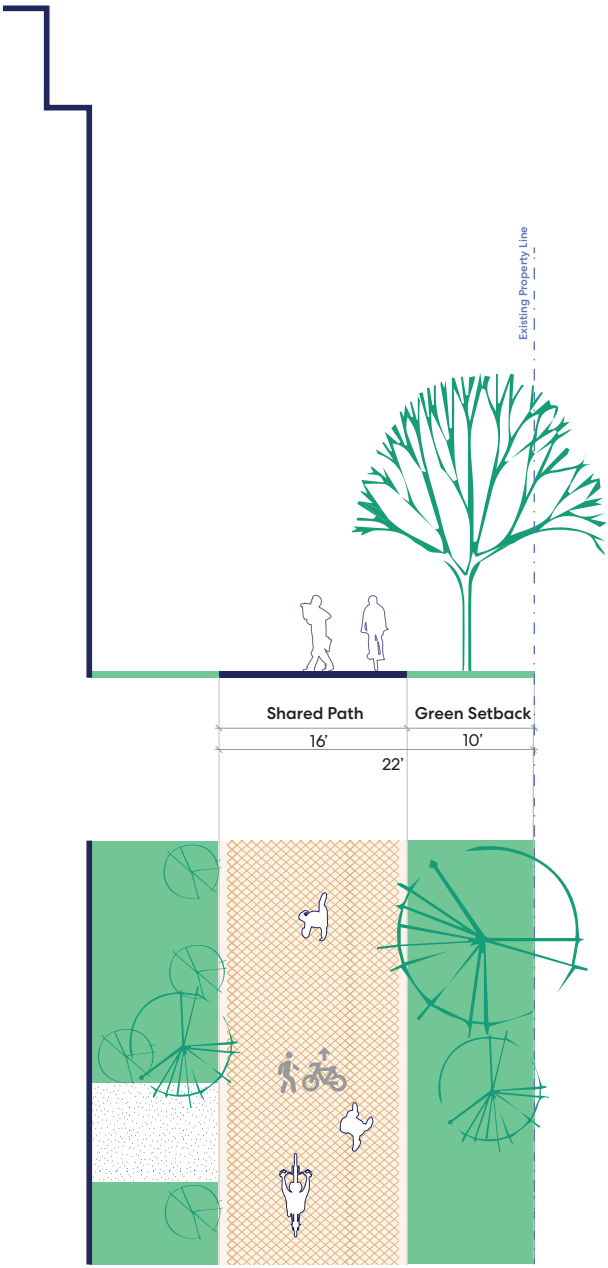


Figure 74 Typical rear setback connection section

Transit Access

The North Ventura neighborhood offers diverse transit options, including two bus stops located at El Camino Real/Portage Avenue and Page Mill Road/El Camino Real. Additionally, residents within a 15-minute walking distance can access services from four transit operators, including VTA, AC Transit, Caltrain, and Stanford Marguerite.

Future plans prioritize designing user-friendly, accessible, and safe routes to enhance transit accessibility within the neighborhood.

Standards:

4.5.1 Bus Stop Amenities

Bus stops shall be designed in accordance with agency-wide standards established by VTA and AC Transit, incorporating the latest industry best practices. Coordination with the appropriate agency is required.

In accordance with AC Transit's Multimodal Corridor Guidelines and VTA's Better Bus Stop Program, the contextually appropriate bus stop enhancements and amenities include:

- Bus shelters protecting riders from the elements
- Energy-efficient lighting to ensure visibility and enhance safety
- Comfortable seating
- Digital signage with real-time information informing riders of available service
- Posted information with route information and service schedules, available in English, Spanish, and other locally prevalent languages as well as braille placards
- Audio capabilities to communicate real-time information to hearing-impaired riders

Project Goal

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Guidelines:

4.5.2 Wayfinding Signage

Wayfinding signage throughout the North Ventura neighborhood should clearly and concisely display major designation and their distances, available transit services and other available transportation options. The signage should be designed to be clear, easy to understand, and visually appealing, as well as reflective of a unique North Ventural neighborhood aesthetic, potentially incorporation landmark designation.

4.5.2 Mobility Hub

The North Ventura mobility hub should be located along Portage Avenue between El Camino Real and the intersection of Portage Avenue and Ash Street. The mobility hub will serve as a central location within the plan area, providing access to various sustainable transportation options and promoting mode shift away from single-occupancy vehicles.

The mobility hub should be designed in coordination with transit operators like AC Transit and VTA to integrate their services and ensure a seamless user experience. It will be designed in accordance with the MTC's Mobility Hub Implementation Playbook and the City's design guidelines, which includes:

- Sustainable access and mobility to encourage mode shift. Proposed amenities 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

Additional improvements relating to information access can also improve the customer experience. The proposed amenities should be considered to improve information access:

- 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

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).

Table 18 Example TDM Strategies Menu

Strategy	Description	Responsible Entity
Active Transportation		
Shared bike or scooter service	Conventional or electric, docked or dockless bikes and scooters can increase first-/last-mile connections and offer alternative transportation	Third party operators City staff to determine regulations, applicable geo-fencing
Bicycle support facilities	Supportive facilities such as short-/long-term bicycle parking, showers, and lockers that increase active transportation trips	Developer Major employers or residential tenants
Shared Mobility		
Car share	<p>For people who do not own cars, car share can offer vehicle access without significantly increasing GHG emissions and necessary parking.</p> <p>Vehicles can be provided to tenants of certain buildings, or through designated parking spaces such as dedicated on- street spots noted with signage.</p>	Third party operators City staff to determine regulations
Shuttle service and new stops	<p>With increased residential and employment density, additional shuttle stops may be necessary. Major employers or residential developments in the area may also operate shuttle service that would serve the neighborhood.</p> <p>The upcoming City on-demand shuttle service may also necessitate additional designated stops.</p>	Stanford shuttle operator City shuttle operator Major employers or residential tenants offering shuttles
Parking		
Electric vehicle charging facilities	Encourage electric vehicle usage to decrease GHG emissions by providing necessary charging facilities	Developer

Strategy	Description	Responsible Entity
Transportation Program Coordination		
Membership in the Palo Alto Transportation Management Association (PATMA)	Joining the PATMA can provide developers, major employers, or residential tenants with access to transportation resources available for community members. The PATMA also works closely with the City to offer events and other relevant programming.	Developer and/or tenants (employers, residential)
Carpool resources	Resources for organizing neighborhood carpools to nearby major activity centers	Developer and/or tenants (employers, residential)*
Active transportation incentives	Resources such as bike/ scooter share coupons, or bicycle purchase subsidies can encourage active transportation	Developer and/or tenants (employers, residential)*
Shared mobility incentives	Resources such as rideshare discounts, carshare discounts, free or subsidized transit passes can decrease trips made by a single occupancy vehicle	Developer and/or tenants (employers, residential)*
Promotional materials on transportation offerings (flyers, emails, websites, etc.)	Resources advertising alternative modes of transportation can raise awareness to people who primarily rely on their car	Developer and/or tenants (employers, residential)*
Bulletin boards or kiosks displaying transportation alternatives		
Participation in City-wide events encouraging alternative modes of transportation	Encouraging major employers, residential developments, and community members to participate in City-wide events, such as the annual Bike to Wherever Day, can expose people to alternative modes of transportation	Developer and/or tenants (employers, residential)*

**If responsible entities decides to join, PATMA can be a facility/ resource provider.*

Parks and Open Space

- 5.1 Public Park
- 5.2 Matadero Creek

NVCAP’s ecological framwork takes direct input from the community and working group who advocated for the need for more reacreational space for residents in the community and places to be outdoors and gather. In addition, the ecological framework takes inspiration from the City’s Sustanability and Climate Action Plan, identifying opportunities for renewal, restoration, carbon sequestration, and growth of the natural environment.

The future streets, parks, natural areas, and buildings will restore and enhance habitat and pollinator pathways, and provide flood protection and stormwater management, cleaner air and cleaner water, and healthier habitats for current and future generations.

In addition, the future parks and natural areas will provide much needed recreational and outdoor space where the community can gather.

The Ecological Framework includes the following:

- Public Park
- Matadero Creek

Public Park

Located in the southeast corner of the plan area, approximately two acres of public open space is proposed. The proposed naturalization of Matadero Creek between Park Boulevard and Lambert Avenue will serve as the organizing framework for the park's design and neighborhood destination, inviting Palo Alto residents, employees, and visitors to enjoy access to recreational activities, habitat, and inclusive community programming. Bounded by the proposed Portage Avenue woonerf and Park Boulevard, the proposed public park is seamlessly integrated into the adopted citywide Pedestrian and Bicycle Plan. The design of the proposed Portage Avenue woonerf supports a natural extension of the park, directly connecting to the Cannery Building.

Standards:

5.1.1 Park Acreage and Dimensions

An approximately two-acre public park is proposed in the plan. The details of the public park and open space will be fully developed in the future when it becomes a project, with a public process. The concept of the public park is included in the plan and is generally described in Figure 71.

5.1.2 Circulation

All multi-use paths should form a continuous path connecting all points of entry as illustrated in Figure 71.

Programmed spaces should connect to the plan area mobility network via multi-use paths.

The multi-use paths network would create a safe connection across Lambert Street to Boulware Park.

The minimum width of the multi-use path will be 12 feet.

5.1.3 Park Gateways

The park could accommodate five points of entry to connect with the pedestrian and bike mobility network around the park. The character of these gateways to the park is further outlined in Figure 71.

5.1.4 Utilities

Electrical service, potable water, and sewer supply should be provided to accommodate varied events such as movie nights, festivals to serve small park structures; and along the park trails and the Picnic Area.

5.1.5 Design Approval

Once the park becomes a project, the design of the park would be subject to the typical City review process including review by the Parks and Recreation Commission.

Project Goals

Balance of Community Interests

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

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

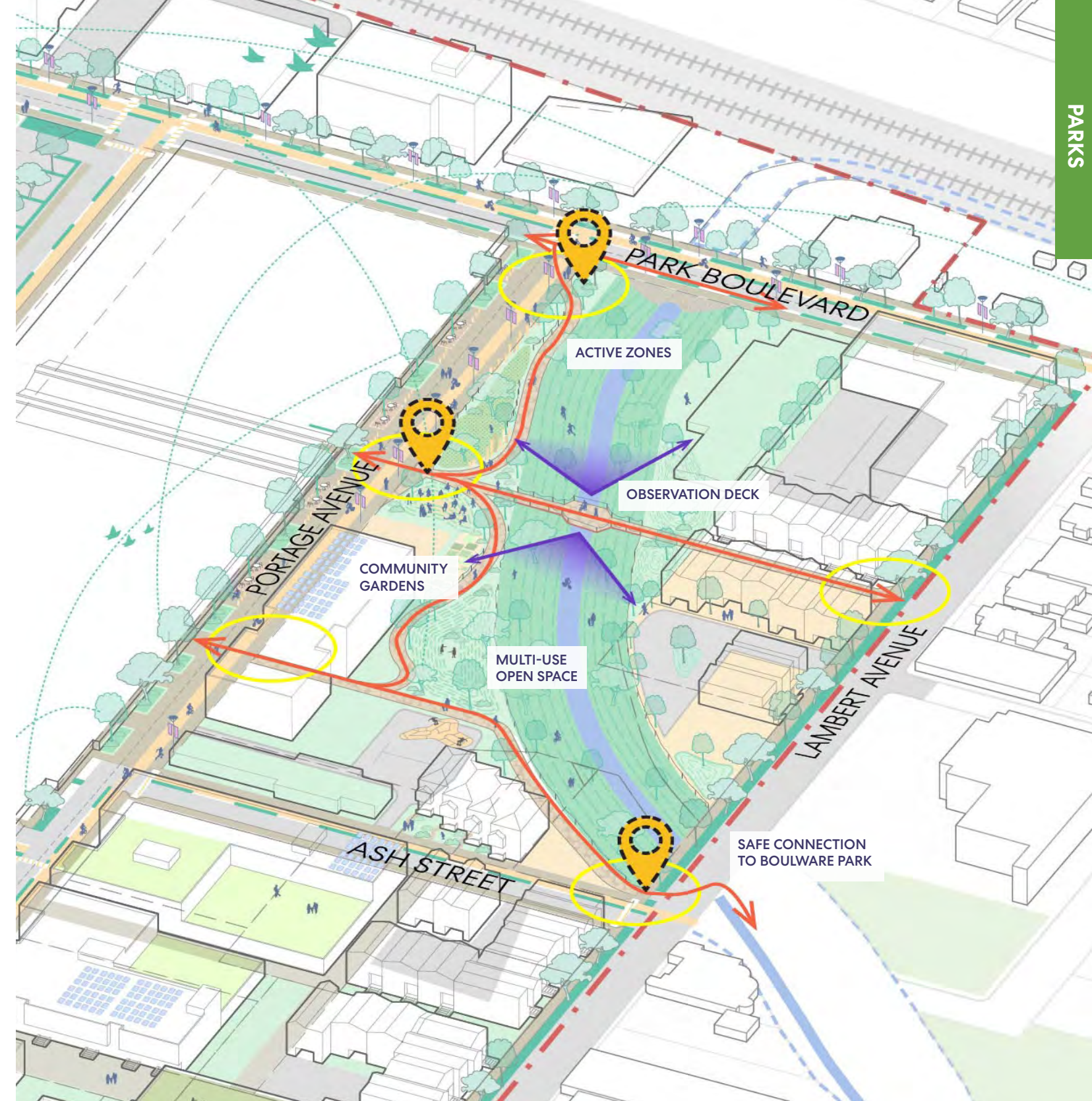


Figure 75 Conceptual Plan of Location of Park Gateways and Circulation Paths

Legend

- Access to park
- Park Gateways
- Viewing shed

Guidelines:

5.1.6 Programming

Active Park programming may include but is not limited to a dog park, outdoor fitness area, natural habitat area, community garden, or amphitheater.

In addition to active programming, park design should accommodate passive uses such as reading and picnicking.

When siting park elements, consider types of activity, periods of use or vacancy, availability of sun or shade, and the differing needs of a diverse range of visitors such as small children, adult athletes, and dog owners.

The park should include amenities to support the commercial environment on Portage Avenue such as flexible seating areas, social gathering spaces, play spaces, and public art.

Surrounded by development on more than one side, the program elements should be designed to be protected from wind and down-drafts from buildings with strategic tree planting and thoughtful siting of passive programming.

5.1.7 Native Plantings

Where possible, pollinator friendly native plants should be incorporated. Refer to Valley Water's Guidelines & Standards for Land Use Near Streams Chapter 4 (Design Guides for Guidelines and Standards) for the placement of native plants along the creek.



Figure 76 An example of passive park programming



Figure 77 An example of active park programming

Matadero Creek

The Plan envisions the full naturalization of Matadero Creek between Park Boulevard and Lambert Avenue. The flood channel is widened to a maximum of 100 feet riparian corridor serving maximum geomorphic form and ecological function. Leading with resilience in mind, the design offers the creek the capability to convey 100-year flood events.

The full details of the renaturalization of the creek will be developed in the future when it becomes a project. Appropriate City review process, including a public process and coordination with applicable agencies will be required.

Standards:

5.2.1 Creek Buffer

The creek section between Park Boulevard and Lambert Avenue is buffered by a 100-foot riparian corridor, at maximum. To determine the defined parameters for the buffer floodwalls, further City coordination is required.

5.2.2 Coordination

Coordination with Santa Clara Valley Water District shall be required to ensure the renaturalization of the creek implement adequate measures and standards to reduce impact to the existing channel.

5.2.3 Circulation

The riparian corridor shall maintain public access on both sides of the creek front and be designed to embrace the Matadero creek as a central feature.

Lambert Avenue bridge is recommended to be replaced with a new bridge spanning 100 feet. The recommended location shown in Figure 74 will connect Portage Avenue and Lambert Avenue.

Project Goals

Community Facilities and Infrastructure

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.

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

5.2.4 Wind Protection

As the riparian corridor is 10 feet lower than the surrounding terrain, it should be designed to be protected from wind and down-drafts from surrounding areas with strategic tree planting and thoughtful design of the shared trail routes.

5.2.5 Ecology

Impervious surfaces shall be discouraged in the 100 foot buffer as per Figure 74.

Plant selections shall reinforce the native and surrounding ecology and promote habitat development.



Figure 78 Conceptual Plan of the Matadero Creek buffer, circulation, and gateways

Legend



Shared Path



Riparian Corridor Gateways



Riparian Corridor Buffer Boundary

5.2.6 Gateways

Gateways to the corridor shall be recommended at the following key intersections. See Figure 74.

Sloped walks, terraces, stairs, or ramps for bicycle and pedestrian circulation shall be a key feature at these gateways, integrated with the flood wall designed to connect across the 10 feet grade change between the public park and the Matadero creek riparian corridor. This will ensure that pedestrians and bicyclists can access both the park and the riparian trail.

Gateway access to multi-use paths should be designed to be ADA accessible to traverse the 10 feet grade change from the public park to the creek.

5.2.7 Floodwalls or Retaining Walls

Concrete floodwalls or retaining walls shall be designed to allow for vegetation to the extent feasible.

5.2.8 Utilities

Electrical service and potable water shall be provided along the trails.

Guidelines:

5.2.9 Public Art

Gateways, bridge, and other park amenities may integrate public art/structures to indicate major entry points, when appropriate.

5.2.10 The Matadero Creek Bridge

Observation areas should be integrated with the design of the new bridge.

Educational placards should inform the public on the re-naturalization of Matadero Creek.



Figure 79 The Matadero Creek Channel is currently a constrained concrete trapezoidal channel.

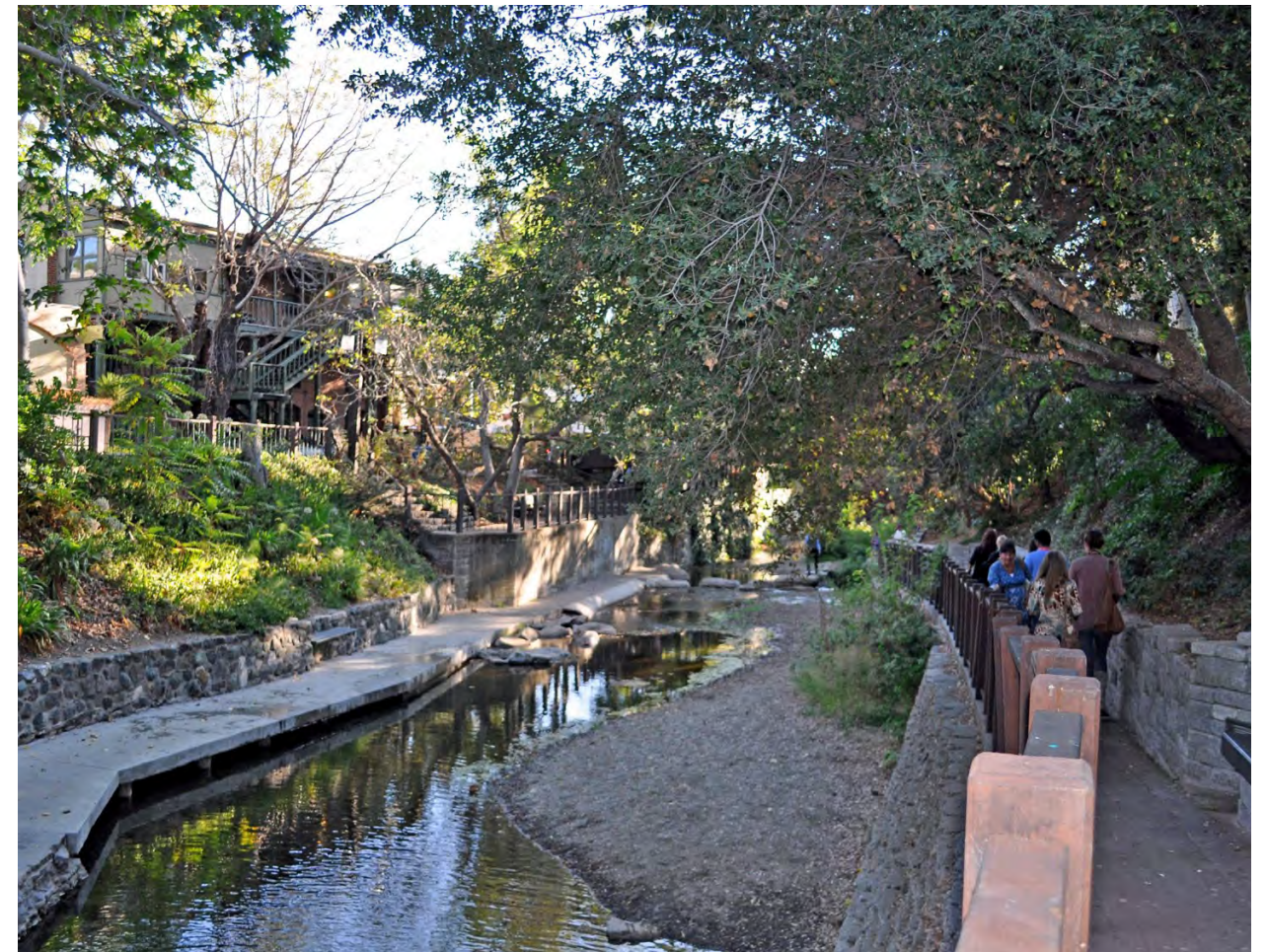


Figure 80 A naturalized creek has the opportunity to provide multi-use trails and habitat areas.



Site and Building Design

- 6.1 Building Heights and Massing
- 6.2 Retail and Active Frontage
- 6.3 Portage Avenue Frontage
- 6.4 Residential Frontage
- 6.5 Sustainable Design

NVCAP’s urban form framework champions the design of buildings that are respectful neighbors, human-scaled, and embrace the street. New development will respond to the surrounding context such as building up to El Camino Real while creating a gentle transition to quieter residential portions of the neighborhood.

This chapter provides guidance on the desired future built form and sets aspirations for how new buildings will contribute to the character of the NVCAP as it continues to be developed incrementally over time. The key factors that contribute to good building architecture: building mass and bulk appearance; pedestrian-friendly design of the ground level, and visual interest created by architectural articulation, the materiality of the

building, and sustainable design. The standards and guidelines have been organized to address these key elements under the following headings:

- Building Heights and Massing
- Building Frontages
- Sustainable Design

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 stepbacks will support the gradual transition from taller buildings along El Camino Real to quieter, residential parts of the neighborhood.

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.

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.

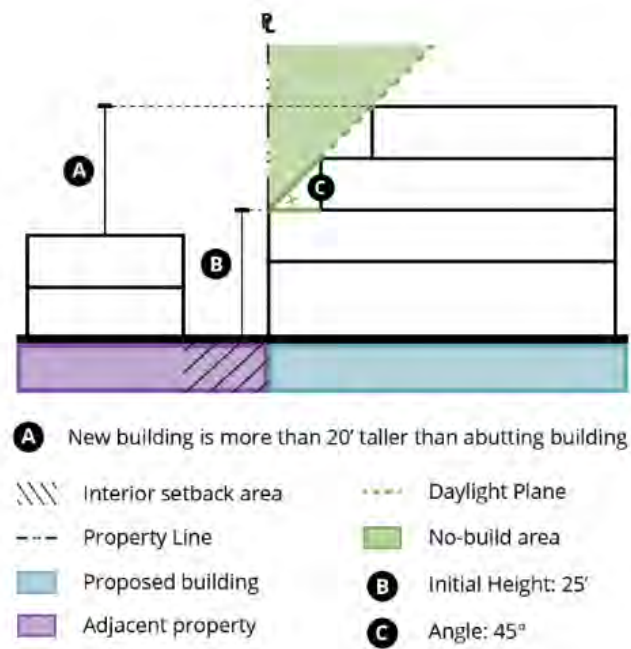


Figure 81 An example of a daylight plane requirement for mixed-use development stepping down to single family residential neighborhoods.



Figure 82 Allowable Height Map

Retail and Active Use Frontage

Ground floor retail and other active uses enliven and activate streetscapes, enhancing the public interface between new buildings and the sidewalk. Within the Plan Area, the highest concentration of retail and active uses are located along El Camino Real. These ground floor spaces are designed to accommodate a wide variety of commercial spaces including local shops, cafes, maker spaces, co-working spaces, and professional services.

Active uses are listed on page 40 of Section 2.3 (Ground Floor Edges).

Standards:

6.2.1 El Camino Real Active Frontage

Ground floor active uses shall be required along all new development fronting El Camino Real. Refer to Section 2.3 for a map of ground floor edges.

6.2.2 Ground Floor Retail Height

Ground floor retail floor to ceiling height shall be a minimum of 14 feet.

6.2.3 Objective Standards

For Corner Conditions, Primary Entries, Façade Design, and Transparency, new development shall adhere to Palo Alto Municipal Code, Chapter 18.24 Contextual Design Criteria and Objective Design Standards.



Figure 83 Retail ground floors provides adequate floor to ceiling heights, transparency, and signage.

Guidelines:

6.2.4 Park Boulevard

Ground floor active uses should be encouraged for new development fronting Park Boulevard.

6.2.5 Storefront Frontages

Storefronts should create a fine grain of variety along each street frontage, expressing the unique identity of each tenant. Where active uses or retail frontages are required or located, the following design standards shall apply:

- 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, provided the glazing appears transparent when viewed from the ground level.
- 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 interior depth of 3 feet.

6.1.5 Outdoor Rooms

Outdoor rooms notched into the ground floor should be lined with active retail uses and have ample space for spillover for outdoor dining, murals, and retail displays.



Figure 84 Ground floors can create notches of outdoor rooms to allow for lively spillover of retail.



Figure 85 Active ground floors provide openness, transparency and a connection to the street.

6.3

Portage Avenue Frontage

Portage Avenue is a designated focal point for the plan area due to its adjacency to the historic Cannery building, new park, and the planned woonerf.

The Portage Avenue park frontage zone will be designed as a vibrant, human-scaled pedestrian environment. Active programming throughout this area will enliven both the woonerf and the adjacent public park. Businesses along this frontage are ideal candidates for outdoor dining spaces, creating a lively backdrop for park activities.

Standards:

6.3.1 Ground Floor Entries

Entries shall be flush at sidewalk grade and shall have a minimum of four (4) active doorways per 200 linear feet.

Guidelines:

6.3.2 Balconies and Terraces

The inclusion of balconies and terraces should be encouraged along the streetwall above the ground floor in the park frontage zone to take advantage of views of the public park and to allow greater programmatic and visual connection between uses in the buildings and the park.

6.3.2 Respect the Cannery

Development along Portage Avenue adjacent to the Cannery should emulate the Cannery, taking cues from the materiality and fenestration, and roof datum.

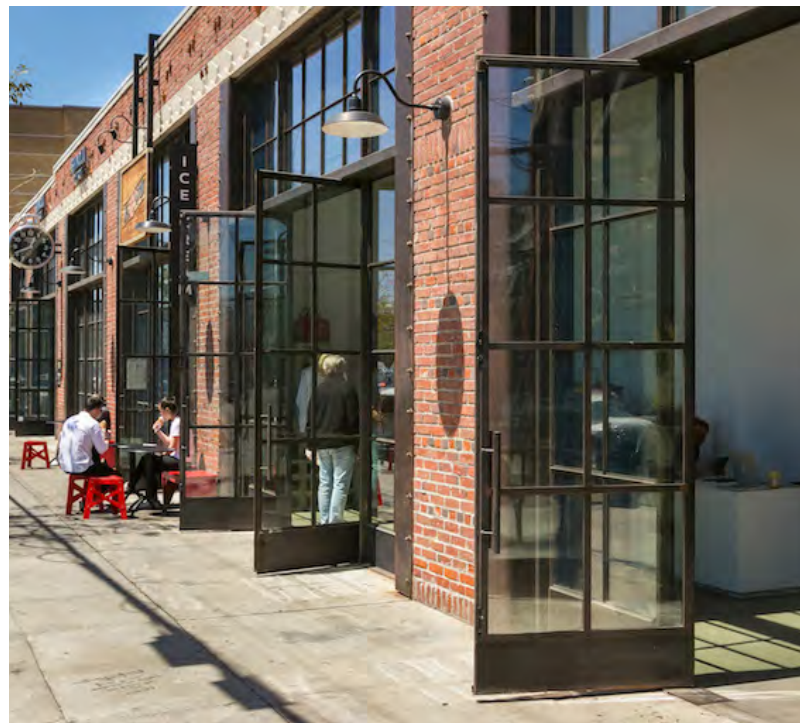


Figure 86 Ground floors treatments can emulate the materiality, fenestration, and roof datum of historic structures.

6.4

Residential Frontage

The residential ground floor level is characterized by the lower intensity of activity, generally fronting onto streets that are quieter in character, and serves to foster neighborhood connection. Individual residential entries and stoops are an effective way to activate the street and create greater opportunities for social interaction. At the same time, they should provide a sense of privacy and comfortable social distance from the sidewalk.

Standards:

The following standards are in accordance with Palo Alto Municipal Code [Section 18.24.020](#) (Contextual Design Criteria and Objective Design Standards):

6.4.1 Ground Floor Entries

Entries must be raised above sidewalk grade based on the setback condition from the property line.

Ground floor residential units shall have entries with direct, individual access onto a public right of way, open space, or easement.

Guidelines:

6.4.2 Stoops

Residential units should provide a stoop to create a social distance from the street; home office units are not required to have stoops and may be entered at grade.

The design of stoops should balance the need to create privacy for the unit occupant and allow visual connection with the street.

Areas between stoops should be planted and can be an opportunity to integrate Green Stormwater Infrastructure.



Figure 87 Ground floor residential stoops can provide privacy for residents and neighborhood beautification and Green Stormwater Infrastructure.

Sustainable Design

Palo Alto has long been a leader in sustainability, making impressive progress towards reducing its carbon impacts, greenhouse gas (GHG) emissions, and resource consumption. In October 2022, Palo Alto City Council passed an ambitious carbon neutrality by 2030 goal, building on the City’s existing goal of cutting emissions 80% below 1990 levels by 2030. The following standards and guidelines are intended to support the City’s larger climate action goals to ensure a sustainable and resilient future.

Project Goals

Balance of Community Interests

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

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Standards:

6.5.1 California Green Building (CALGREEN) Standards Code

New development shall adhere to Chapter 16.14 California Green Building Standards Code. As stated in the code, all newly constructed residential buildings must meet CALGREEN Tier 2 requirements.

6.5.2 Bird-Safe Glass Design

All new mixed-use development that has facades exceeding 30 percent glazing shall utilize bird-safe design strategies. Applicants shall choose from the following materials list:

- A. Fritted Glass - Ceramic dots or ‘frits’ can be silk-screened, printed, or otherwise applied to the glass surface. This design element, useful primarily for new construction, can also improve solar heat gain control and reduce glare.
- B. Etched Glass – Glass etching on the surface of the glass can be achieved through acidic, caustic, or abrasive substances. The etched markers should be on the outside surface.
- C. Permanent Stencils or Frosting - Frosted glass is created by acid etching or sandblasting transparent glass. Frosted areas are translucent, but different finishes are available with different levels of light transmission. An entire surface can be frosted, or frosted patterns can be applied.
- D. Exterior Apparatus - Fixed exterior screens, grilles, netting, louvers, fins or mullions can effectively reduce visible reflections, provide insulation from strike impact, reduce solar heat gain, reduce glare and provide weather protection.
- E. UV Coated Glass – Some birds can see into the ultraviolet (UV) spectrum of light, a range largely invisible to humans. UV-reflective and/or absorbing patterns (transparent to humans but visible to birds) are frequently suggested as

a solution for many bird collision problems. This approach is not appropriate for situations where the glazing is back lit.

The City is in the process of developing the Citywide bird-safe design standards. Once adopted, the Citywide standards shall supersede the standards outlined in 6.5.2.

Guidelines:

6.5.3 Minimize Heat Gain

Building facades should be designed to balance solar access with the need to control heat gain. This could include the following:

- Shade windows with architectural features that add visual interest by creating textural variations.
- Architectural elements that should be used on south-facing facades.
- Fixed shading features, which are designed with a range of projection and spacing dimensions that minimize heat gain and composed with visually pleasing rhythms to avoid monotonous building facades.
- Perforated horizontal overhang
- Awnings that are well integrated with the overall building façade, especially for retail on the ground floor.
- Sliding and folding perforated panels/shutters that double as privacy screens for outdoor private spaces such as balconies and terraces overlooking El Camino Real.
- Trellis, Vegetation on windows and green walls allow for minimizing heat gain while additionally bolstering the overall concept of ecological design.
- Shrubs and tree shade wherever possible should augment façade design to minimize heat gain.
- Use of low-solar-transmittance glazing to reduce solar gain.
- Use window treatments to reduce solar gain.

- Reflective and Light-colored outer surfaces can minimally address heat gain but should be employed in combination with the other façade and roof treatments.

6.5.4 Bird-Safe Building Design

For all new mixed-used development, whenever feasible, encourage implementing LEED standards on bird collision deterrence from the U.S. Green Building Council to reduce bird collision and mortality.

6.5.5 Daylighting and Natural Ventilation

Buildings should be designed to maximize the use of daylighting for all inhabited interior spaces to provide a high-quality indoor environment, reduce overall energy consumption and reduce exposure to artificial lighting which can negatively impact human health.

Buildings that allow for natural ventilation reduce energy consumption for heating and cooling and provide a higher-quality indoor environment. Projects should optimize building orientation for thermal comfort, shading, daylighting, and natural ventilation, including operable windows.

6.5.6 Roofs

Where building roofs are free of solar panels or other sustainability infrastructure, they should be designed to include systems such as vegetated roof covers, plants, green stormwater infrastructure, and roofing materials with high albedo surfaces to reduce heat island effect and slow rainwater runoff.

Building roofs should be designed to create usable recreational spaces. Rooftop shading structures mounted with solar panels can maximize the effective use of roof area.

Pockets of green roof can help furnish these recreational spaces, and resist heat gain while also serving the concept of ecological design.



Figure 88 Building roofs can be multi-purpose including providing additional outdoor space for residents.

6.5.7 Renewable Energy

Buildings should provide “solar ready” infrastructure such as solar panel standoffs, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity later, as per the California Green Building Standards Code.

6.5.8 Visibility

New development should incorporate elements like green roofs, shading devices or photovoltaic panels into the fabric of the building to highlight building’s energy saving features.

New development should include interpretive signage explaining the sustainable building features of the building to promote sustainability and to educate visitors and occupants how their behavior can make an impact on overall building performance.



Figure 89 Visible elements of sustainability can include design features such as celebrating secure bike parking.



Implementation

- 7.1 Development Standards
- 7.2 Review Process
- 7.3 Implementation Actions
- 7.4 Funding and Financing Strategy

The implementation of the NVCAP will require input by the public, City departments, regional agencies, and private property owners. The City will take the lead in coordinating areawide actions and establishing funding mechanisms for public investment in programs and capital projects. However, private investment through the architecture, landscaping, and maintenance of individual development projects will be a significant determinant of the look and feel of the plan area.

This chapter outlines the process for development proposals, lists anticipated implementation actions, and identifies a range of potential funding mechanisms to unlock the NVCAP's vision and goals into reality.

Development Standards

The NVCAP establishes new allowable land uses and corresponding development standards to implement the vision of the Plan. In addition to the development policies and guidelines mentioned in the earlier chapters of the Plan, other core development standards have been adopted and integrated into the Zoning Code, PAMC Title 18, as part of the Plan adoption. For all development criteria and regulations not amended or superseded by this Plan, the provisions of other chapters in the PAMC shall prevail.

The NVCAP is primarily focused on residential development. While other types of uses are allowed, they are intended to be supportive for the residents and visitors to the neighborhood. New non-residential uses may be limited in size; where applicable the total area cannot be more than 5,000 square feet on a lot.

Within the NVCAP, there are six zoning districts:

- 1. Single Family Residential District (NV-R1):** The NV-R1 single family residential district aims to foster detached dwellings with open spaces for privacy and outdoor activities. Minimum site area requirements promote diverse neighborhoods, quality design, and accommodate accessory dwelling units.
- 2. Two Family Residential District (NV-R2):** The NV-R2 two-family residence district permits a second dwelling unit under the same ownership as the initial dwelling unit in designated single-family areas, while maintaining the area's single family character.
- 3. Medium Density Multiple-Family Residential District (NV-R3):** The NV-R3 district enhances multi-family housing neighborhoods, with development standards to mitigate impacts on adjacent lower density residential areas. Projects on larger parcels enable onsite parking and open space needs, like garden apartments or cluster developments, with anticipated density ranging from 16 to 30 dwelling units per acre and a 1.5:1 Floor Area Ratio.
- 4. High Density Multiple-Family Residential District (NV-R4):** The NV-R4 district provides high-density apartment living, primarily along major transportation corridors near mass transit and employment centers. Density ranges anticipated from 61 to 100 dwelling units per acre, with a maximum Floor Area Ratio of 3.0:1.
- 5. Mixed-Use Districts (NV-MXL, NV-MXM, NV-MXH):** Mixed-use districts encourage a blend of residential, retail, entertainment, office, service, and commercial spaces, fostering a pedestrian-friendly environment. The NVCAP includes three mixed-use districts: NV-MXL for small-scale commercial and limited residential; NV-MXM for a mix of residential and limited commercial; and NV-MXH for ground-floor retail, entertainment, and commercial with residential above, emphasizing a pedestrian-oriented streetscape. Density in these districts varies, with permitted dwelling units per acre anticipated from three to 100 and Floor Area Ratios ranging from 0.5:1 to 3.0:1.
- 6. Public Facilities District (NV-PF):** The NV-PF district accommodates governmental, public utility, educational, and community service or recreational facilities. In North Ventura, a one-acre portion of the NV-PF district may allow for a 100% affordable housing project.

For the specific land use and development standards for NVCAP, refer to PAMC Chapter 18.29, North Ventura (NV) District.

Review Process

All new external changes or improvements in NVCAP must go through a Coordinated Development Permit process as per PAMC Section 19.10.050. No such permit will be issued, and no building or structure can be erected, expanded, altered externally, placed, installed, or relocated within an approved coordinated area plan area unless it is consistent with the Plan.

For any uses needing a conditional use permit in NVCAP zone districts, they must follow the standard Conditional Use Permit process outlined in Title 18 of the Municipal Code.

In compliance with the California Environmental Quality Act (CEQA), a Supplemental Environmental Impact Report (EIR) was prepared for the NVCAP, supplementing the 2030 Comprehensive Plan EIR. When new projects undergo discretionary review by the City, the Supplemental EIR may be used for their environmental analysis. If the project's scope extends beyond the NVCAP's CEQA analysis, further assessment may be necessary.

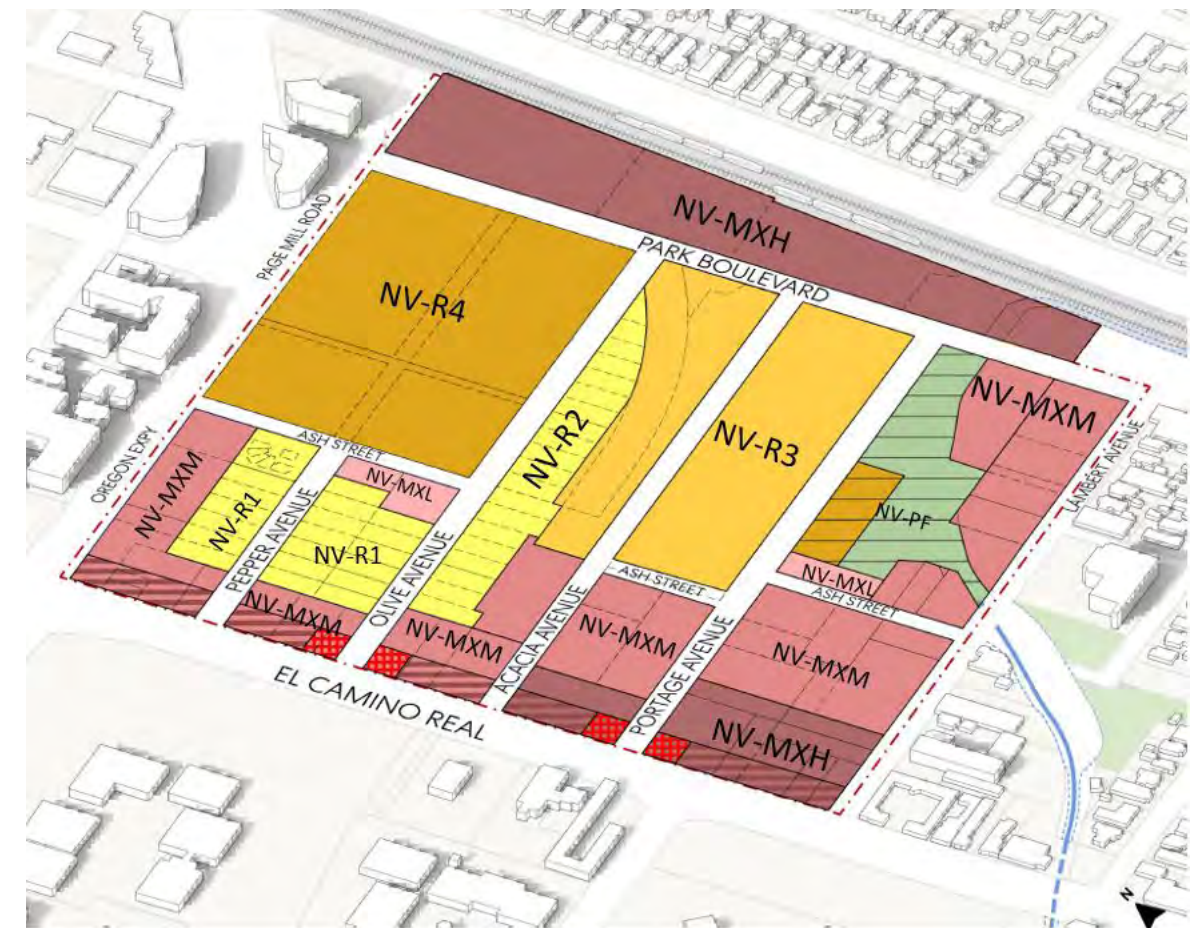


Figure 90 NVCAP Zoning Map

Implementation Actions

Plan policies in the preceding chapters will be implemented by developers, property owners, and the City over the course of the plan horizon, many through development projects. However, certain policies require implementation that must be initiated by City staff and/or coordinated with other public agencies.

Table 19 summarizes proactive steps needed to implement the NVCAP, agencies responsible for implementation, and the expected timeframe for each action. Related policies and goals from preceding chapters for each implementation action are also referenced.

Following Plan Adoption actions are anticipated to completed directly following the adoption of the NVCAP.

- Ongoing actions are expected to be implemented throughout the planning period.
- Short-term actions are actions that are expected to be completed within 0 to 4 years from plan adoption.
- Mid-term actions are anticipated to be implemented within 5 to 9 years from plan adoption.
- Long-term actions are expected to be completed between 10 to 20 years from plan adoption.

Table 19 Implementation Actions in the NVCAP

Implementation Action Number	Action Description	City Department or Public Agency Responsible	Timeframe
Land Use and Zoning			
IM 1	Field questions, facilitate desired project design, and proactively reach out to property owners and local brokers to identify opportunities for investment and lot consolidation and to promote the vision of the Plan.	Planning	Ongoing
Open Space			
IM 2	Renaturalize Matadero Creek: Take actions to implement a concept for Matadero creek that will fully naturalize (removal of concrete channel) between Park Boulevard and Lambert Avenue. The flood channel should be widened to a 100-foot riparian corridor, at maximum, to achieve maximum geomorphic form and ecological function.	Planning, Public Works, Santa Clara Valley Water District	Long-Term
IM 3	Public Park: Take actions to acquire, plan and implement the vision for a public park adjacent to Matadero Creek.	Planning, Public Works	Long-Term
Street Improvements			
IM 4	Wayfinding Signs: Explore a program to design and implement a wayfinding sign program as an effective tool to celebrate history and provide a clear and predictable navigation for residents, visitors and employees.	Planning, Public Works, Office of Transportation	Ongoing
IM 5	Woonerf: Explore and implement a concept for a woonerf that may either be a private or public/private partnership to implement a concept that integrates vehicular, pedestrian and traffic calming elements for the segment of Portage Avenue between Ash Street and Park Boulevard.	Planning, Public Works, Office of Transportation	Ongoing
Historic Preservation			
IM 6	Explore within the first year after adoption of the Plan, the initiation of California or National Register and/or local Inventory as appropriate/as determined by Council for the cannery and the Ash office building.	Planning	Short-Term
Parking Management			
IM 7	Evaluate as needed future parking strategies to maintain parking availability such as a parking benefit district, pricing options, time-of-day restrictions, Residential Parking Permits, and shared parking.	Office of Transportation	Mid-Term to Long-Term
IM 8	If hourly pricing is used, then explore a strategy that creates targets such that 85% of the spaces are used at any time OR such that 15% of the parking supply is available at any time.	Office of Transportation	Mid-Term to Long-Term

Implementation Action Number	Action Description	City Department or Public Agency Responsible	Timeframe
IM 9	Explore unbundling commercial parking or requiring private parking to be available to the public.	Planning	Mid-Term to Long-Term
IM 10	Explore a parking pricing or a parking benefit district that could help support on-demand transit, transportation demand management measures, active transportation investments, transit pass programs, etc.	Office of Transportation, Planning	Mid-Term to Long-Term
Infrastructure Improvements			
IM 11	Evaluate water main capacity that may need to be upgraded on a project-by-project basis. It is likely that the existing six-inch (6") water mains are not able to provide sufficient flow and pressure to meet required fire demands for new construction. Depending on the development project, water mains may need to be replaced and upsized to meet fire flow requirements.	Public Works	Ongoing
IM 12	Paving: Explore including into the Capital Improvement Program designs and implementation at key intersections and raised crossings.	Public Works	Short-term to long-term
Public Art			
IM 13	Evaluate the placement of public art in relation to the Public Art Master Plan for the NVCAP.	Community Services	Ongoing
IM 14	Explore updating the Public Art Master Plan as necessary to reconcile the vision of the NVCAP.	Community Services	Mid-Term to Long-Term
Mobility			
IM 15	Publicly accessible shared path on private property: Implement locations indicated within NVCAP by requiring recorded easements over private property when property redevelops.	Public Works, Planning	Ongoing

Funding and Financing Strategy

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

Major Project Categories

The public infrastructure and amenity improvements identified in the NVCAP fall into five primary categories consisting of bicycle and pedestrian infrastructure, streetscape, parks and open space, green stormwater infrastructure, and the re-naturalization of Matadero Creek.

Funding and Financing Sources and Mechanisms

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

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

Potential funding for improvements includes a mix of developer contributions (both required and negotiated, such as via the 340 Portage development agreement), City resources, outside grants, and district-based tools.

Table 20 Funding Source Categories and Examples

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

Developer Contributions

Development Standards:

Each new development project will contribute to the NVCAP’s implementation by meeting requirements regulating each project’s land uses, height, density, setbacks, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the NVCAP. These standards are adopted in the City’s zoning ordinance and must be satisfied for a project to be granted approval.

Reimbursement Agreements:

If a developer is required to provide additional infrastructure capacity or amenities to serve the entire district, a reimbursement agreement can be established to receive payments from later developers who benefit from these early improvements. This allows for areawide cost-sharing.

CEQA Mitigations:

Developers may be required to contribute to environmental mitigation measures, both for areawide needs and for their specific development projects.

Impact / In-Lieu Fees:

Impact fees are one-time fees imposed on new developments to pay for improvements and facilities that either serve the new development or reduce the impacts of the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. The City of Palo Alto already has citywide impact fees for Housing, Community and Public Safety Facilities, Traffic, Parks, and Public Art. All development projects within the Plan Area must meet citywide impact and in-lieu fee requirements.

Negotiated Agreements:

Community benefits are developer contributions that exceed the baseline features required under development standards, environmental mitigation measures, and impact fees. Community benefits agreements are negotiated with developers individually in exchange for additional development rights. A relevant example for this is the development agreement for the 340 Portage Avenue site. The developer proposes to provide more than two acres of land for a new public park surrounding Madero Creek and one acre for affordable housing, in addition to monetary contributions to both park improvements and the city’s affordable housing fund.

City Resources:

General Fund:

General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations.

Capital Improvement Plan (CIP):

Infrastructure projects identified in the NVCAP are candidates for inclusion in the City’s Capital Improvement Plan, which identifies a range of specific funding sources for capital improvement projects throughout the City of Palo Alto. For example, sanitary sewer and water main replacement projects and fiber optic backbone extensions within the NVCAP area are included in the Fiscal Year 2023 CIP, which plans expenditures for 2023-2027.

User Fees:

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

Outside Grants

Various federal, state, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of Palo Alto must remain vigilant in applying for grants to implement the NVCAP. Unique grant funding opportunities may become available due to the area’s designation as a Priority Development Area by the Association of Bay Area Governments, and because most of the Plan Area is within ½ mile of a Caltrain station—enabling access to funds directed to transit-oriented locations. However, access to grant funds may be contingent on adopting land use policies that comply with MTC’s Transit-Oriented Communities policy, with particular impacts on the Mobility Hubs and One Bay Area grants describe below.

The following table describes outside grant funding sources that may be applicable to public capital improvements as of the passage of the NVCAP; this is not an exhaustive list, however, and new grant funding programs will open during the implementation of the NVCAP.

Table 21 Examples of Potential Regional or County Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
Regional or County						
Mobility Hubs	MTC	The Mobility Hubs program funds projects in designated mobility hubs that connect services and infrastructure that promote the use of mobility options besides private vehicles. This includes connecting public transit, bike and pedestrian facilities, and bike or car share facilities.	x	x	x	
Transportation for Clean Air (TFCA) Regional Program: Bicycle Facilities Grant Program	Bay Area Air Quality Management District (BAAQMD)	The TFCA program, administered by the BAAQMD, funds projects that reduce vehicle emissions. Sixty percent of funds collected go to the TFCA Regional Fund for competitive grants. Eligible projects must demonstrate air quality benefits and reduction of emissions from motor vehicles. One sub-program within the TFCA Regional Fund is the Bicycle Facilities Grant Program, which funds the construction of new bikeways and the installation of new bike parking facilities.	x			
Santa Clara County Measure B: Bicycle and Pedestrian Program	VTA	Measure B was passed by Santa Clara County voters in 2016. Measure B authorized a 30-year, half-cent countywide sales tax to invest in transit, highway, and active transportation projects. Measure B includes nine different program areas, one of which is the Bicycle and Pedestrian Program (BPP). The BPP provides funding for bicycle and pedestrian capital projects and planning studies. Priority is given to projects that connect schools, transit and employment centers, and that fill gaps in existing bike/ped networks.	x			
One Bay Area Grant (round 3)	MTC	OBAG 3 is MTC's comprehensive policy and funding framework for distributing federal funding. OBAG 3 includes a Regional Program and a County Program. The county programs includes various competitive sub-programs.	x	x	x	
Transportation Development Act (TDA) Article 3 Program	MTC	TDA funds are derived from a 1/4 cent of the State's general sales tax. Article 3 of the TDA makes a portion of these funds available for use on bicycle and pedestrian projects. MTC programs TDA funds in the Bay Area.	x			

Table 22 Examples of Potential State Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
State						
Infill Infrastructure Grant	California Department of Housing and Community Development	The Infill Infrastructure Grant program provides fund for infrastructure improvements necessary to enable residential or mixed-use infill development.	x	x	x	x
Transformative Climate Communities	California Strategic Growth Council	Proceeds from California's Cap-and-Trade Program help fund the Transformative Climate Communities (TCC) program. The TCC provides competitive grants for coordinated, community-led development and infrastructure projects focused on achieving multiple environmental, health, and economic benefits within a given community. Examples of eligible projects include affordable housing, transit, bicycle/pedestrian improvements, and urban green infrastructure. The TCC program prioritizes disadvantaged communities that have been most impacted by pollution, as measured by the CalEnviroScreen index. The TCC program offers Implementation Grants and Planning Grants.	x	x	x	x
Affordable Housing and Sustainable Communities	California Strategic Growth Council	Proceeds from California's Cap-and-Trade Program help fund the AHSC program. AHSC is a competitive state grant program that promotes infill development and the reduction of greenhouse gas emissions through transportation and land use change. AHSC encourages combined investments in affordable housing, transit, and active transportation infrastructure, with a majority of funds typically awarded to the affordable housing component of a project.	x	x	x	
Urban Greening Program	California Natural Resources Agency	Proceeds from the State's Cap-and-Trade Program help fund California's Urban Greening Program. The Urban Greening Program provides competitive funding for projects that reduce greenhouse gas emissions and provide other benefits related to reducing air/water pollution and the consumption of natural resources, and/or to increasing green spaces and green infrastructure. Eligible projects include the enhancement or expansion of neighborhood parks, green streets, urban trails, facilities that encourage active transportation, and other urban heat island mitigation measures. The program prioritizes projects that benefit disadvantaged communities, as determined by the CalEnviroScreen index.	x	x	x	x
Active Transportation Program (ATP)	California Transportation Commission/MTC	ATP provides statewide competitive grants for pedestrian and bicycle capital projects. Certain trail projects are also eligible if they meet the requirements of the Recreational Trails Program (RTP), a sub-program within ATP. Beyond the statewide competitive grants, ATP funds are also distributed to MPOs. A minimum of 25% of ATP funds must be allocated to disadvantaged communities.	x	x	x	
Urban Streams Restoration Program (USRP)	California Department of Water Resources	The USRP funds projects and provides technical assistance to restore urban streams to a more natural state. Funds used for planning only must be used for projects that will serve disadvantaged communities once completed. Matching funds of 20 percent must be provided unless the grant will benefit a disadvantaged community. Examples of eligible projects include installation of green infrastructure such as bioswales, removing culverts or storm drains, and flood protection enhancements.				x
Land and Water Conservation Fund	California Department of Parks and Recreation	The LWCF is a competitive grant program focused on creating new outdoor recreation opportunities for Californians. The program funds the acquisition or the development of recreational space. Eligible projects include the acquisition of land to create a new park, a buffer for an existing park, or a recreational/active transportation trail corridor, or the development of recreational features (e.g. sports fields, dog parks, gardens, open space, etc.)			x	

Table 22 Examples of Potential State Grant Funding Sources for NVCAP Improvements (continued)

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
State						
Local Highway Safety Improvement Program (HSIP)	Caltrans	HSIP is funded by federal aid as a core program and was codified under the 2021 Infrastructure Investment and Job Act. HSIP seeks to achieve significant reductions in traffic fatalities and injuries on public roads. Funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, so long as the investment is focused on improving user safety for and addresses a specific safety problem. Non-safety related capital improvements (e.g. landscaping, street beautification) cannot exceed 10 percent of project costs. Caltrans requires that projects be consistent with California’s Strategic Highway Safety Plan.	x	x		
Senate Bill 1: Local Partnership Program (LP)	California Transportation Commission	SB 1, which was signed into law in 2017, is a \$54-billion legislative package to fix and enhance roads, freeways, bridges, and transit across California. Funds are split among numerous programs. SB 1 created the LP program to reward jurisdictions and transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees. The LP program includes a formula allocation as well as a competitive component. Eligible projects include a wide variety of transportation improvements – roads, pedestrian/bicycle facilities, transit facilities, and other improvements to mitigate urban runoff from new transportation infrastructure. For the competitive grant program, funds can only be used for capital improvements.	x	x		x

Table 23 Examples of Potential Federal Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
Federal						
Infrastrucure Investment and Jobs Act	Federal Highway Administration, Federal Transit Administration, Federal Railway Administration, and Federal Aviation Administration	The Infrastrucure Investment and Jobs Act provides over \$550 billion for the nation’s infrastructure. Estimated apportionments are available for Fiscal Years 2022 - 2026. Funds are available for a wide array of infrastrucure needs including those related to public transit, airports, ports, bridges, water systems, and more. Most of the funds will be distributed through state agencies which will be accessible through a range of state grant programs, whereas other funds will be apportioned directly to urbanized areas, and additional funds will be available through federal grants processes. The State of California is estimated to be apportioned more than \$35 billion over five fiscal years, and the San Jose urbanized area, which includes Palo Alto, is expected to be directly apportioned \$536 million over this same time period.	x	x		x

District-Based “Value Capture” Tools

Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefitting from improvements also contribute to those public investments. The table below describes the three primary types of district-based funding and financing tools. Note that assessment districts and community facilities districts primarily capture additional funding from private entities, while the enhanced infrastructure financing district reinvests growth in public property tax revenues within the district. If a district-based tool is utilized, the boundaries do not necessarily need to align with the NVCAP Plan Area boundaries.

Table 24 Summary of Major District-Based Value Capture Tools

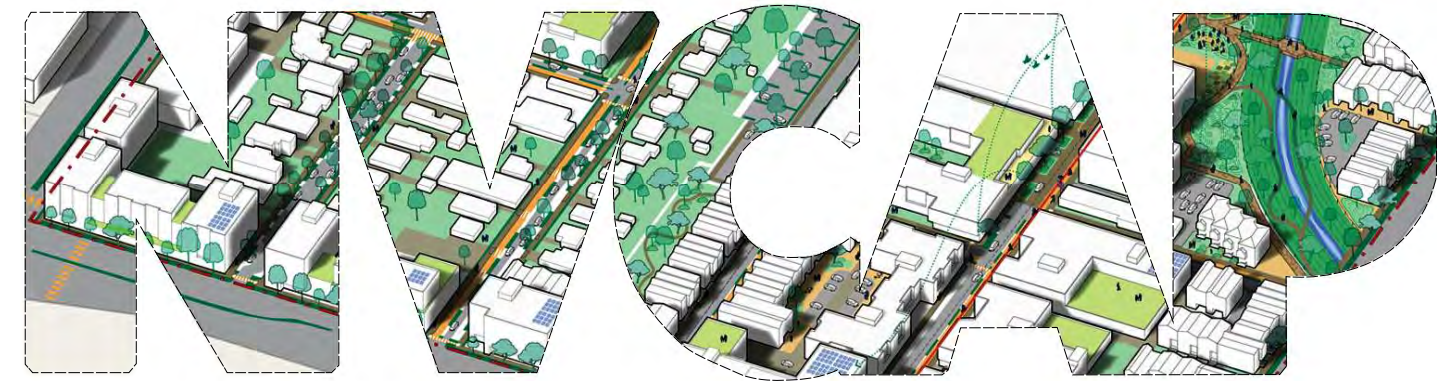
Funding Tools	Description	Uses	Considerations
Special Assessment Districts	<p>Additional assessment against a range of participants, depending on the type of district and relative benefit received.</p> <p>Examples include: Landscaping and Lighting District, Community Benefit District, Business Improvement District.</p>	Most useful for funding ongoing operations and maintenance.	<p>Requires simple majority vote of paying stakeholders.</p> <p>Increases costs and risk for paying stakeholders. Stakeholders need to perceive a clear benefit for themselves.</p> <p>Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.</p> <p>Little financial risk to the City or public agencies; could lead to increased tax revenue based on private reinvestment.</p> <p>Additional City staff time to administer districts could offset some gains.</p>
Community Facilities District (Mello-Roos)	Additional assessment on property, levied and varied based on a selected property characteristic (excluding property value).	Financing infrastructure improvements, development of public facilities; also, ongoing operations and maintenance.	<p>Requires approval of 2/3 of property owners (by land area) if there are fewer than 12 registered voters residing in the district.</p> <p>Boundaries can include non-contiguous parcels.</p> <p>Fees can be proportionally subdivided and passed on to future property / home owners.</p> <p>Increases costs and risk for landowners and homeowners if fees dissuade buyers or reduce achievable sales prices.</p> <p>Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.</p>
Enhanced Infrastructure Financing District (EIFD)	Diverts a portion of future municipal General Fund property tax revenues generated within the district to help fund infrastructure projects. Climate resilience districts are a type of EIFD specifically intended to fund climate projects such as addressing sea level rise.	Financing infrastructure improvements, development of public facilities, affordable housing development.	<p>Formation and bond issuance does not require a local vote.</p> <p>Does not cost individual property owners additional fees and taxes.</p> <p>Does not divert revenues from schools.</p> <p>Reduces future General Fund revenues by restricting use of the district's future property tax revenue growth.</p>

Infrastructure Improvements and Applicable Funding Sources

The following table describes the applicability of various funding sources to the improvement needs identified in the NVCAP. Funding availability for improvements within the Plan Area will vary based on development activity, economic conditions, and availability of grants.

Table 25 Infrastructure Improvements and Applicable Funding Sources in the NVCAP

	Developer Contributions				City Resources			District Based			Outside Sources
	Development Standards	CEQA Mitigation	Impact and In-Lieu Fees	Negotiated Agreements	General Fund	Capital Improvement Plan	User Fees	CFD	EIFD	Special Assessment District	Grants (Federal, Regional, State)
Bicycle and Pedestrian Infrastructure, Streetscape Improvements											
Public Right of Way Improvements	X		X	X	X	X		X	X	X	X
Intersection Improvements	X	X	X	X	X	X		X	X		X
Parks and Open Space											
Land Acquisition			X	X		X		X	X		X
Construction of New Parks or Plazas			X	X		X		X	X		X
Matadero Creek Re-Naturalization											
Land Acquisition			X	X		X		X	X		X
Construction of New Infrastructure			X	X		X		X	X	X	X
Utilities											
District-wide: Stormwater, Water, and Sewer Improvements		X	X	X		X	X	X	X		X
On-site/Project Specific: Stormwater, Water, and Sewer Improvements	X	X	X	X							



North Ventura Coordinated Area Plan

Draft Plan: March 2024

June 2024 Mark-Up Version

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North Ventura Coordinated Area Plan



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Executive Summary

The North Ventura Coordinated Area Plan (NVCAP) represents a rare opportunity within the City of Palo Alto 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.

NVCAP is aligned with the goals and policies embedded in the adopted City of Palo Alto 2030 Comprehensive Plan, addressing the eight major themes: Building Community and Neighborhoods; Maintaining and Enhancing Community Character; Reducing Reliance on the Automobile; Meeting Housing Supply Challenges; Protecting and Sustaining the Natural Environment; Keeping Palo Alto Prepared for Future Natural and Human-Caused Hazards; Meeting Residential and Commercial Needs; and Providing Responsive Governance and Regional Leadership.

Finally, this is 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 graciously volunteered their time as members of the Working Group to thoughtfully consider the challenges and opportunities of the Plan.



Figure 1 Photograph of architect Mike Lyzwa holding a model of a proposed building at the intersection of Page Mill Road and Park Boulevard, circa 1984.

Plan Organization

The plan document is organized as follows:

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.

The 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 (Public Realm, Streets, Parks, Buildings) include requirements that govern the construction and modification of horizontal and vertical development, standards are quantifiable, whereas guidelines are qualitative requirements.

Implementation outlines the necessary steps to fulfill the vision of the Plan, including funding and financing strategies, infrastructure improvements, and capital investments.

Appendix contains information for reference used to generate the NVCAP including existing site conditions, market studies, and infrastructure analysis.



Figure 2 Photograph of the Cannery monitor roof supergraphic on the former Fry's site, 2022

Credit: Perkins&Will



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- 1.1 Context
- 1.2 Plan Area
- 1.3 Project Goals
- 1.4 Project Objectives
- 1.5 Citywide Planning
- 1.6 Regional and Statewide Planning
- 1.7 Community Process

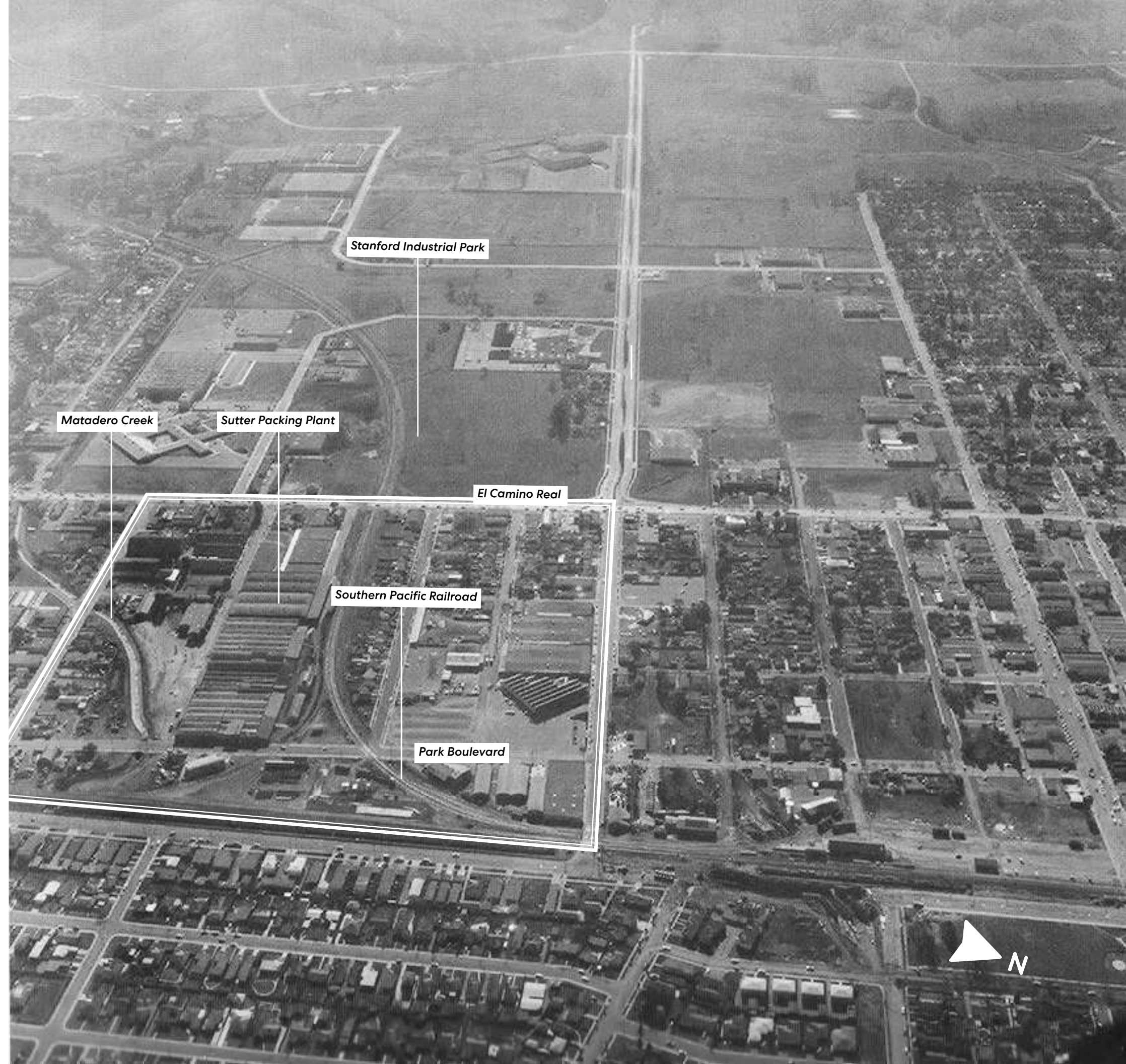


Figure 3 Bird's eye photograph of the NVCAP Plan Area circa 1957.

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,

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.

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.

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.

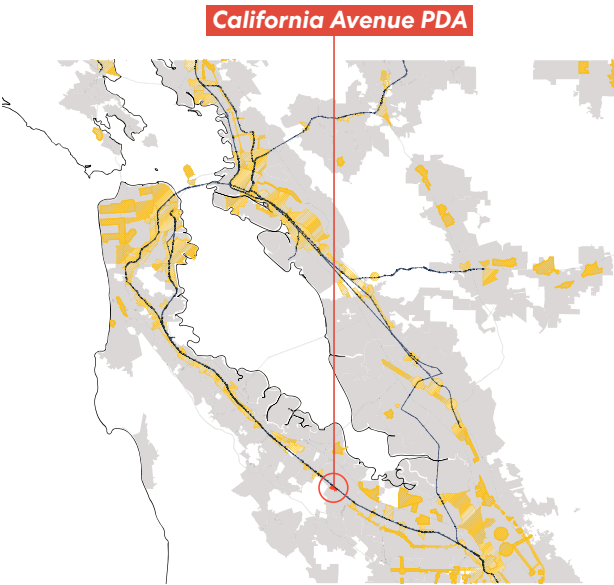


Figure 4 Priority Development Areas (PDA) in the Bay Area

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.

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

Plan Area

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

Proximity to City Destinations

The plan area is within walking and biking distance to several key destinations, including:

- The California Avenue Caltrain Station, which is within a half mile of the plan area. Walking access to the station is primarily along Park Boulevard, a designated Bike Boulevard.
- El Camino Real, a regional commercial and retail corridor. Opportunities for pedestrians and bicyclists to cross Page Mill Road safely are limited.
- California Avenue, a regional retail attraction and social destination for the peninsula.
- Stanford University, one of the premier higher-education institutions in the world.
- Stanford Research Park and California Avenue Business District, accounting for almost 40% of the City's employment distribution.
- Signature Palo Alto open spaces such as Sarah Wallis Park, Boulware Park, and J. Bowden Park.

Plan Area Notable Sites

Notable sites within the plan area include the Matadero Creek Channel and the buildings associated with the Cannery.

The portion of the Matadero Creek running through the plan area is contained with a concrete trapezoidal channel, which was built in 1990 from El Camino Real to the Caltrain Tracks.



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



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

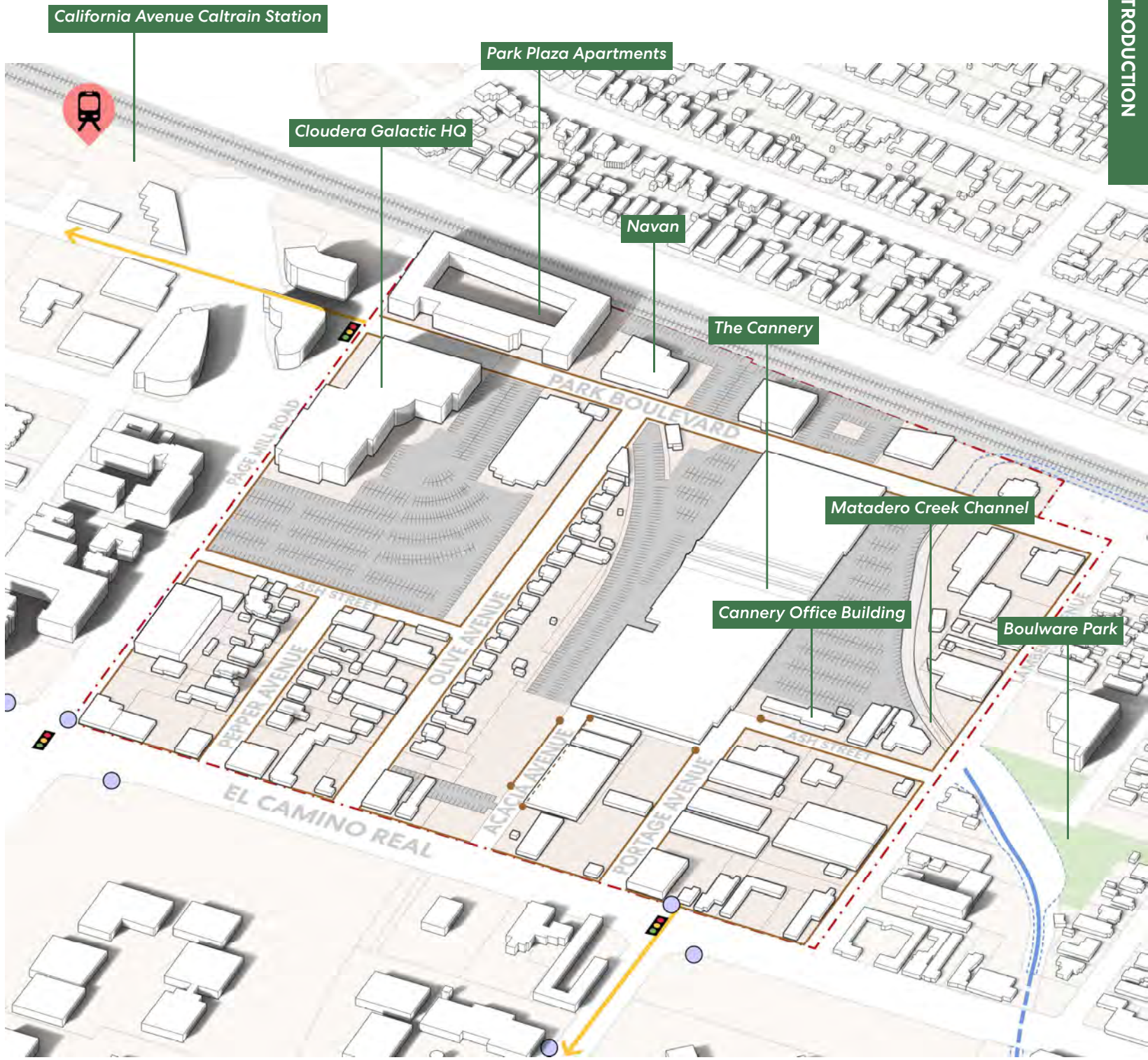
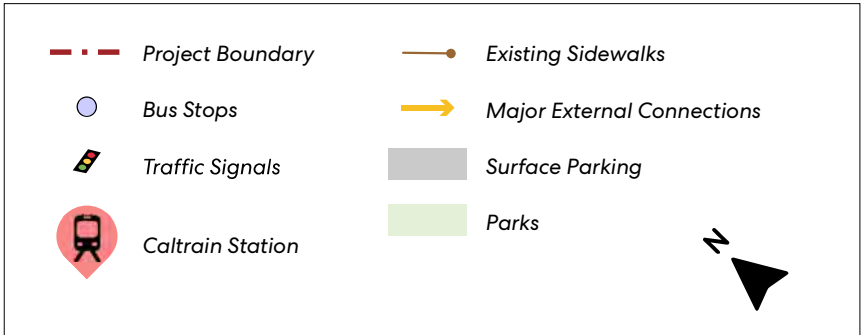


Figure 7 Existing Conditions of the NVCAP Plan Area, 2020



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 Cloudera 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

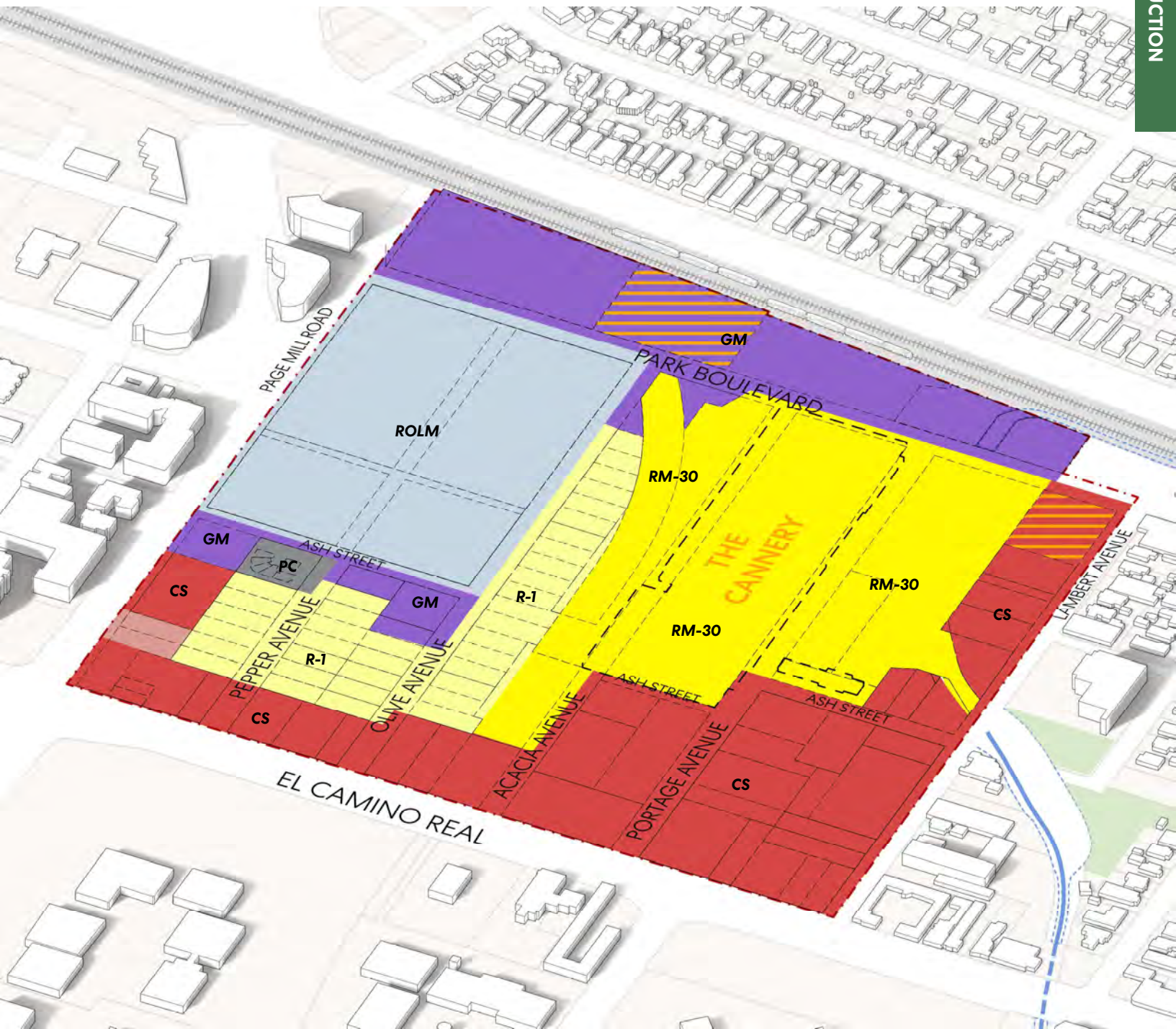


Figure 8 Existing Zoning Districts of the NVCAP



Recent Development

The Plan Area is experiencing significant change and new investment in mixed-use development. A few new developments include:

Under Construction or Completed



Figure 9 Photographs of recent development

441 Page Mill Road: a three-story mixed use building with one level of underground parking. The project includes Class-A office space, ground floor retail, and 16 apartments.



3045 Park Boulevard: a two-story shell commercial building with underground parking.



3225 El Camino Real: a mixed-use development with two distinct buildings. The first building is four stories with ground floor retail and apartments/condos on the upper floors. The second building is two stories with ground floor retail and office on the upper floor. The development includes underground and podium parking.

The 340 Portage Avenue Development Agreement

In October 2023, the City approved a development agreement with the Sobrato Organization, LLC for the redevelopment of the 14.65-acre site at 200-404 Portage Avenue, 3040-3250 Park Boulevard, 3201-3225 Ash Street and 278 Lambert Avenue (Ordinance #5595). The project site, comprised of five reconfigured parcels, is located centrally within the boundary of the NVCAP. The development agreement includes:

- Partial demolition of a commercial building (formerly Bayside Cannery) deemed eligible for the California Register of Historical Resources and retrofit of the remaining portion of the building (340-404 Portage) to retain and restore key historic features (Parcel 1)
- Construction of (74) new three-story townhome condominiums replacing approximately 84,000 square feet (sf) of the historic cannery building at 200-404 Portage Avenue (Parcel 1)
- Demolition of a building containing commercial recreation use at 3040 Park Boulevard (Parcel 1)
- Dedication of approximately 3.25 acres of land to the City for future affordable housing (approximately 1 acre) and parkland (approximately 2.25 acres) uses (Parcel 2)

- Retention of existing research and development (R&D) uses in the remaining portion of the former cannery building (Parcel 3)
- Construction of a two-level parking garage (Parcel 3)
- Retention of office use in the existing building at 3201-3225 Ash Street (Parcel 4)
- Conversion of automotive use at 3250 Park Boulevard to R&D use (Parcel 5)
- Contribution of \$5 million for future park improvements and contributions to the City's affordable housing fund.
- Development of a Transportation Demand Management (TDM) program for the R&D and office uses.

When the terms of the agreement end, conformance with the NVCAP will be required of all new projects in the affected area.

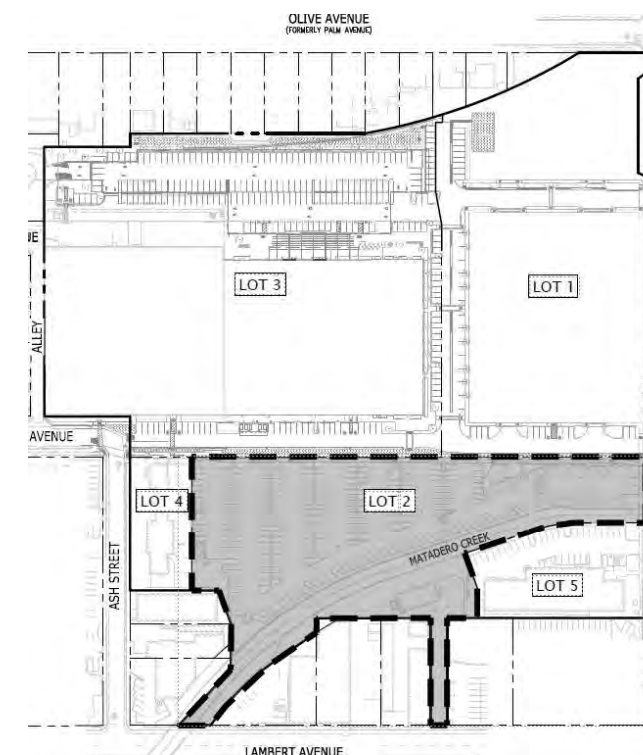


Figure 10 Conceptual Tentative Map for the 340 Portage Avenue Development

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 canning 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

Project Goals

On March 5th, 2018, the City Council approved the following goals to guide the NVCAP. A project goal refers to the desired outcome of a project. The following goals are high-level statements that provide an overall context for the aims and accomplishments of the project.

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.

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Community Facilities and Infrastructure

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.



Balance of Community Interests

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

Urban Design, Design Guidelines, and Neighborhood Fabric

Develop human-scale urban design strategies, and design guidelines that strengthen and support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Throughout the document, applicable project goals are included in insets.

Figure 16 (left) An illustrative example of low-cost buffered bike lanes and intersection improvements.

Figure 17 (top) Building O in San Francisco, CA, an example of mixed-income multi-family apartments next to a public park.

Project Objectives

On March 5th, 2018, the City Council approved the following objectives to guide the NVCAP. Project objectives describe the optimal process and set the goalposts for a successful plan. Project objectives are measurable and achievable.

Data-Driven Approach

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.

Guide and Strategy for Staff and Decision Makers

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.

Comprehensive User-Friendly Document and Implementation

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.



Meaningful Community Engagement

Enable a process with meaningful opportunities for community engagement, within the defined timeline, and an outcome (the coordinated area plan document) that reflects the community's priorities.

Economic Feasibility

A determination of the economic and fiscal feasibility of the plan with specific analysis of marketplace 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.

Environmental

A plan that is protective of public health and a process that complies with the requirements of the California Environmental Quality Act.

Figure 18 (left) A breakout discussion during the NVCAP working group meeting,
Figure 19 (top) Documenting feedback during a working group design charrette

Citywide Planning

The standards and guidelines in this document are informed and in conformance with the following foundational city plans and policies.

2030 Comprehensive Plan

The City adopted the 2030 Comprehensive Plan in November 2017, which is the primary tool for guiding preservation and development in Palo Alto. The Plan reflects community values and provides a collective vision that guides preservation, growth, and change. The Plan Area is a part of the California Avenue Multi-Neighborhood Center. A multi-neighborhood center is defined as retail shopping centers or districts that serves more than one neighborhood with a diverse mix of uses, including retail, service, office, and residential. Program L-4.10.1 directs staff to 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.

Bicycle and Pedestrian Transportation Plan

The City adopted the Bicycle and Pedestrian Transportation Plan in July 2012, which strategically guides public and private investments in non-motorized transportation facilities and related programs. The plan identifies several streets within the Plan Area as critical bicycle streets, including Portage Avenue as an enhanced bikeway as part of the Bay to Ridge Trail and Park Boulevard as a major north-south Bicycle Boulevard.

Housing Element 2023-2031

The Housing Element update, one of the State-mandated components of the City's Comprehensive Plan, represents the City of Palo Alto's sixth Housing Element and plans for the years 2023 through 2031. In total, approximately 6,700 housing units are needed to accommodate the 2023-2031 growth for all income groups as part of the Regional Housing Needs Allocation (RHNA) process. The Plan Area includes 15 properties identified by the Housing Element as opportunity sites that could help the City meet its housing needs (unit yield of approximately 300).

Palo Alto Municipal Code, Chapter 19.10: Coordinated Area Plans

This chapter establishes the procedures for the preparation of coordinated area plans (CAP). The chapter's sections outline the purpose of a CAP, the procedures needed to be performed throughout the planning process, the contents of the plan document, and the requirements for permitting and development once the CAP has been adopted.

Palo Alto Municipal Code, Chapter 18.32: Affordable Housing Incentive Program

The affordable housing incentive program is intended to promote the development of 100% affordable rental housing projects located within one-half mile of a major transit stop or one-quarter mile of a high-quality transit corridor. Due to the Plan Area's proximity to transit and everyday needs, the NVCAP is a strong candidate to support the City's goal of adding more affordable housing units to support a wider range of incomes.

Palo Alto Municipal Code, Chapter 18.24: Contextual Design Criteria and Objective Design Standards

To comply with California's recently adopted legislation (Senate Bill (SB) 35 and SB 330) to address the housing shortage within the state, Palo Alto adopted objective design standards to review new multi-family and mixed-use residential housing projects. The development standards and design guidelines included in the coordinated area plan are intended to be complementary to the objective design standards.

Parks, Trails, Natural Open Space, and Recreation Master Plan

Adopted in September 2017, the Parks Master Plan presents the vision for the future of Palo Alto's parks, trails, natural open space, and recreation system. The plan identifies the entire Plan Area as an urban canopy target area, emphasizing the need for new green streets and parks. Additionally, Policy 1.B.10 states the following, 'develop a creek walk along Matadero Creek that links parks and creates open space and a habitat corridor'. Finally, the plan designates Portage Avenue and Park Boulevard as 'Pollinator Pathways,' which are intended to provide connectivity for natural systems through the integration of green stormwater infrastructure. The future public park and the renaturalization of the creek can serve as an integral component of the City's larger regional habitat connection concept, connecting people and wildlife from the foothills to the Baylands.

Urban Forest Master Plan

Adopted in February 2019, the Urban Forest Master Plan establishes long-term management goals and strategies to foster a sustainable urban forest in Palo Alto. The urban forest includes street trees, park trees, forested parklands, and trees in many private ownership settings. NVCAP is aligned with the master plan's goals and policies including:

- Goal 1: A well-developed contiguous, healthy, and ecologically resilient citywide urban forest; and
- Goal 2: Re-generated native woodland and riparian landscapes as the key ecological basis of the urban forest with a focus on native species and habitat.

Green Stormwater Infrastructure Plan

Completed in 2019, the Green Stormwater Infrastructure (GSI) Plan provides a guidance framework to integrate GSI measures into the City's urban landscape to properly manage and treat stormwater at its source, decreasing water quality impacts to local creeks, the Baylands, and the San Francisco Bay. Integration of GSI measures is critical for the Plan Area to address the current lack of open spaces, and high amount of imperviousness. Chapter 4 of the GSI specifies in the Developed Project Location Prioritization Criteria, that projects located within one of the key development areas should receive a higher priority than projects located outside one of these areas.

Public Art Master Plan

Completed in November 2016, the mission of the plan is to ensure that new public art reflects Palo Alto's people, diverse neighborhoods, the innovative and global character of its businesses and academic institutions, and the beauty of its natural environment. Several of the plan's objectives are applicable to NVCAP including:

- Objective 1: Locate art in unexpected places, such as alleys to provide an element of surprise and whimsy to everyday life.
- Objective 2: Integrate impactful, permanently-sited public art projects in business areas.
- Objective 3: Install public art in neighborhoods for residents to enjoy on a daily basis.
- Objective 4: Use art to promote environmental stewardship and sustainability. Create partnerships with Environmental Services and local regional agencies to integrate public art into environmental projects.
- Objective 5: Commission artists or artist/design teams to create specific public art plans for areas of Palo Alto where development is taking place.

Sustainability and Climate Action Plan

Adopted in June 2023, the Sustainability and Climate Action Plan (S/CAP) is a comprehensive document laying out the City's strategy to achieve ambitious carbon reduction goals, while improving natural environment, adapting to climate impacts, and increasing livability for Palo Alto residents. The S/CAP establishes the goals of reducing carbon emissions 80 percent below 1990 levels by 2030 (the "80 x 30" goal) and achieving carbon neutrality by 2030. Several of the plan's goals are applicable to NVCAP including:

- **Energy:** Reduce GHG emissions from the direct use of natural gas in Palo Alto's building sector by at least 60% below 1990 levels (116,400 MT CO₂e reduction)
- **Mobility:** Reduce total vehicle miles traveled 12% by 2030, compared to a 2019 baseline, by reducing commute vehicle miles traveled 20%, visitor vehicles miles traveled 10%, and resident vehicle miles traveled 6%
- **Mobility:** Increase the mode share for active transportation (walking, biking) and transit from 19% to 40% of local work trips by 2030
- **Natural Environment:** Restore and enhance resilience and biodiversity of our natural environment throughout the City
- **Natural Environment:** Increase tree canopy to 40% city-wide coverage by 2030
- **Natural Environment:** By 2030, achieve a 10% increase in land area that uses green stormwater infrastructure to treat urban water runoff, compared to a 2020 baseline

Relationship Between the NVCAP and Other City Plans and Ordinances

The NVCAP implements the City of Palo Alto Comprehensive Plan and provides more detailed programs and policies for the specifically defined NVCAP. These policies and programs are consistent with those found in the Comprehensive Plan but address the unique characteristics of NVCAP.

To implement the NVCAP, Palo Alto made changes to Title 18, Zoning, in the Palo Alto Municipal Code (PAMC). This new code section outlines specific development standards for projects within the plan area. While many of these are detailed in the plan itself, the regulations in the NVCAP section of Title 18 take precedence. If the NVCAP doesn't specifically change or replace zoning standards, the established PAMC requirements apply. However, if there's a conflict between the development standards of NVCAP and PAMC, NVCAP standards will be followed.

Regulatory Compliance

The Plan was prepared in accordance with CEQA, and any state applicable law. The NVCAP guides all development within the Plan Area and will require amendments to the Zoning Ordinance to ensure consistency and to implement the development regulations and land uses established in this CAP. The CAP is adopted under the authority of the City's Zoning Ordinance, which designates Coordinated Area Plans as a tool to guide land use and development consistent with the Comprehensive Plan.

Regional and Statewide Planning

Approximately 70% of the Plan Area is located within the California Avenue PDA, which was selected based on excellent access to transit, the proximity of the existing California Avenue Business District, and the availability of underutilized parcels of land. Therefore, NVCAP is subject to both regional and state legislation, developed and adopted to ensure new development within PDAs are supporting compact, equitable transit-oriented communities.

Transit-Oriented Communities (TOC) Policy

Metropolitan Transportation Commission's (MTC's) regional Transit-Oriented Communities (TOC) policy update seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, and income levels, and racial and ethnic backgrounds can live, work and access services, such as education, childcare, and healthcare. The TOC policies would apply to PDAs that are served by fixed-guideway transit such as the California Avenue Station (Caltrain). PDAs that comply with these TOC policies are eligible for grant funding administered by the MTC. Jurisdictions adopting these policies would be required to implement the following:

- **New Residential Development:** a minimum density of 50 units/net acre or higher and an allowable maximum density of 75 units/net acre or higher.
- **New Commercial Office Development:** a minimum density of 2 Floor Area Ratio (FAR) or higher and an allowable maximum density of 4 FAR or higher.
- **Parking Management Requirements:** no minimum parking requirement allowed.

At the time of plan adoption, the City has not adopted the TOC policy.

Assembly Bill 2097 (AB2097)

The California State Legislature passed, and the Governor signed, Assembly Bill (AB) 2097 that eliminates minimum parking requirements for all uses/development, (except hotels) within a half-mile of public transit. This bill affects all properties within the NVCAP. The new requirements went into effect on January 1, 2023, ahead of the adoption of the NVCAP.

The Community Process

The NVCAP was informed by a multi-year planning process, which prioritized a robust and authentic community process, and invited a diversity of voices from both city departmental agencies and community stakeholders to shape the future of the Plan Area.

Over the course of the planning process, City staff and consultants conducted extensive community outreach, providing numerous opportunities for public engagement and meaningful input. Stakeholders, decision-makers, residents, and other community members have volunteered their time to thoughtfully consider the challenges and opportunities afforded by this project and contribute to the evolving plan ideas.

As part of the planning process, three draft alternatives were developed for the NVCAP. The draft alternatives take into account feedback provided by: (1) the NVCAP Working Group, (2) feedback from community members provided at community workshops, (3) analyses and information provided by the City's consultant team to City staff and leadership. City Council deliberated and selected a preferred scenario. This community process led to the development of the draft plan including the vision and design framework included in Chapter 2.

Figure 20 A worksession during the NVCAP working group meeting



Spotlight: The City of Palo Alto conducted:

2
Community
Workshops

17
NVCAP Working
Group Meetings

6
Stakeholder Group
Meetings

2
Online Surveys

Meetings with
Decision-Makers

- City Council
- Historic Resources Board (HRB)
- Parks and Recreation Commission (PRC)
- Planning and Transportation Commission (PTC)
- Architectural Review Board (ARB)

The NVCAP Working Group

Consistent with PAMC 19.10.030 and to ensure significant and meaningful community engagement, the City Council appointed a 14-member Working Group (WG). The WG was made up of 14 individuals and two alternates. The group's composition represented a diversity of interests and expertise, including homeowners and renters, people of different ages and cultural backgrounds. The WG included:

- Residents (renters and property owners) living within the Plan Area boundaries or the greater North Ventura neighborhood.
- Business owners and local employees working or owning a business within the Plan Area boundaries or nearby (mix of small and larger businesses).
- Property owners (large and small properties).
- City residents with expertise in urban design, housing development, environmental planning, transportation, or land economics.
- Planning and Transportation Commission (PTC) member.
- Architectural Review Board (ARB) member.
- Parks and Recreation Commission member.

Over the course of 17 meetings held from 2018 to 2020, the WG reviewed and provided feedback on existing conditions, planning alternatives, and other information related to the planning area.

The WG created a vision statement for the Plan Area which is summarized below:

'The Working Group envisions the Plan Area to replicate a European square with open plaza, colorful public art, beautiful landscaping with green open spaces and lots of public amenities such as benches, trails, and bike paths. The building designs should fit well within the existing context, between three and six stories, interconnected with pedestrian and bicycle paths. The bustling plaza should have lots of local-serving retail uses such as cafes, small local markets, and theaters, which encourage lively foot traffic. The Plan Area also should provide diverse housing opportunities, with minimum intrusion from automobile traffic.'

City Department Partnerships

The planning process was informed by representatives from the City of Palo Alto to ensure the plan was aligned with foundational city plans, projects, and programs. The departments represented include Planning & Development, Transportation, Public Works, Utilities, and Community Services.



Figure 21 A sketch session and report back during the NVCAP working group meeting

The Community Workshops

Two community workshops were held to share ideas, respond to study results, and weigh in on the vision and emerging policies of the plan. The first community workshop was held in February 2019. The community feedback helped to frame the basis of the proposed draft plans. The City hosted the second community workshop on February 27, 2020. The workshop solicited input on the three draft plan alternatives and endeavored to identify community priorities on various topics.

Community Surveys

Staff prepared two online community surveys (April 2020 and October 2020) to solicit input from the members of the community. The surveys aimed to reach community members unable to attend the workshops. An online questionnaire on the draft alternatives was created by staff to solicit input from the community at-large in October 2020. About 30 community members responded. The majority of the participants preferred Alternative 3, supporting higher residential densities and heights, allowing small office footprints. There was general agreement on the proposed transportation improvements, and parks and open space proposals. Opinions varied over preservation of the cannery building. Some preferred removal of old cannery building for better and efficient use of the existing space, while others supported partial retention.

Project Website

To augment the community engagement efforts, the city hosted a robust project website that served as the primary online portal for community engagement. It included information on project updates, upcoming events, updated summaries of workshops and staff reports.

Public Noticing / Mailing List

Notices of all public hearings and WG meetings were published in accordance with the regulations set forth by the Palo Alto Municipal Code and City regulations. Additionally, an extensive emailing list consisting of over 430 interested community members was developed and maintained by City staff and used for disseminating information to all interested individuals.



Figure 22 A presentation during a community workshop

Stakeholder Group Meetings

Stakeholder groups including property owners, commercial tenants, area residents, Palo Alto Unified School District and affinity groups/advocates (affordable housing representatives, bicycle groups, environmental representatives, etc.) were identified early in the NVCAP process and their input was gathered through a series of six meetings. Staff also presented to the Palo Alto Unified School District Committee on December 2018, on February 20, 2020, and on October 15, 2020. Palo Alto Unified School District Board Members indicated an interest to site a new school to serve new families conceived in the draft alternatives. The City is supportive of working together to understand student yield from proposed typologies and suitable sites. During the development and public review of alternatives, City staff have continued discussions with stakeholders, such as property owners and affordable housing advocates to gather their feedback on evolving policy ideas and aspects of the alternatives.

Decision Maker Meetings

Since the initiation of the NVCAP planning work in October 2018, City staff have provided several updates to the following boards: City Council, Historic Resources Board (HRB), Parks and Recreation Commission (PRC), Planning and Transportation Commission (PTC), and the Architectural Review Board (ARB).

Vision

- 2.1 Plan Concept
- 2.2 Land Use
- 2.3 Ground Floor Edges
- 2.4 Mobility
- 2.5 Ecology and Sustainability
- 2.6 Urban Form

The North Ventura Coordinated Area Plan sets forth a flexible, aspirational vision to guide growth and investment to support a transit oriented, mixed-use, mixed-income, and walkable neighborhood.

The vision frameworks described in the following pages illustrates the desired physical form delivered incrementally over time which:

- 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 more people can call North Ventura home; and
- Invests in community infrastructure to support an equitable, resilient, and sustainable Palo Alto.

Plan Concept

The Plan Concept illustrates the vision of the full build-out of the NVCAP as reflected in the plan.

The actual development within the plan area will vary based on each parcel's project goals and constraints. The conceptual build-out reflected in Figure 23 does not incorporate development projects recently approved or constructed.



Figure 23 The NVCAP Concept at Potential Full Build-out

Land Use

Development Potential by Land Use

NVCAP aims to achieve the following targets for these land uses within the plan area:

- Allow up to 530 new dwelling units;
- Approximately 2 acres of public open space;
- 16,600 square feet of commercial development including existing and new local retail and professional services.

Table 3 Existing and Future Development Potential by Land Use

Land Use	Existing	Future
Residential (units)	142 units	672 units
Parks (acres)	0 acres	1.9 acres
Office (sq.ft.)	744,000 sq.ft.	466,000 sq.ft.
Retail (sq.ft.)	111,200 sq.ft.	103,700 sq.ft.

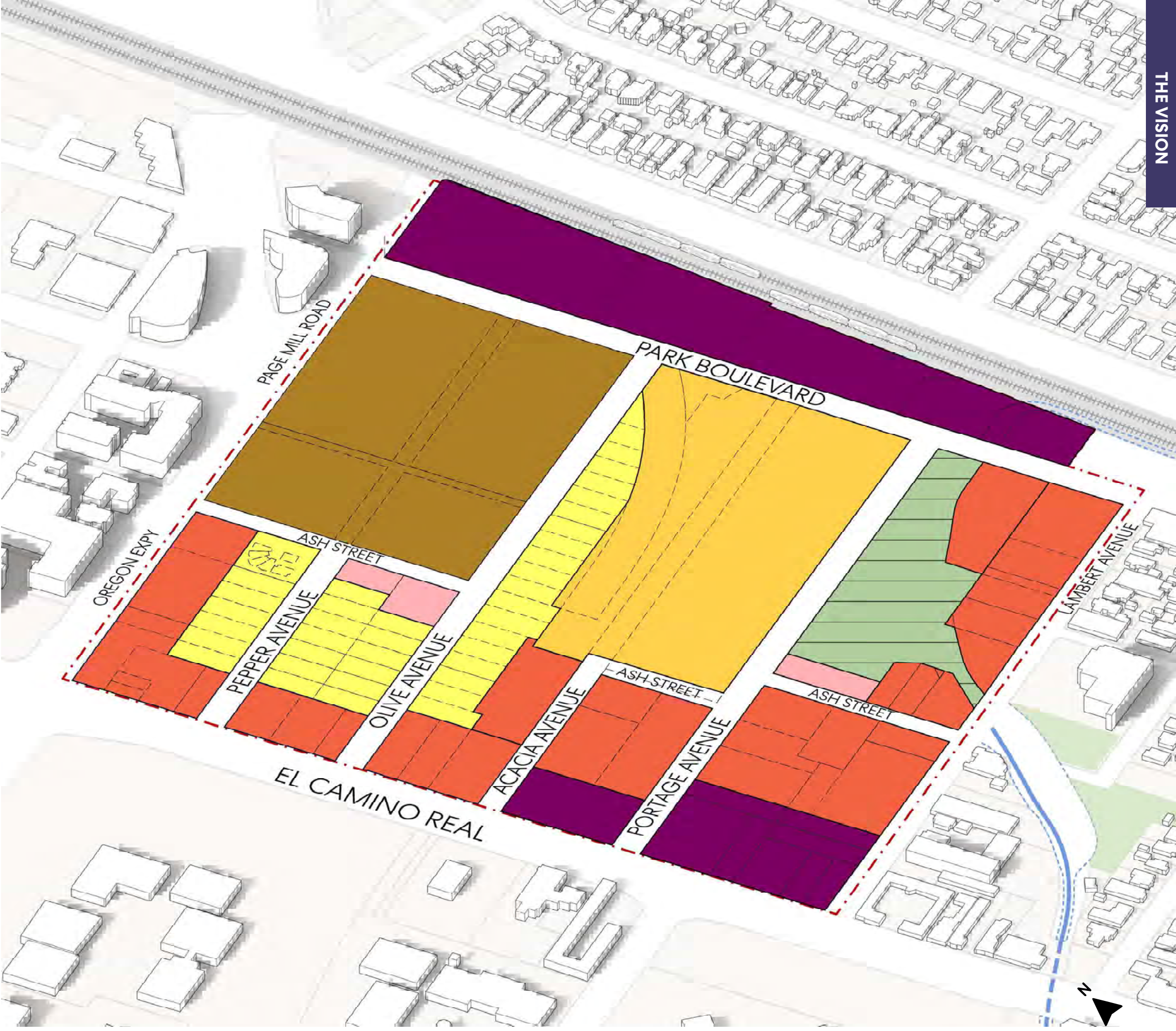
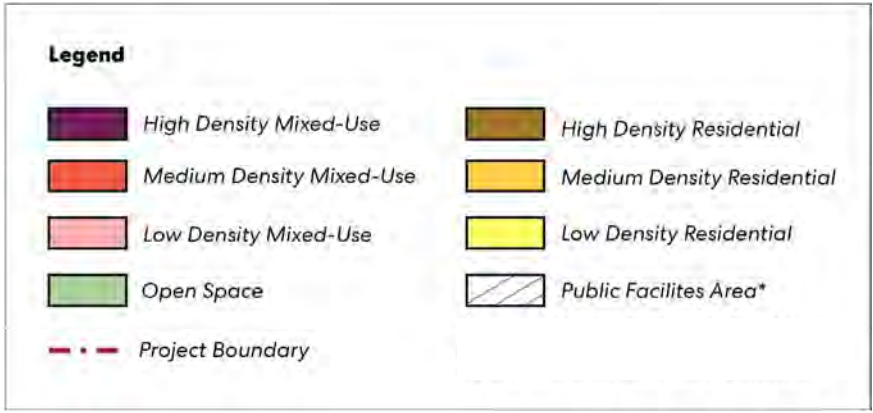


Figure 24 NVCAP Land Use Framework

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

Medium-Density Residential

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 townhouses 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.



Figure 30 Example of Low Density Residential in Palo Alto

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.

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



Ground Floor Edges

The street level is the most important interface between a building and the public realm. Each development should define and animate the street level, exploring active uses, transparency, and engaging design.

 For design standards and guidelines, go to: Chapter 5: Site and Building Design

Legend

-  Required Retail Edge
-  Required Active Edge
-  Encouraged Active Edge
-  Residential Edge
-  Project Boundary

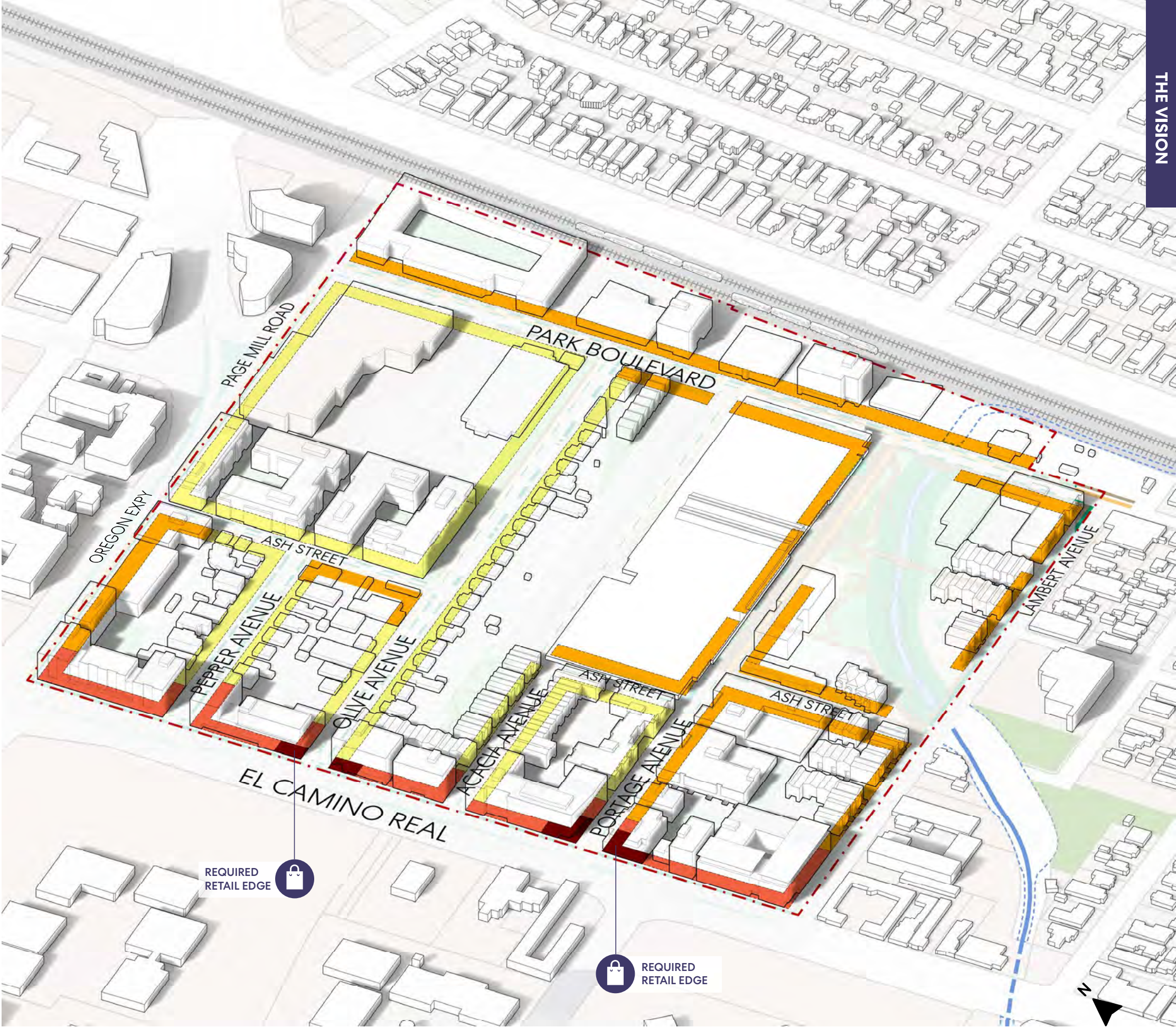


Figure 32 NVCAP Ground Floor Edges Framework

Active Ground Floor Uses

To create a pedestrian-friendly environment and visual interest on the ground floors of buildings, new development within within designated areas of high-density and medium-density mixed-use designations will provide active uses on frontages facing a public right-of-way, greenway, or park, to the degree feasible. Retail or retail-like uses are required at specific frontages facing El Camino Real and encouraged along Park Boulevard. By requiring ground floor commercial uses at select nodes along prominent corridors, NVCAP is supporting the ability for residents to walk to everyday services and subsequently reduce the number of cars on the road. See Figure 32 on Page 38-39 for locations of the designated active use areas.

Active uses include but are not limited to the following:

- Neighborhood-serving retail which provides goods and services that people would frequently use to take care of their personal and household needs. Examples include grocery stores, drug stores, restaurants, dry cleaners, hair salons, etc.
- Office use, limited to no more than 5,000 sq. ft. for the parcel. Office use may include General Business, Medical, and Professional; use should be neighborhood serving.
- Public Uses including a community room and daycare.
- Building lobbies.
- Spaces accessory to residential uses, such as fitness rooms, workspaces, leasing offices, shared kitchens, and mail rooms.
- Building frontage for mechanical equipment, transformer doors, parking garage entrances, exit stairs, and other facilities necessary to the operation of the building are excluded from this requirement.

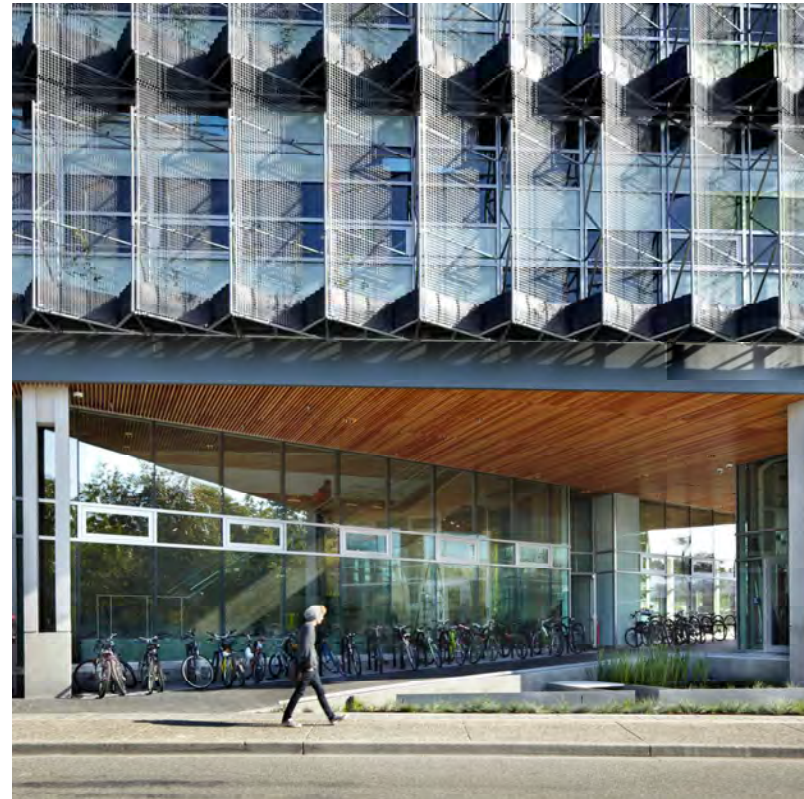


Figure 33 Building lobbies and other accessory spaces to residential uses are considered active uses.

Retail Frontage

Where ground floor retail is required within the Plan Area, an urban edge should be created to foster healthy street life. This includes storefronts with tall floor to ceiling heights to foster visibility and transparency for homegrown businesses. Traditional retail such as food and beverage establishments are a subset of active uses.



Figure 34 Neighborhood-serving retail along major boulevards like El Camino Real.

Residential Frontage

Residential stoops, porches, patios, terraces, and frontage courts create a social edge to a neighborhood street. When set back by a small distance and vertically above the sidewalk grade, they can also ensure privacy at a comfortable social distance for a residential unit.

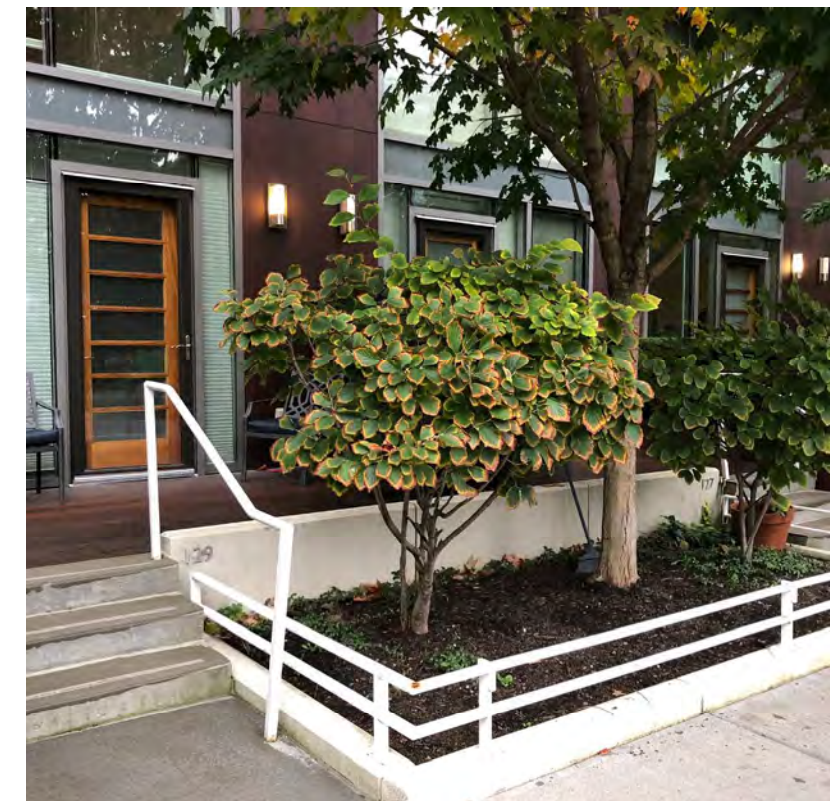


Figure 35 Residential stoops should be set back and elevated to provide privacy for residents.

Mobility

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

Pedestrian and bicycle facilities will be designed for people of all ages and abilities, and accessible paths to transit will include wayfinding signage and other amenities. Streets and intersections will be designed to prioritize local circulation and access and to encourage low vehicle speeds. The planned improvements will be fully integrated into the surrounding neighborhoods to ensure seamless connections for all users.

For design standards and guidelines, go to:
Chapter 3: Public Realm
Chapter 4: Accessibility and Mobility

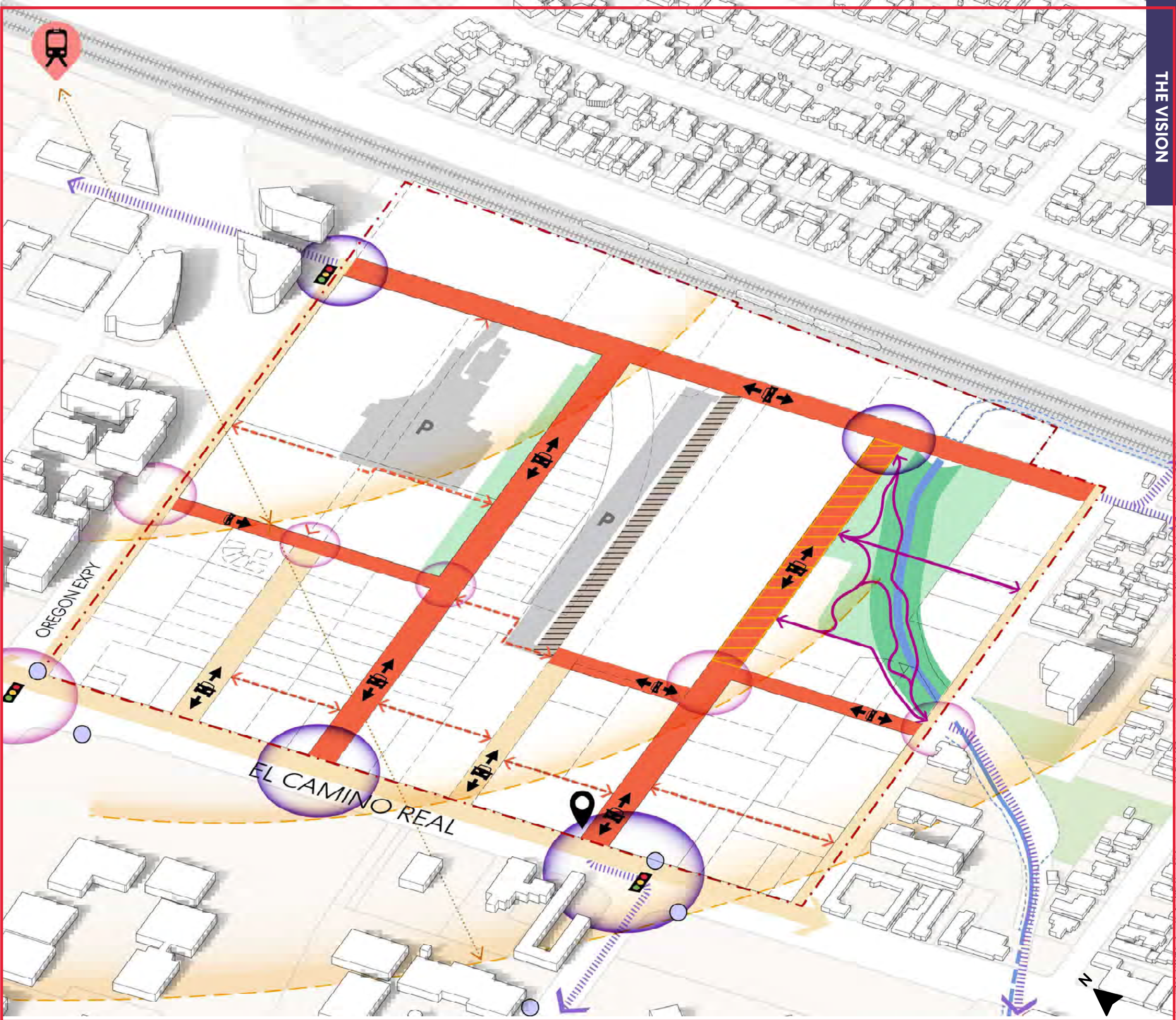
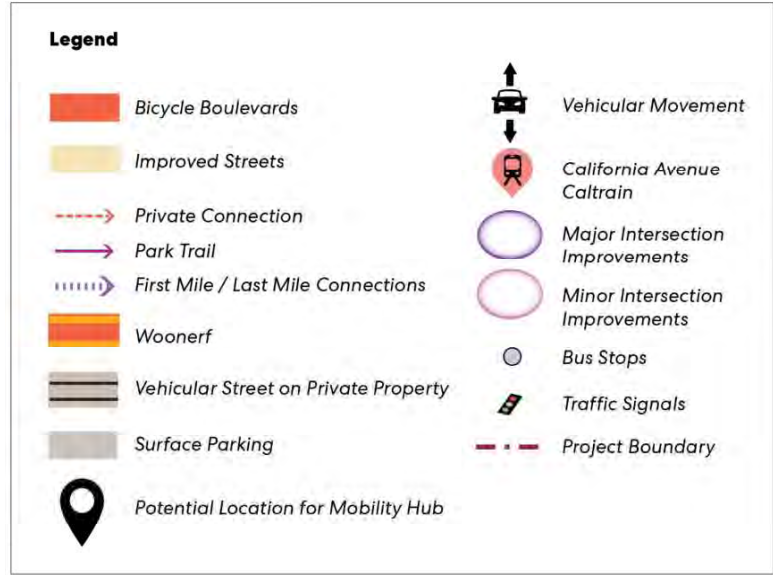


Figure 36 NVCAP Mobility Framework Removed other buffers for clarity and corrected the 1/2 mile buffer; Removed two park trail paths to retain single creek crossing.

Pedestrian Realm

A well-designed, integrated pedestrian network is a vital component of the NVCAP. The mobility framework prioritizes a fully connected, ADA-accessible sidewalk network throughout the neighborhood. Wide, tree-lined sidewalks will foster a people-first environment, where all ages and abilities can move safely and conveniently throughout the neighborhood.

Portage Avenue, Park Boulevard, and Olive Avenue will become priority walking routes to the California Avenue Caltrain Station and the bus stops along El Camino Real to ensure convenient alternatives to driving.

In addition to established public sidewalks, the Plan envisions publicly accessible private paths to bridge existing gaps.

Legend

- Woonerf
- Pedestrian path
- Publicly accessible shared path on private property
- External pedestrian connections
- Project Boundary



Figure 37 NVCAP Pedestrian Network

Project Goals

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

Community Facilities and Infrastructure

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.

Spotlight:

The Portage Avenue Woonerf

Central to the vision for a re-imagined North Ventura neighborhood is a shared street, or "woonerf," along Portage Avenue.

Woonerf ("street for living") is a Dutch term for an integrated, common space shared by pedestrians, bicyclists, and low-speed motor vehicles. They typically have no curbs or sidewalks, and vehicles are slowed by trees,

planters, parking areas, and other traffic calming devices in the street. In addition to becoming a great space for walking and bicycling, the Portage Avenue woonerf can provide a placemaking space for community gatherings, events, retail, and other flexible uses.



Figure 38 View of the Bell Street Woonerf in Seattle, Washington

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.

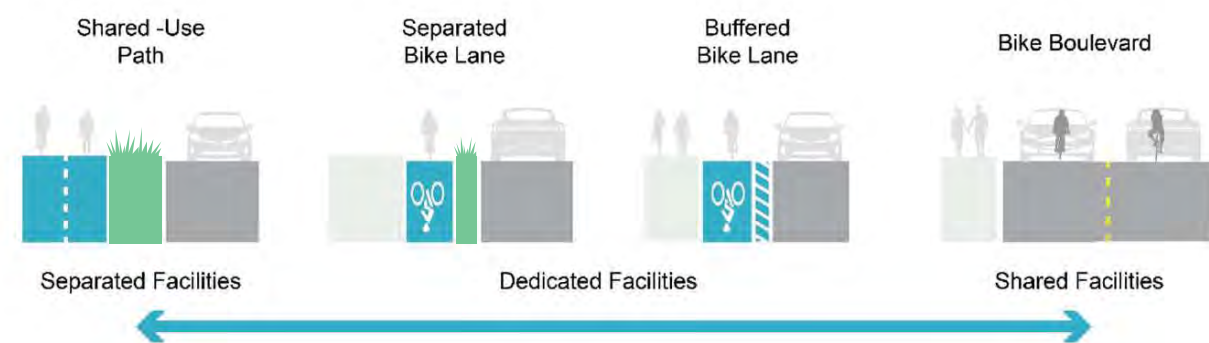


Figure 39 Bike Facility Degree of Separation



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.

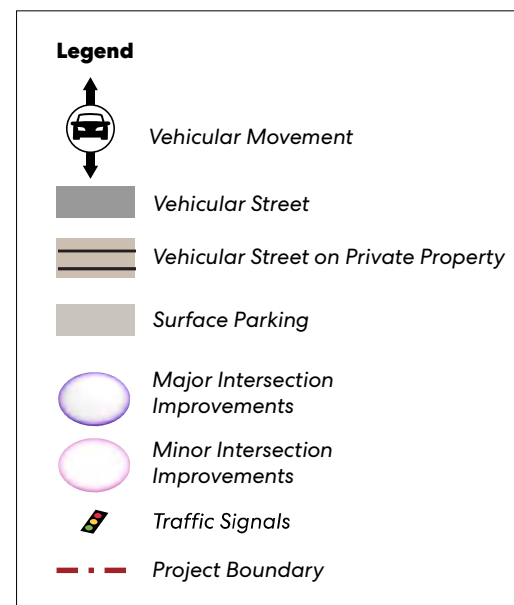
In compliance with AB-2097, no parking minimums are to be set as the neighborhood is near a Caltrain Station. However, there will also be no parking maximums, allowing the neighborhood to follow a market-based regulatory approach. No new surface parking is proposed, and new parking supply should be implemented 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

Ecology and Sustainability

NVCAP’s ecological framework takes direct inspiration from the City’s Sustainability and Climate Action Plan, putting forward design strategies that collectively expands the definition of sustainability.

This framework goes beyond mitigation, adaptation, and resilience, but grounded in regeneration – identifying opportunities for renewal, restoration, carbon sequestration, and growth of the natural environment.

The future streets, parks, natural areas, and buildings will restore and enhance habitat and pollinator pathways, flood protection and stormwater management, cleaner air and cleaner water, and healthier habitats for current and future generations.

 For design standards and guidelines, go to:
Chapter 3: Public Realm
Chapter 4: Accessibility and Mobility
Chapter 5: Parks and Open Space
Chapter 6: Site and Building Design



Figure 42 NVCAP Ecology and Sustainability Framework

Figure modified to show a single creek crossing

Public Park

Located in the southeast corner of the Plan Area, NVCAP proposes to transform a surface parking lot into a new public park that is approximately two acres. The potential future naturalization of Matadero Creek between Park Boulevard and Lambert Avenue serves as the organizing framework for the park's design and neighborhood destination, inviting Palo Alto residents, employees, and visitors to enjoy access to recreational activities, habitat, and inclusive community programming. Shared multi-use pathways weave through the park, providing access to the Creek and seamless connections to the citywide pedestrian and bicycle network, ensuring that the park is a beloved city asset that can be enjoyed by the entire community.

The primary entrance to the park is along the proposed Portage Avenue woonerf directly across from the historic Palo Alto Cannery, creating an iconic activity node. The design of the proposed Portage Avenue woonerf supports a natural extension of the park to the renovated Cannery building.

Project Goals

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Community Facilities and Infrastructure

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.

Matadero Creek

NVCAP proposes future re-naturalization of a section of the Matadero Creek, removing the existing U-shaped concrete channel and replacing it with a widened, natural channel. The goals of a renaturalization project are to provide community benefits, re-establish riparian ecosystem habitat, and avoid adverse impacts on hydraulic performance and flood risks. The NVCAP supports a widened natural corridor with an area available for riparian plantings, creative landscape architecture design, and increased recreation access. This concept includes replacing the Lambert Avenue bridge with a longer span and widening the creek channel from approximately 30 feet wide to 100 feet wide.

Green Stormwater Infrastructure

As an integral part of the Plan Area's ecological and sustainability framework, the public realm consists of a coordinated network of multi-functional landscapes that effectively manage stormwater, create pollinator pathways, mitigate the urban heat island effect, and create usable public spaces for all to enjoy.

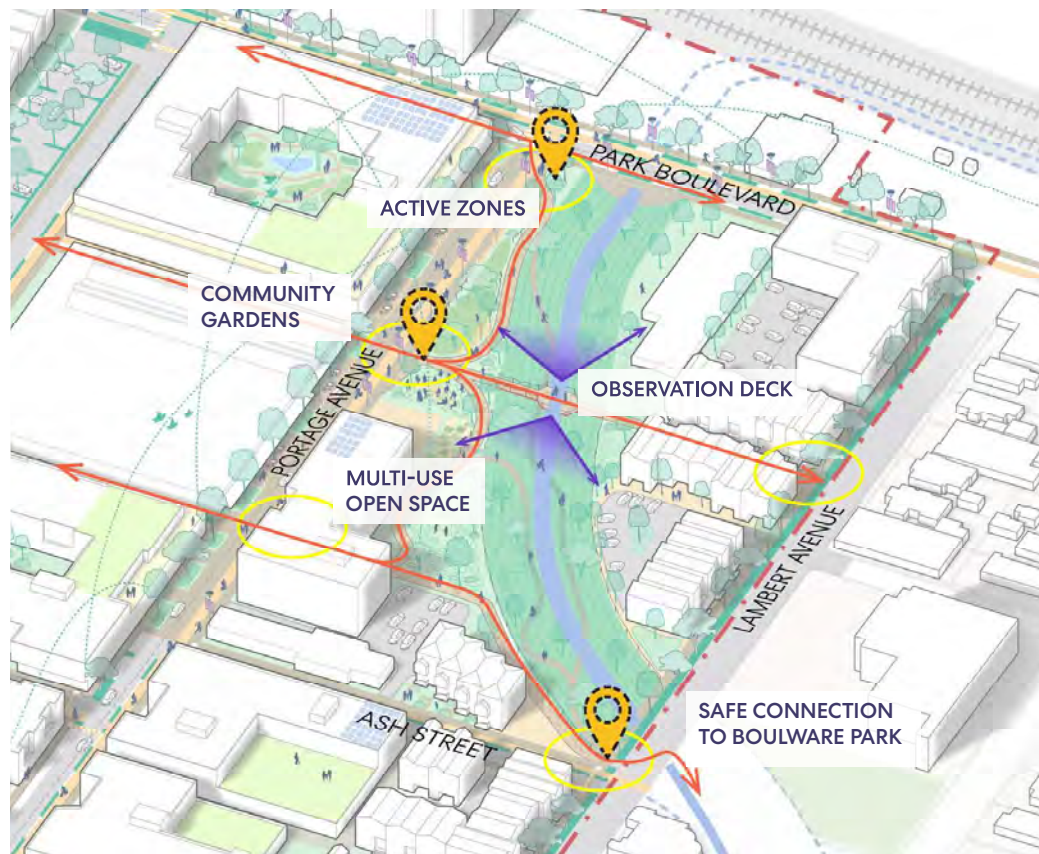


Figure 43 A conceptual design for the future public park

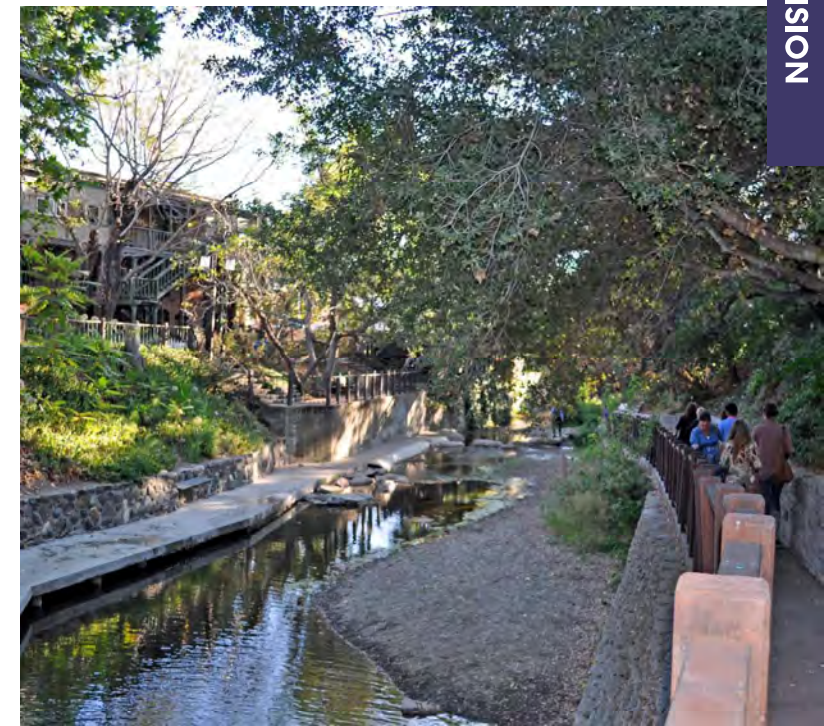


Figure 44 An example of a restored creek in San Luis Obispo, CA.



Figure 45 An example of green stormwater infrastructure integrated with street furnishings.

Urban Form

NVCAP’s Urban Form framework champions the design of buildings that are respectful neighbors, human-scaled, and embrace the street. New development will respond to the surrounding context such as building up to El Camino Real while creating a gentle transition to quieter residential portions of the neighborhood.

The Urban Form framework was developed taking into account the existing neighborhood in the plan area, including the existing residential neighborhoods. In addition to creating a well-connected neighborhood accessible by all modes of transportation, the framework also evaluated transitions between the future development and existing neighborhoods, as well as between private development and the public realm. This informed the building standards and site design standards for the plan area.

The design standards and guidelines for the public realm, public park, and buildings are laid out in the subsequent chapters. The standards and guidelines will create a complete and well-connected neighborhood that is respectful of the existing urban fabric and achieve the goals of the plan.



For design standards and guidelines, go to: Chapter 6: Site and Building Design

Project Goals

Urban Design, Design Guidelines, and Neighborhood Fabric

Develop human-scale urban design strategies, and design guidelines that strengthen and support the neighborhood fabric. Infill development will respect the scale and character of the surrounding residential neighborhood.

Figure 46 *Internal streets have height allowances that are conducive with missing middle housing like townhomes.*



Figure 47 *Urban form design standards requires setbacks and stepbacks for new development that is adjacent to single family zoning.*

Public Realm

- 3.1 Sidewalk Zone
- 3.2 Traffic Lanes and Intersections
- 3.3 Green Infrastructure
- 3.4 Paving
- 3.5 Exterior Lighting
- 3.6 Wayfinding
- 3.7 Public Art

The public realm is a connective tissue of streets, parks, plazas, and natural spaces that weaves throughout the neighborhood, serving as an organizing framework for future development while fostering inclusive, experience-rich spaces for the entire Palo Alto community.

Building on the 2030 Comprehensive Plan's Urban Design Vision, the Plan Area's public realm will 'serve as centers for public life with gathering places, bicycle and pedestrian access, safety-enhancing night-time lighting and clear visual access, and, in some cases, small-scale retail uses such as cafes.'

The standards and guidelines layout a planned, intentional, well-designed public realm network that works in unison to achieve multiple goals:

- Aesthetically pleasing, context-appropriate streets that enhance residents' quality of life and Palo Alto's reputation as 'a gracious residential community.'
- A comprehensive multi-modal network that provides equitable access to clean, safe, and reliable mobility options and seamlessly connects to the larger citywide transportation network.
- Open spaces that blend people places with green stormwater infrastructure to provide new social gathering outdoor rooms while showcasing climate-positive design.

Sidewalk Zone

Sidewalk Zone design is important for creating a safe, accessible, and attractive urban environment that caters to the needs of pedestrians and cyclists.

The City has established design guidelines and required standards for sidewalk improvements outlined in PAMC Section 18.24.020 that are applicable to development in the NVCAP.

The design elements apply to the three distinct sidewalk zones: Frontage, Sidewalk, and Street. Below is description of the zones and objective design standards. For additional information please refer to the respective PAMC section.

Project Goal

Community Facilities and Infrastructure

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.



For more information on street dimensions, go to: Chapter 4: Accessibility and Mobility

Table 6 Allowed Features by Sidewalk Zone

Frontage		Sidewalk		Street
Building Setback	Frontage Area	Pedestrian Clear Zone	Landscape/Furniture Zone	Vehicle/Bike Lanes
Mixed-Use <ul style="list-style-type: none">Sidewalk DiningOutdoor DisplaysPublic ArtSeatingTrees/Planting Residential <ul style="list-style-type: none">StoopsPorchesFront YardsTrees/Planting		<ul style="list-style-type: none">Sidewalk	<ul style="list-style-type: none">Street Trees/PlantingStreet LightingSeatingBike ParkingPublic ArtOutdoor DiningBus SheltersUtilities (e.g., hydrants)	<ul style="list-style-type: none">Street ParkingBike LanesDrop-off ZonesParkletsBus Stops



Figure 48 The Sidewalk Zone

Traffic Lanes and Intersections

The neighborhood is bounded on the west and north by two major vehicular roads: El Camino Real, a major arterial, and Oregon Expressway, an street designed to move higher volumes of vehicles quickly and efficiently.

However, most streets within the Plan Area are classified in the Comprehensive Plan as local/collectors, designed to calm traffic and give pedestrians priority in terms of scale and facility. The plan is aligned with the recommendations of the National Association of City Transportation Officials (NACTO) which states that narrower lane widths such as 10 feet are appropriate in urban areas and have a positive impact on street safety without impacting traffic operations.

Standards:

The regulations that govern the requirements for traffic lanes and intersections are mentioned below. The information described here provides a general overview of requirements and is not intended to replace the regulations referenced.

3.2.1 Local Street Traffic Lane Width

All vehicle traffic lanes on local streets shall have a width of 10 feet.

3.2.2 California Fire Code

All roadway configurations shall comply with the California Fire Code. This includes the following:

- Roadway widths shall accommodate aerial fire apparatus set up at strategic locations for buildings over 27 feet tall.
- Walkable pathways shall be a minimum of 16 feet wide and support fire apparatus weights if vehicle traffic circulation is being restricted.

3.2.3 Crosswalk Treatments

All crosswalk surfacing and treatments shall follow the Americans with Disabilities Act (ADA) specifications.

3.2.4 Intersection Enhancements

All intersection enhancements shall select from the following toolbox:

- High visibility marked crosswalks.
- Raised crosswalks.
- Advance stop bars and yield lines.
- Daylighting to improve sightlines by removing parking adjacent to the intersection.
- ADA-accessible, bi-directional curb ramps.
- Curb extensions or bulb-outs.
- Bicycle detention and markings to indicate the position and path for bicyclists to cross the intersection.
- Traffic signals.
- Accessible pedestrian signals at intersections with clear markings, audio, and braille messaging.
- Leading pedestrian intervals at signalized intersections for pedestrians to establish their presence in the crosswalks before vehicles proceed.
- Green Stormwater Infrastructure

Guidelines:

3.2.5 Artful Intersections

To enhance the aesthetics and vibrancy of the roadway, key intersections and crosswalks should be evaluated for the inclusion of public art, such as unique pavers, intersection murals, or crosswalk artwork, where appropriate. For additional information, refer to the Public Art Program provisions and Public Art Master Plan.

Green Infrastructure

As an integral part of the Plan Area's ecological network, the public realm will consist of a coordinated network of green stormwater infrastructure intended to implement the Comprehensive Plan's vision to "provide ecological and health benefits and a source of beauty for residents. Palo Alto will strive for clean air and clean water." Inspired by natural systems, the following standards and guidelines for green stormwater infrastructure and the urban forest are aimed at creating multi-functional landscapes that:

- Effectively manage stormwater.
- Create pollinator pathways.
- De-pave unnecessary hardscaped areas to mitigate the urban heat island effect.
- Create usable outdoor rooms which are an extension of parks and plazas.

The regulations that govern the requirements for green stormwater infrastructure and tree protection are mentioned below. The information described here provides a general overview of requirements and is not intended to replace the regulations referenced.

3.3.1 Green Stormwater Infrastructure

Green stormwater infrastructure is built into our urban environment to collect, slow, and clean stormwater runoff through the use of natural processes. Development is subject to the requirements of the regional permit (San Francisco Bay Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit) and local regulations. For details on local requirements, see the Green Stormwater Infrastructure (GSI) Plan and PAMC 16.11, Stormwater Pollution Prevention.

3.3.2 Street Trees

Palo Alto boasts a large population of trees and has been acknowledged by both the State of California and the National Arbor Day Foundation as a Tree City-USA. Preserving and

Project Goal

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

enhancing the City's urban tree canopy is key consideration for all development, especially for vision of the new neighborhoods within NVCAP.

For tree preservation requirements, PAMC Chapter 8, Trees and Vegetation, provide standards for both public and privately owned trees. These requirements apply to all trees and landscaping within the public right of way. For privately owned trees, specific native mature trees are subject to the tree protection requirements. Please refer to the PAMC for more details.

For new development requiring street trees, property owners shall consult with the City's Urban Forestry division to determine the appropriate street tree. Tree species should be selected based on a combination of their aesthetics and their ecological performance benefits and contextual placement. Where space allows, either on private setbacks or within the sidewalk zones, the planting of a second row of street trees is encouraged.

3.3.3 Pollinator Pathways

The adopted Palo Alto Parks, Trails, Natural Open Space, & Recreation Master Plan identifies Portage Avenue and Park Boulevard as Pollinator Pathways.

Street design for these streets shall integrate native plantings (e.g. riparian, grassland, or oak woodland), and specific habitat plantings to support pollinators such as hummingbirds and butterflies.



Figure 49 Bioretention

Paving

Paving is a key component that will help define the character, connectivity, and identity of the North Ventura neighborhood's varied streets and open spaces. A hierarchy of paving materials on streets like El Camino Real, Portage Avenue, and Park Boulevard can help create clear wayfinding and contributes aesthetically to the neighborhood.

Standards:

3.4.1 City Standards

All street paving shall meet City of Palo Alto Sidewalk Standards per PAMC 12.08 and be approved by the city engineer or designate.

3.4.2 Solar Reflectance Index (SRI)

Materials that reduce the urban heat island effect by using pavement with a Solar Reflectance Index (SRI) of 29 or higher shall be selected for use.

3.4.3 Portage Avenue Special Paving

The Portage Avenue Woonerf shall incorporate a special paving pattern. The use of contrasting, tactile, and high-quality paving that distinguishes the bike lanes and vehicle lanes with a curbless street that prioritizes pedestrians, gathering and spill-over activities is encouraged.



Figure 50 Light colored pavement reduces the urban heat island effect.

Guidelines:

3.4.4 Responsible Material Use

Paved areas should be made of sustainable paving materials, including recycled, local, and sustainable sourced materials. Consider opportunities for the reuse of demolition waste from the site.

3.4.5 Accent Paving at Intersections

Street improvement projects should install accent paving at key intersections and raised crossings.

3.4.6 El Camino Real Special Paving

In coordination with Caltrans and VTA, the segment of El Camino Real within the neighborhood should incorporate a special paving pattern that reflects its position as a Grand Boulevard. The paving material should extend into the private setback along active ground floor uses to create a more comfortable and welcoming public space for adjacent businesses.

3.4.7 Pervious Paving for Green Stormwater Infrastructure

Large hardscaped areas such as parking areas, sidewalks, and driveways could utilize types of pervious pavements to reduce ponding, recharge groundwater, and prevent stormwater pollution.



For more information on intersections go to: **Chapter 4: Accessibility and Mobility**

Exterior Lighting

Adequate exterior lighting should be provided in all dedicated open spaces and along all streets and greenways to ensure clear wayfinding and safe pedestrian passage. Lighting design also has an opportunity to support habitat and mitigate light pollution, allowing current and future generations to be able to look up and clearly see the night sky.

The information described here provides a general overview of requirements and is not intended to replace established relevant regulations unless specifically noted.

Standards:

3.5.1 Light Fixtures within Right-of-Way

All exterior light fixtures in the right-of-way shall meet City of Palo Alto standards per PAMC 12.08 and be approved by the City.

3.5.2 Fully-Shielded Fixtures

All exterior light fixtures shall be fully shielded to minimize glare, light trespass, and light pollution throughout the neighborhood.

3.5.3 Dark Sky Compliant

Exterior light fixtures shall meet or exceed applicable energy-efficiency standards while adhering to recommended kelvin temperature specified by the International Dark Sky Association (2700) to prevent negative health impacts on humans and wildlife except where otherwise required for safety. This standard shall be applicable until the City adopts the Citywide ordinance on Dark Sky standards.

3.5.4 Key Pedestrian Routes and Scale

Lighting shall reinforce key active transportation streets and all lighting shall be scaled to the pedestrian and bicycle experience.

3.5.5 Safety

Lighting shall allow facial recognition along paths of travel. Lighting shall not create glare or “hot

spots” that would inhibit visual accessibility.

Guidelines:

3.5.6 Habitat Areas

If lighting is appropriate in the proposed public park adjacent to the Creek and sensitive habitat areas, light fixtures should be equipped with motion sensors or timers to not disrupt the circadian rhythms of wildlife.

3.5.7 Retail / Active Use Areas

Lighting on private property along El Camino Real and Portage should incorporate signature fixtures and a variety of special lighting types



Figure 51 Dark sky compliant exterior light fixtures helps mitigate light pollution and the health of both humans and wildlife.

Credit: Edgar Zacarias via Foursquare

Wayfinding

The design and integration of wayfinding is an effective tool that can celebrate the neighborhood's history, foster a sense of place, and support clear and predictable navigability for residents, employees, and visitors.

Standards:

3.6.1: Caltrans Standards

Roadway signage shall comply with the California Manual on Uniform Traffic Control Devices (MUTCD), and California Sign Specifications.

3.6.2: City Standards

Active Transportation signage shall adhere to the Design Standards included in the City of Palo Alto's Bicycle and Pedestrian Transportation Plan; the regulations in Sign Ordinance, PAMC 16.20 may also apply.

Guidelines:

3.6.3: Shared Use Signage

Curbless streets such as Portage Avenue Woonerf should have signage that indicates the delineation of the right of way for pedestrians, bicycles, and vehicles. Shared trails within the public park should include signage indicating the shared use area at pedestrian and bicycle eye level.

3.6.4: Celebrate the Cannery and Other Landmarks

Signage and wayfinding should take cues from neighborhood landmarks like the Cannery by correlating graphically and emulating a consistent color and material palette.

3.6.5: Neighborhood Maps and Directional Signage

Area-specific maps and directional signage that highlights nearby destinations along pedestrian pathways should be installed at major gateways into the neighborhood.

3.6.6: Mile Markers and Educational Placards

The use of mile markers and educational and interpretive placards can be placed along the trails along Matadero Creek to inform visitors about the re-naturalization process and subsequent ecological benefits.



Figure 52 Neighborhood map and directional signage are effective wayfinding tools for visitors to the area.

Public Art

Building on the City's legacy of commissioning iconic public art within urban centers like Downtown Palo Alto and California Avenue, the integration of new and diverse public art can contribute significantly to the sense of place within the neighborhood. This plan is aligned with the City of Palo Alto's Public Art Master Plan's guiding principles which state that Palo Alto's public art will:

- Be distributed citywide, focusing on areas where people gather and in unexpected places that encourage exploration;
- Represent a broad variety of artistic media and forms of expression;
- Enhance City infrastructure, transportation corridors, and gateways;
- Include both permanent and temporary artworks;
- Strive for artistic excellence;
- Be maintained for people to enjoy.

Guidelines:

3.7.1 Location of Public Art

Public art should be located at major social engagement areas such as the proposed public park and the Cannery Building, along transportation corridors such as El Camino Real, Portage Avenue, and Park Boulevard, and at major gateway moments announcing that you are entering the neighborhood.



Figure 53 The location of public art such as *Passages* by Susan Zoccola should be located at the public park, major transportation corridors and major gateways.

Accessibility and Mobility

- 4.1 Pedestrian Realm
- 4.2 Bike Network
- 4.3 Gateway Intersections
- 4.4 Street Sections
- 4.5 Transit Access
- 4.6 Vehicle Circulation and Parking
- 4.7 Transportation Demand Management

Vibrant, pedestrian-oriented, and visually interesting streets will be the setting for the future of the North Ventura neighborhood. With generous and active sidewalks, traffic calming devices, and low-stress bicycle facilities, the street network will provide a variety of options to travel safely and conveniently through the neighborhood.

Building on the 2030 Comprehensive Plan, Palo Alto Bicycle and Pedestrian Plan, and Grand Boulevard Palo Alto Safety Study, the plan supports the implementation of the City's vision to 'build and maintain a sustainable network of safe, accessible and efficient transportation and parking solutions for all users and modes, while protecting and enhancing the quality of life in Palo Alto. Programs will include alternative and innovate transportation processes, and the adverse impacts of automobile traffic on the environment in general and residential streets in particular will be reduced.

Streets will be safe, attractive and designed to enhance the quality and aesthetics of Palo Alto neighborhoods. Palo Alto recognizes the regional nature of its transportation system, and will be a leader in seeking regional transportation solutions, prioritizing Caltrain service improvements and railroad grade separations.'

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.

4.1

Pedestrian Realm

The NVCAP aims to create a fully connected, accessible, and prioritized network of wide, tree-lined sidewalks with regular maintenance, promoting walkability, safety, and connections for all residents.

Portage Avenue, Park Boulevard, and Olive Avenue will be prioritized as walking routes to the California Avenue Caltrain Station and bus stops along El Camino Real, offering convenient alternatives to driving. Establishing publicly accessible private paths to bridge existing gaps will further ensure a fully connected pedestrian network within the plan area.

Standards:

4.1.1 Pedestrian-Friendly Street Design

The NVCAP shall feature a fully connected, ADA-accessible sidewalk network with enhanced intersections promoting pedestrian safety and accessibility while collaborating with local disability organizations to ensure inclusive design throughout.

4.1.2 First/Last Mile Transit Connections

To create safe and accessible walking routes to the California Avenue Caltrain Station and the bus stops along El Camino Real, routes along Park Boulevard shall be enhanced. The following are some design options that can be considered to meet this requirement:

- Pedestrian-scaled lighting
- Wider sidewalks
- Wayfinding signage
- Buffered bike lanes
- Collaborating with developers to restrict new curb cuts, close old ones, and design for activated ground floor frontages.

A signalized crosswalk at Page Mill Road/ Ash Street can be considered to open another accessible route to the Caltrain Station.

Project Goal

Connected Street Grid

Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.

4.1.2 Woonerf

A woonerf shall be developed on Portage Avenue between Ash Avenue and Park Boulevard, designed in accordance with the Portage Avenue Street Section Design Standards and Guidelines outlined in Section 4.4 and consider the following:

- A row of street trees on either side of the main travel way to designate pedestrian priority areas adjacent to building frontages.
- Signage emphasizing the presence of pedestrians and bicyclists.
- Textured or permeable pavement designed to slow vehicle speeds and provide stormwater management benefits.
- Pedestrian-scale lighting
- Seating areas
- Landscaping and Green Stormwater Infrastructure
- Design elements that highlight the community's vision or character.

Guidelines:

4.1.3 Publicly Accessible Private Path

As indicated in the NVCAP Pedestrian Network (Figure 37 in Chapter 2), publicly accessible and shared private paths should be established to contribute to the overall pedestrian network within the plan area.

4.2

Bike Network

The NVCAP will implement a high-quality, "low-stress" bike network, seamlessly integrated with the citywide system. This bike network, incorporating separated lanes for busier streets, boulevard treatments for calmer areas, and well-designed intersections, will prioritize safety and comfort for all users, including cyclists, future micromobility devices, and pedestrians. Wayfinding signage and ample parking will complete this network, encouraging travel by bike throughout the plan area and beyond.

Project Goal

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Standards:

4.2.1 Bicycle Facilities

The standards for bike facilities vary depending on the streets within NVCAP. Table 5 in Chapter 2 on page 47 outlines the specific bike facility improvements required for each street section. These improvements range from shared use paths and buffered bike lanes to bike boulevards.

4.2.2 Compliance with Other Standards

The bicycle network within the plan area shall comply with Citywide standards, including, but not limited to, the Bicycle + Pedestrian Transportation Plan. For El Camino Real, additional consideration shall be given to standards established by other relevant agencies.

Guidelines:

4.2.3 Bicycle Support Facilities

Facilities that support bicycle travel should be incorporated at various locations throughout the NVCAP. These include:

- Wayfinding signage along the bicycle network that provides information on routes, destinations, and distances.
- Bicycle parking: expand the availability of sidewalk bicycle parking, secure long-term bicycle parking, and install end-of-trip facilities at transit stops along El Camino Real and at the California Avenue Caltrain Station. These may be in the form of outdoor bicycle racks, indoor or outdoor bicycle lockers, or indoor bicycle parking cages for each tenant.
- Shower facilities and lockers at places of employment.

Gateway Intersections

Recognizing the need to enhance the safety and experience for all users, the NVCAP will implement new design strategies for its gateway intersections. These crucial entry and exit points often face challenges in balancing the needs of pedestrians, cyclists, and drivers. By prioritizing safety at these intersections, the plan aims to create a more welcoming and accessible environment for everyone entering and leaving the plan area and to provide seamless connection to the rest of the city.

NVCAP will pursue enhancements to the five gateway intersections listed:

1. El Camino Real and Page Mill Road
2. El Camino Real and Olive Avenue
3. El Camino Real and Portage Avenue / Hansen Way
4. Lambert Avenue and Ash Street
5. Park Boulevard and Portage Avenue

Details regarding each intersection are provided in the following pages. For improvements to intersections along streets not owned and controlled by the City, specifically El Camino Real and/or Page Mill Road, approval from Caltrans and/or the County is required. The City will work closely with other partnering agencies to further the goals and vision of the plan area, as well as adhere to the design standards and guidelines of partnering agencies.

The NVCAP prioritizes well-designed gateway intersections, but acknowledges specific design details will be subject to future City-led efforts, ensuring flexibility and integration with evolving needs. Broader and more comprehensive analyses and engineering of gateway intersections is required to finalize design recommendations. **This includes, but may not be limited to, an Intersection Safety and Operational Assessment Process (ISOAP) to identify the optimal design strategies for intersection types, geometry, and traffic control at gateway intersections.**

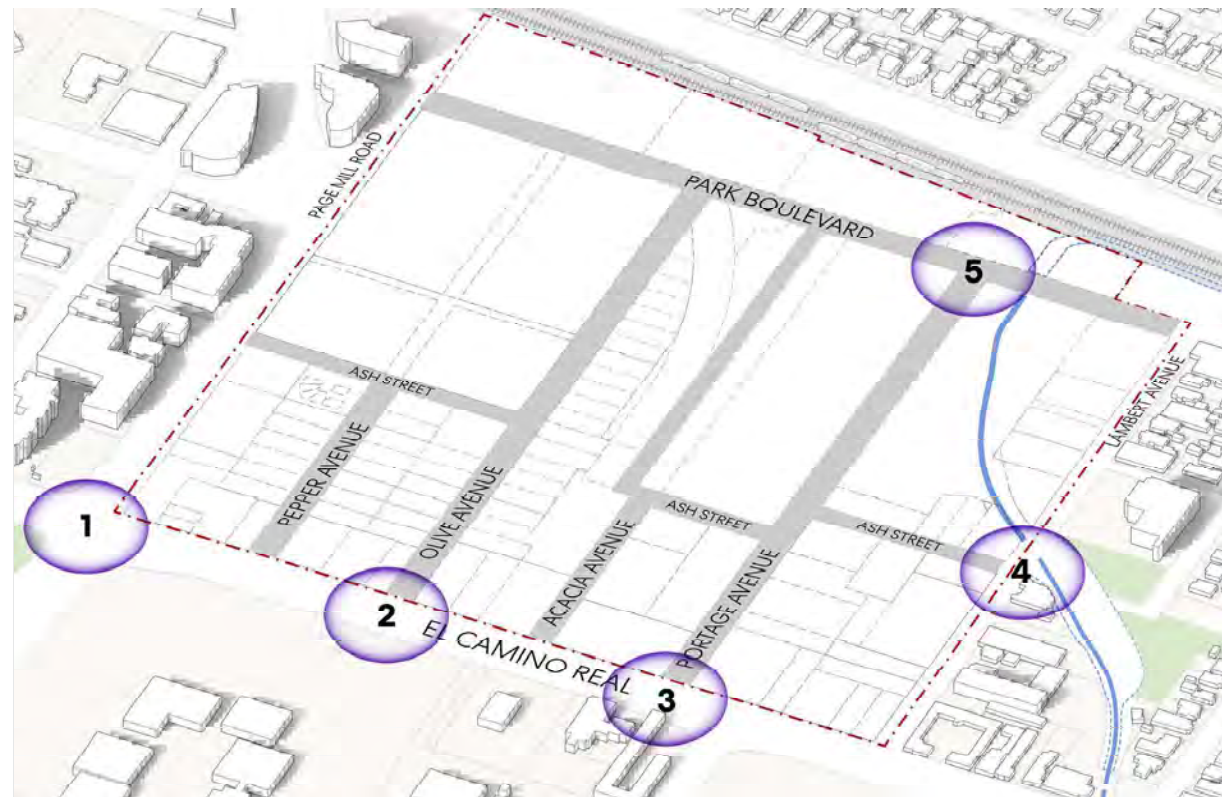


Figure 54 Map of Conceptual Gateway Intersection Design Improvements

Gateway Intersection 1: El Camino Real and Page Mill Road

The intersection of El Camino Real and Page Mill Road will be redesigned with specific transit, pedestrian and bicycle elements.

At built-out, the eastbound right turn slip lane from Page Mill Road to El Camino Real would be removed, tightening the turning radius, and thereby reducing vehicular turn speeds and pedestrian crossing distances. In the near-term, the County has a plan to enhance this intersection without removal of the right-turn pork chop at the Palo Alto square corner.

Separated bicycle lanes will provide dedicated space for bicyclists on El Camino Real, and they will also receive dedicated signal phasing to reduce conflicts with right-turning vehicles when crossing Page Mill Road. Red pavement markings will also indicate that buses can use the right-turn lanes to proceed forward across the intersection to far side bus stops with new transit boarding islands.

Legend





-  ADA Ramp
-  Bicycle Lane
-  Bus Lane
-  Sidewalk



Figure 55 El Camino Real and Page Mill Road Conceptual Intersection Design

**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.

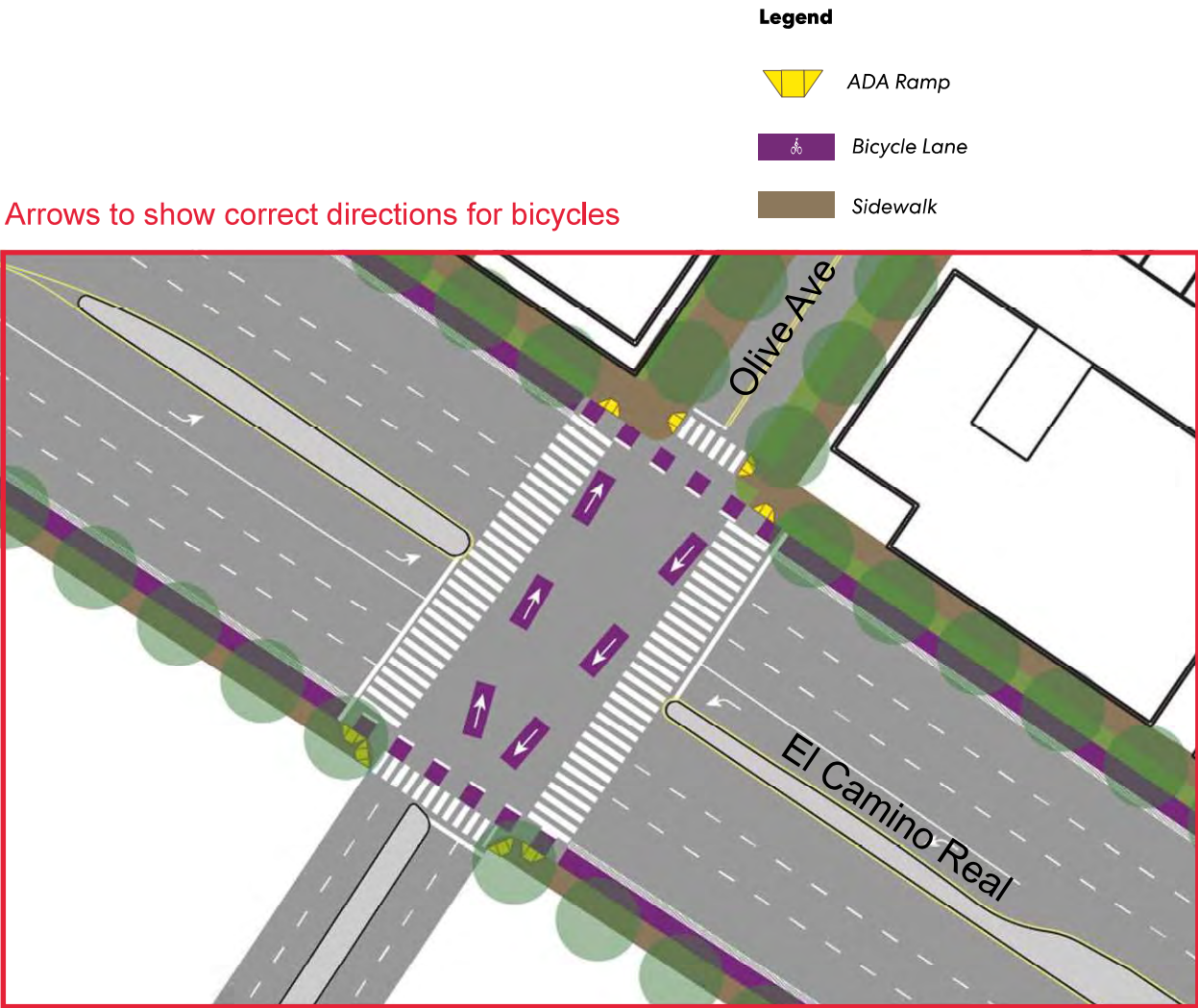


Figure 56 El Camino Real and Olive Avenue Conceptual Intersection Design

**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.

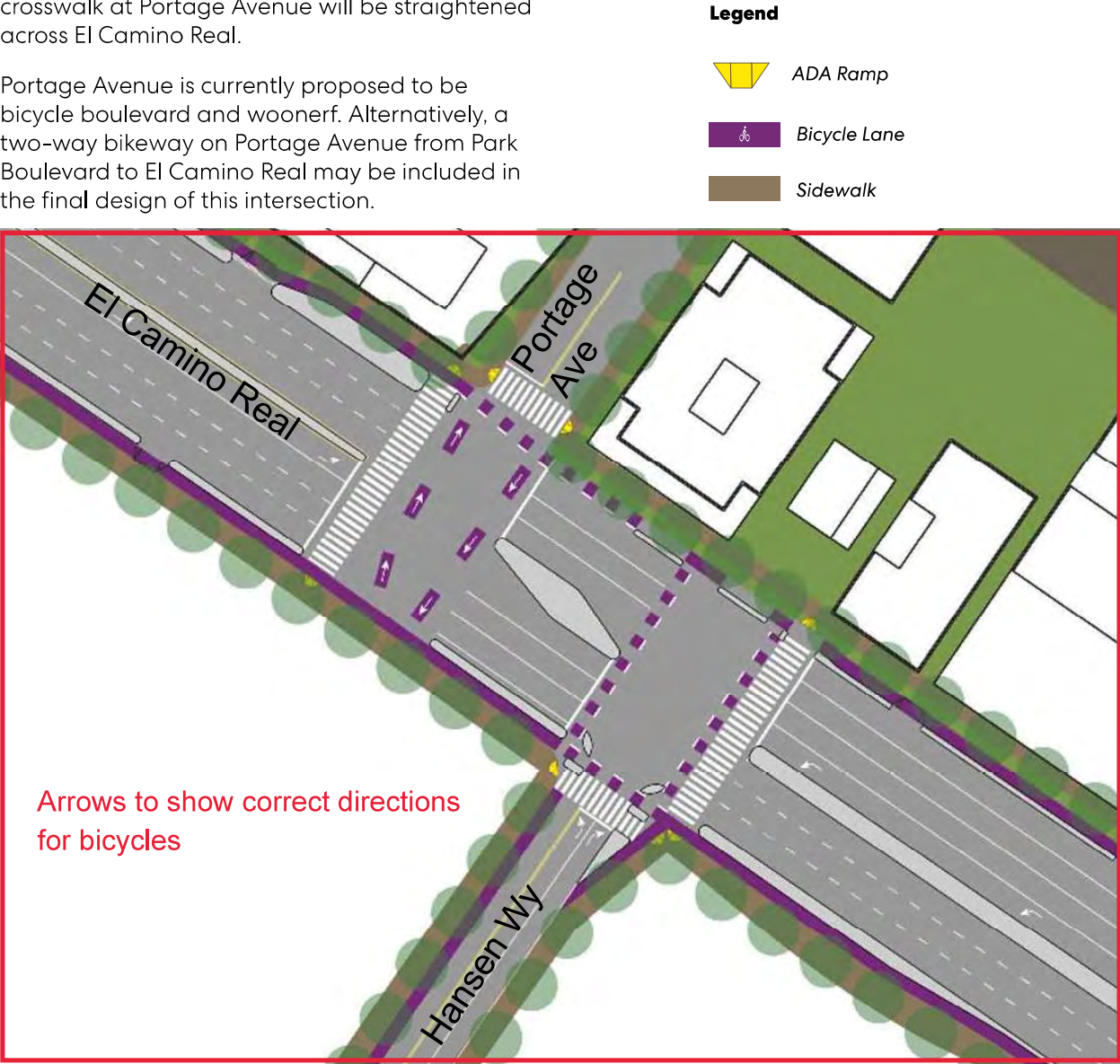


Figure 57 El Camino Real, Hansen Way, Portage Avenue Conceptual Intersection Design

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.

Modify to be consistent with the Boulware Park and Bird Street Property Renovation Project

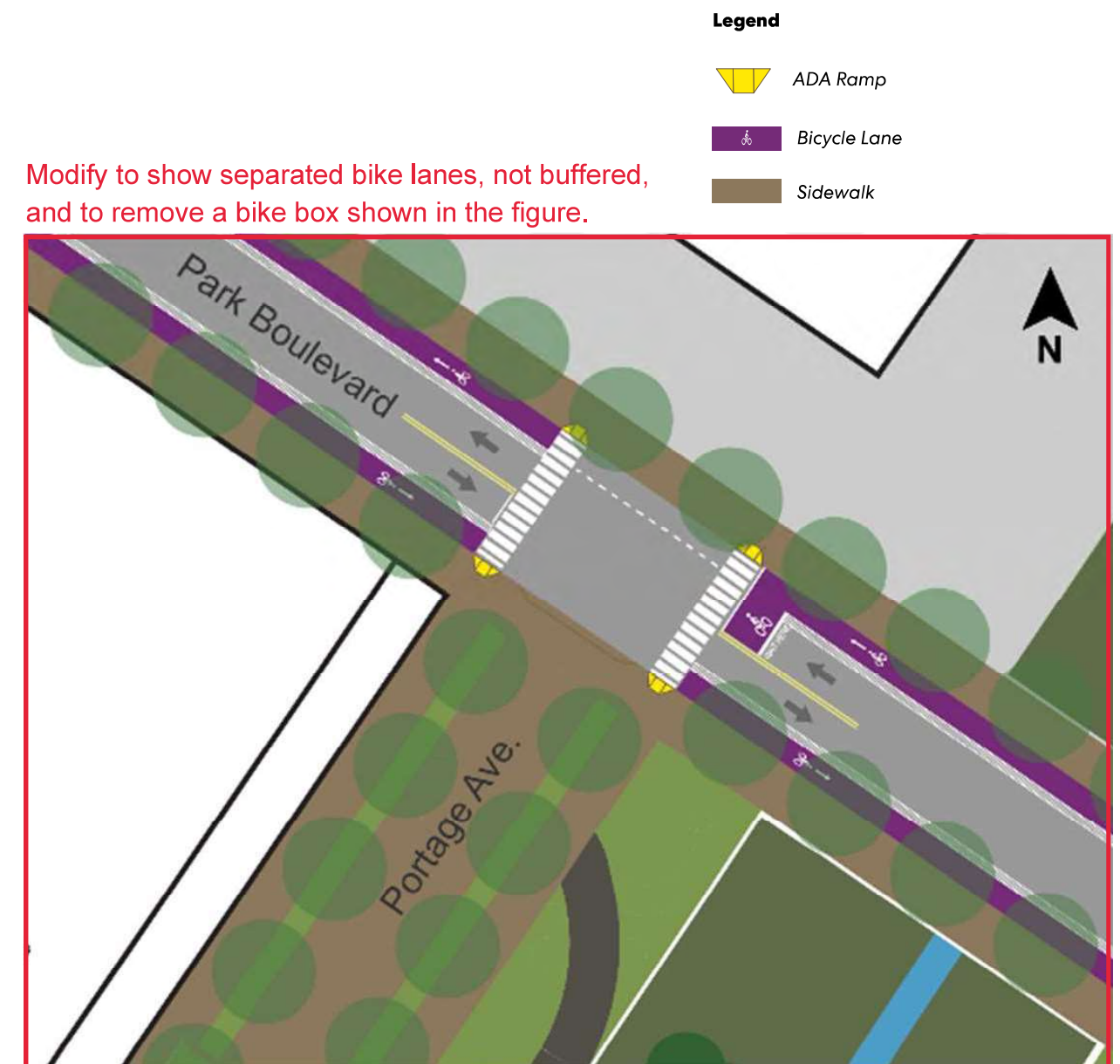


Figure 58 Lambert Avenue and Ash Street Conceptual Intersection Design

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.



Modify to show separated bike lanes, not buffered, and to remove a bike box shown in the figure.

Figure 59 Park Boulevard and Portage Avenue Conceptual Intersection Design

Other Intersection Improvements

Page Mill Road and Park Boulevard

Page Mill Road/Park Boulevard was recently redesigned as part of the construction of adjacent development. While vehicle volumes are currently quite low there today, they are projected to increase over time.

To support the transition to a more pedestrian and bicycle-friendly neighborhood, additional safety treatments such as leading pedestrian intervals, advance stop bars, and a “bike box” for northbound Park Boulevard may be considered.

Page Mill Road and Ash Street

A hybrid beacon or full traffic signal and a marked crosswalk should be installed at this location to support pedestrians and bicyclists crossing Page Mill Road. Coordination with Santa Clara County would be needed to determine if a signal or crossing is feasible.

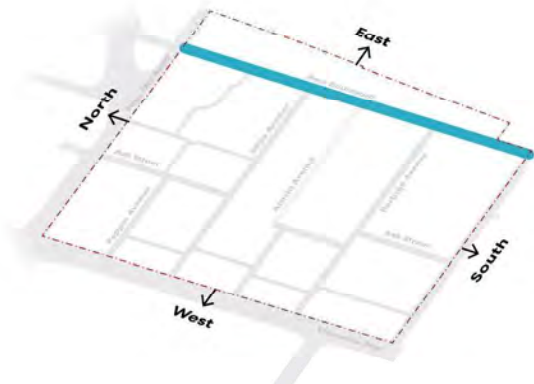
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Street Sections

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 Throughway

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.

Modify to show separated bike lanes, not buffered.

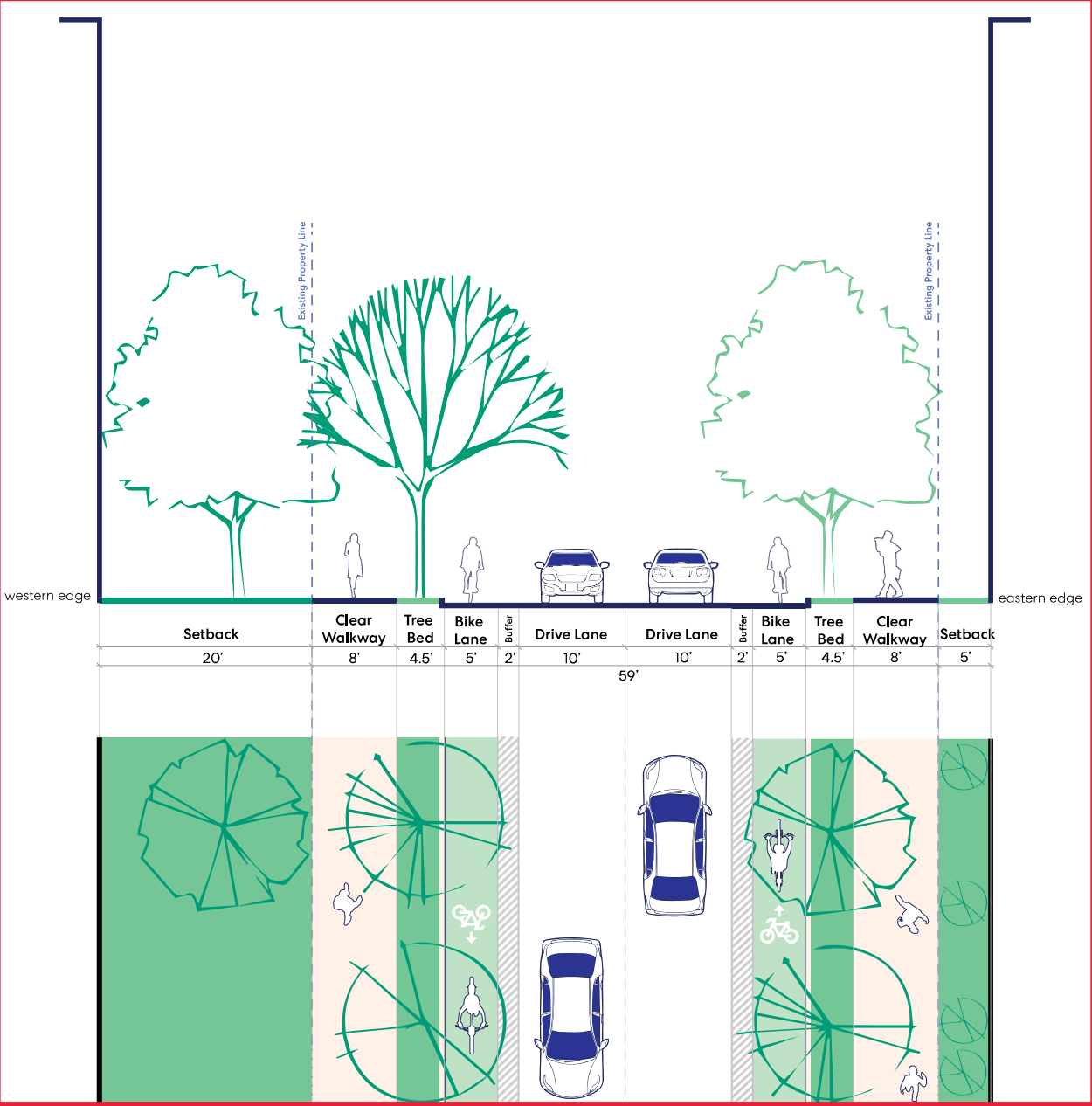


Figure 60 Typical Park Boulevard Section

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

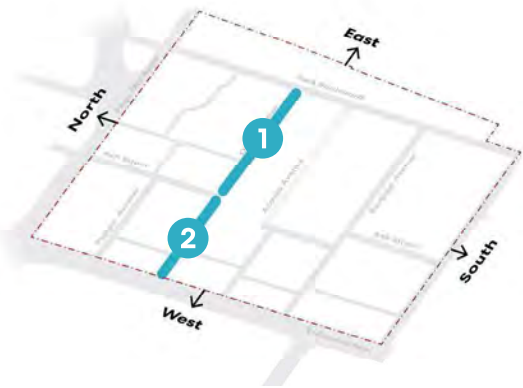
Table 8 Olive Avenue Street Design

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.

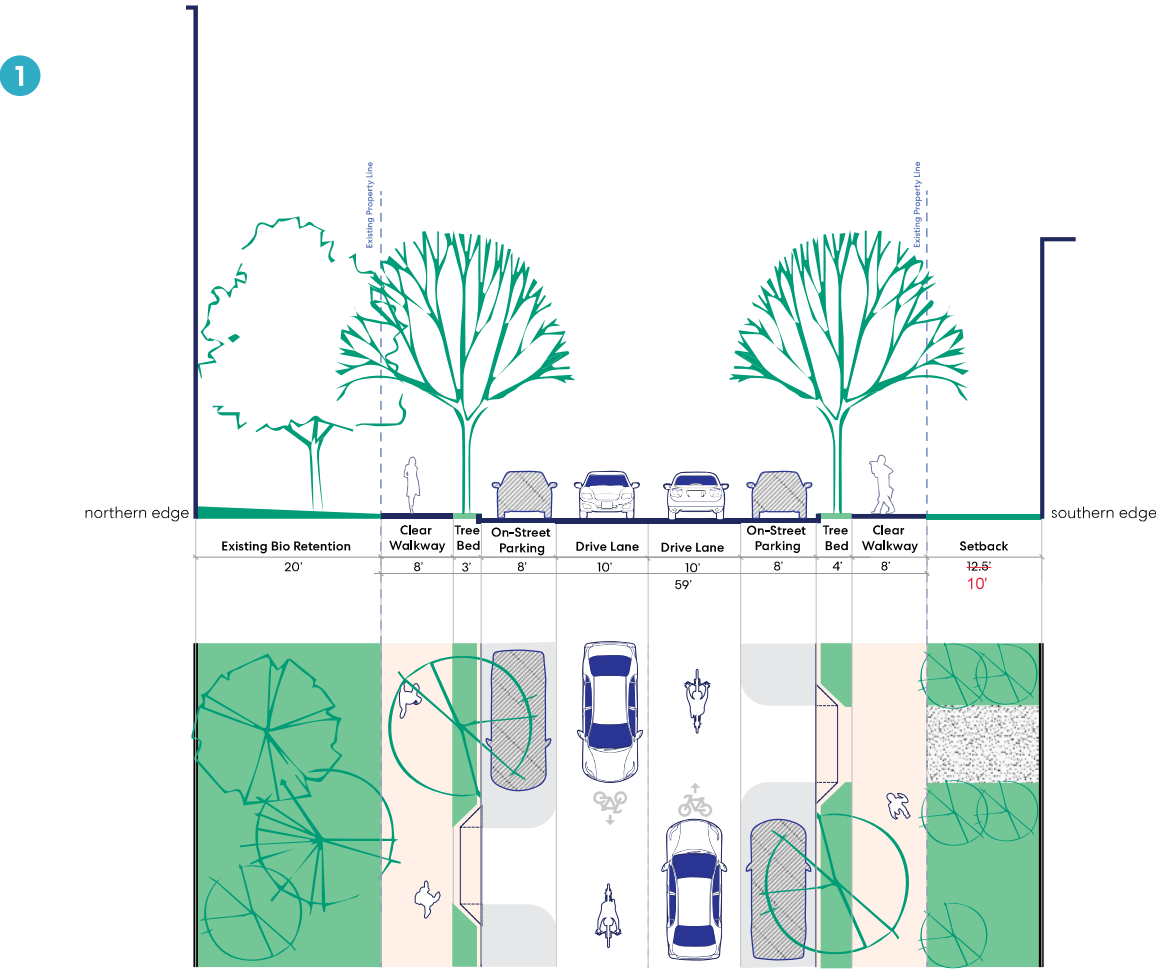


Figure 61 Typical Olive Avenue section between Park Boulevard and Ash Street

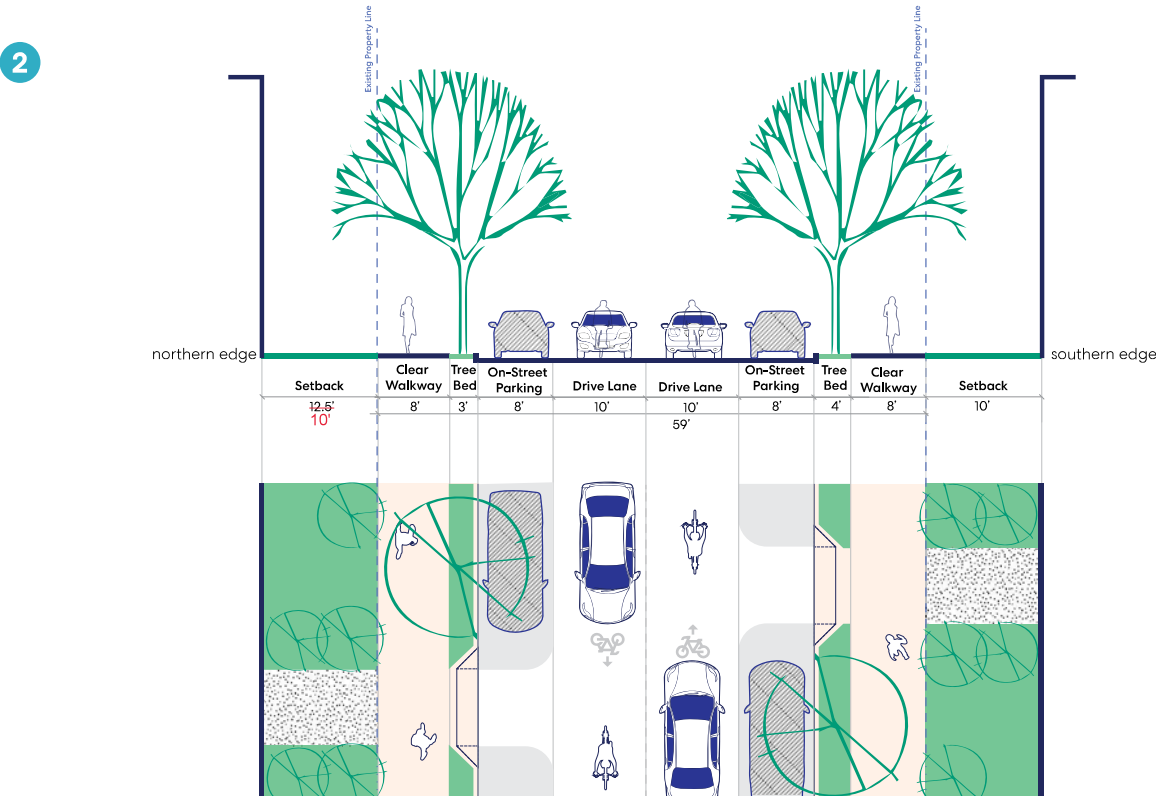
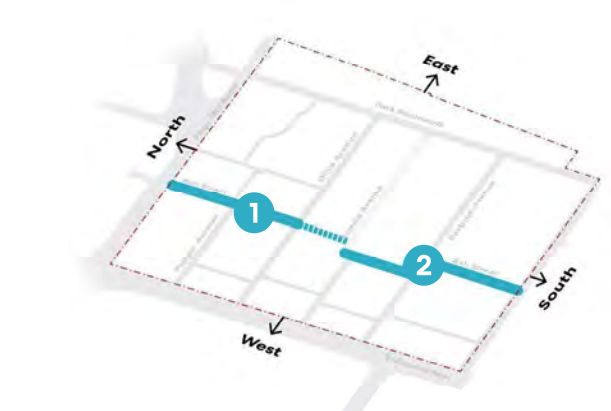


Figure 62 Typical Olive Avenue section between Ash Street and El Camino Real

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 Eastern Edge: Shared Use Path: 12 Feet Eastern Western 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

1

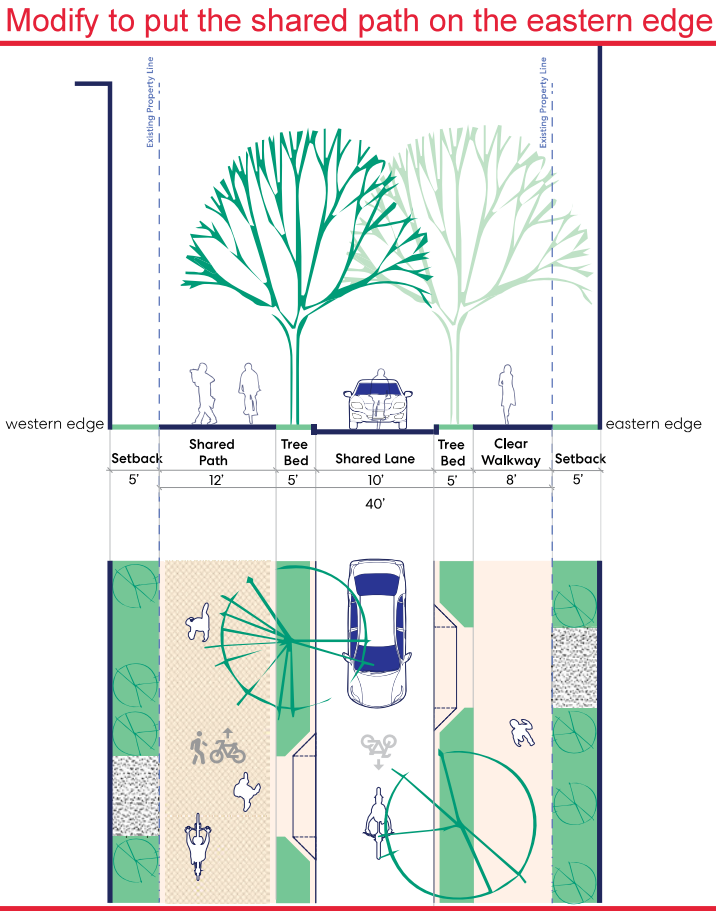


Figure 63 Typical Ash Street section between Page Mill Road and Olive Avenue

2

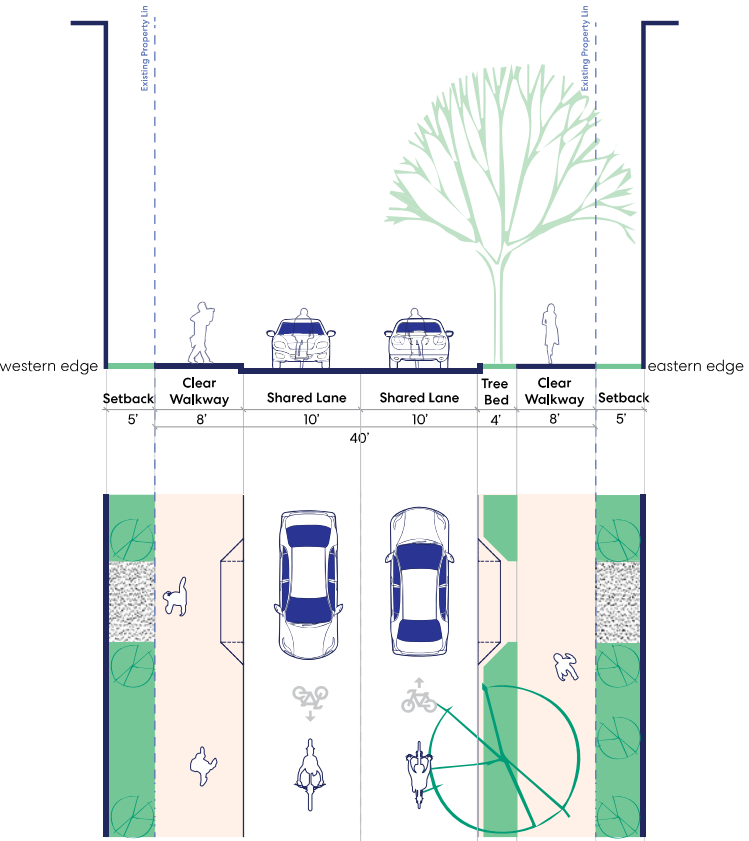
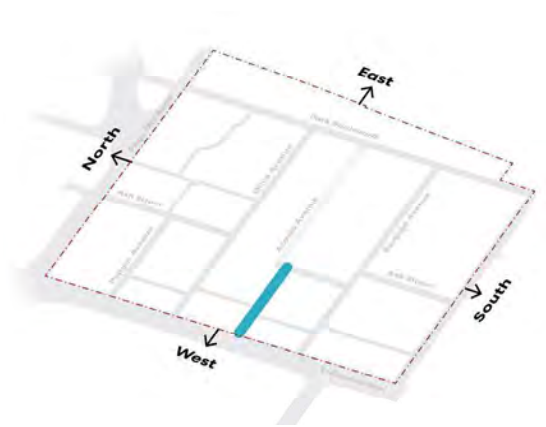


Figure 64 Typical Ash Street section between Acacia Avenue and Lambert Avenue

Acacia Avenue

Acacia Avenue is an east-west street, primarily serving as service street for the Plan Area. The street extends from El Camino Real to Ash Street, at which point it becomes a private driveway for the 340 Portage site. The street design for the segment between Ash Street and El Camino Real consists of bi-directional pedestrian sidewalks along with two-way vehicle lanes. On-street parking is maintained on the southern edge of the street.



Standards:

4.4.5 Street Design

Between Ash Street and El Camino Real

Table 10 Acacia Avenue Street Design

Building Entries	New development shall provide a primary entry or entries on Acacia Avenue except for properties that are abutting El Camino Real or Park Boulevard.
Frontage / Setback	Maximum 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 4 Feet Southern Edge: n/a
Bicycle Facility	n/a
Parking / Loading	Southern Edge: 1 Lane of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

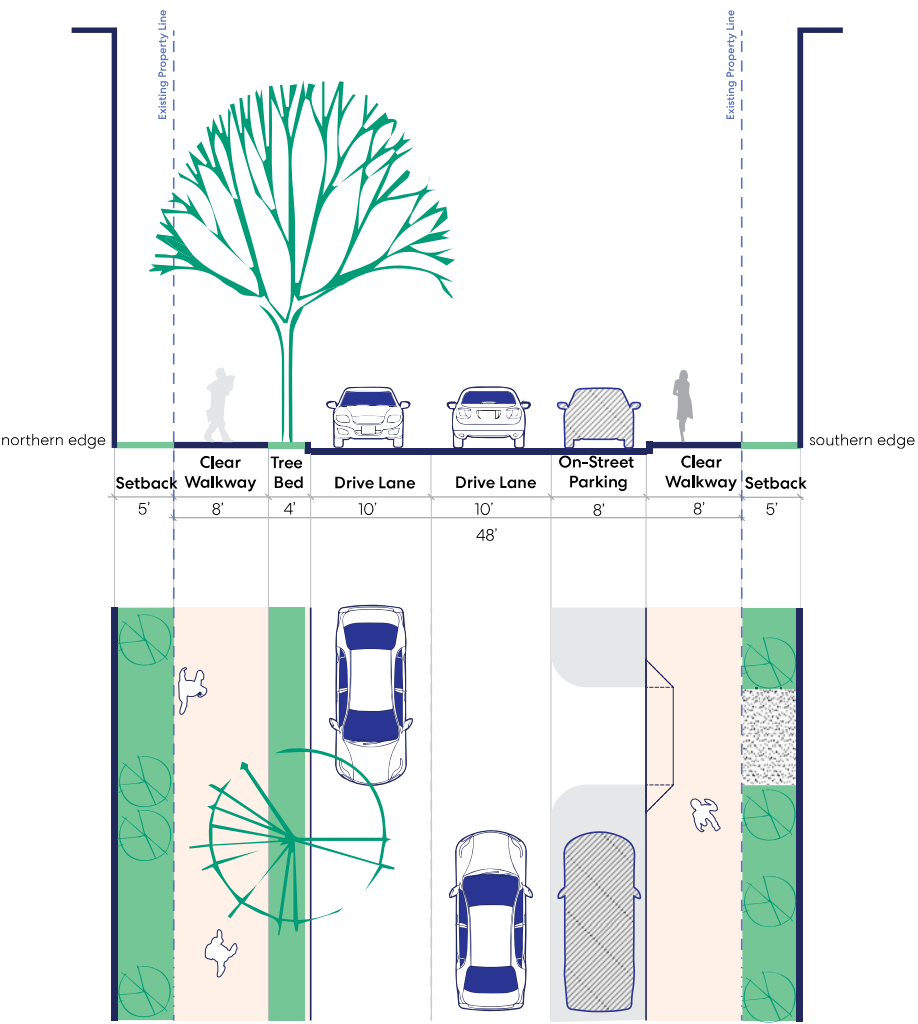
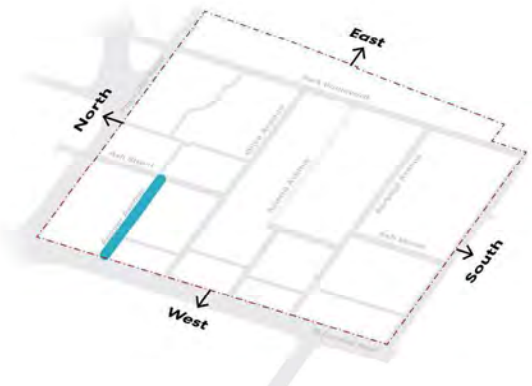


Figure 65 Typical Acacia Avenue Section

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 10 Feet from Property Line
Pedestrian Clear Zone	8.5 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

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

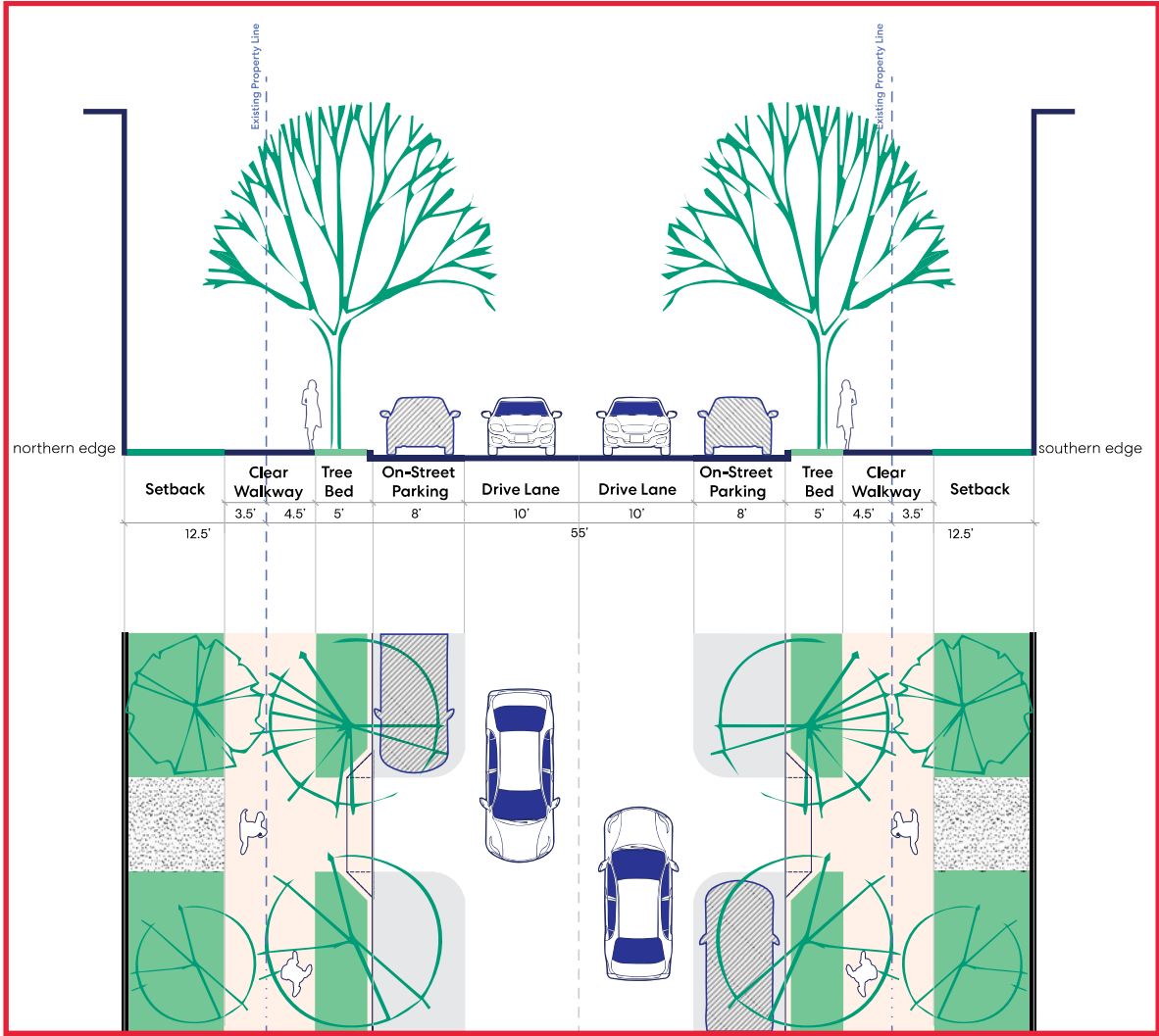


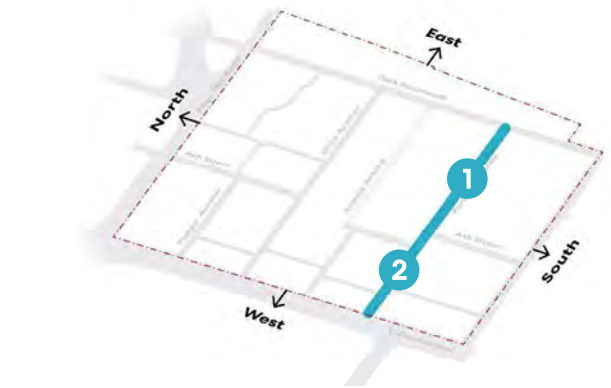
Figure 66 Typical Pepper Avenue Section

Portage Avenue

Portage Avenue is a priority east-west bicycle and pedestrian street which becomes a critical citywide link from Park Boulevard connecting the California Avenue Caltrain and Business District to the existing bicycle infrastructure on Hansen Way to the Stanford Research Park. Portage Avenue has two distinct street designs:

Between Park Boulevard and Ash Street is the Portage Avenue woonerf, ‘the front door’ for the public park and the Cannery building. The woonerf, which will be a publicly accessible private street is an integrated, curbsless street, shared by pedestrians, bicyclists, and low-speed vehicles. The street incorporates outdoor furnishings such as trees, planters, green stormwater infrastructure and seating to ensure this space fosters community gatherings, events, retail, and other flexible uses. The city may consider a shared-use path on Portage Avenue.

Between Ash Street and El Camino Real, Portage Avenue takes on a more typical street configuration. The street design includes two



sidewalks with a wide furnishing zone on the northern edge of the street. Two-way traffic lanes are retained with on-street parking on the southern edge of the street. Due to the low traffic volumes and speeds, this segment of Portage is designated as a bicycle boulevard, where cyclists share the road with vehicles.

Standards:

4.4.7 Street Design

Table 12 Portage Avenue Street Design

1 Between Park Boulevard and Ash Street	
Building Entries	New development shall provide a primary entry or entries on Portage Avenue except for properties that are abutting Park Boulevard.
Frontage / Setback	Northern Edge: Maximum 5 Feet from Property Line Southern Edge: n/a
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 15 Feet Southern Edge: 8 Feet
Bicycle Facility	Bicycle Boulevard 10 Feet
Vehicle Travel Lanes	10 Feet

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.
Frontage / Setback	Maximum 5 Feet from Property Line
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	Northern Edge: 15 Feet Southern Edge: n/a
Bicycle Facility	Bicycle Boulevard 10 Feet
Parking / Loading	Southern Edge: 1 Lane of On-Street Parking
Vehicle Travel Lanes	10 Feet 1 Lane in Each Direction

1

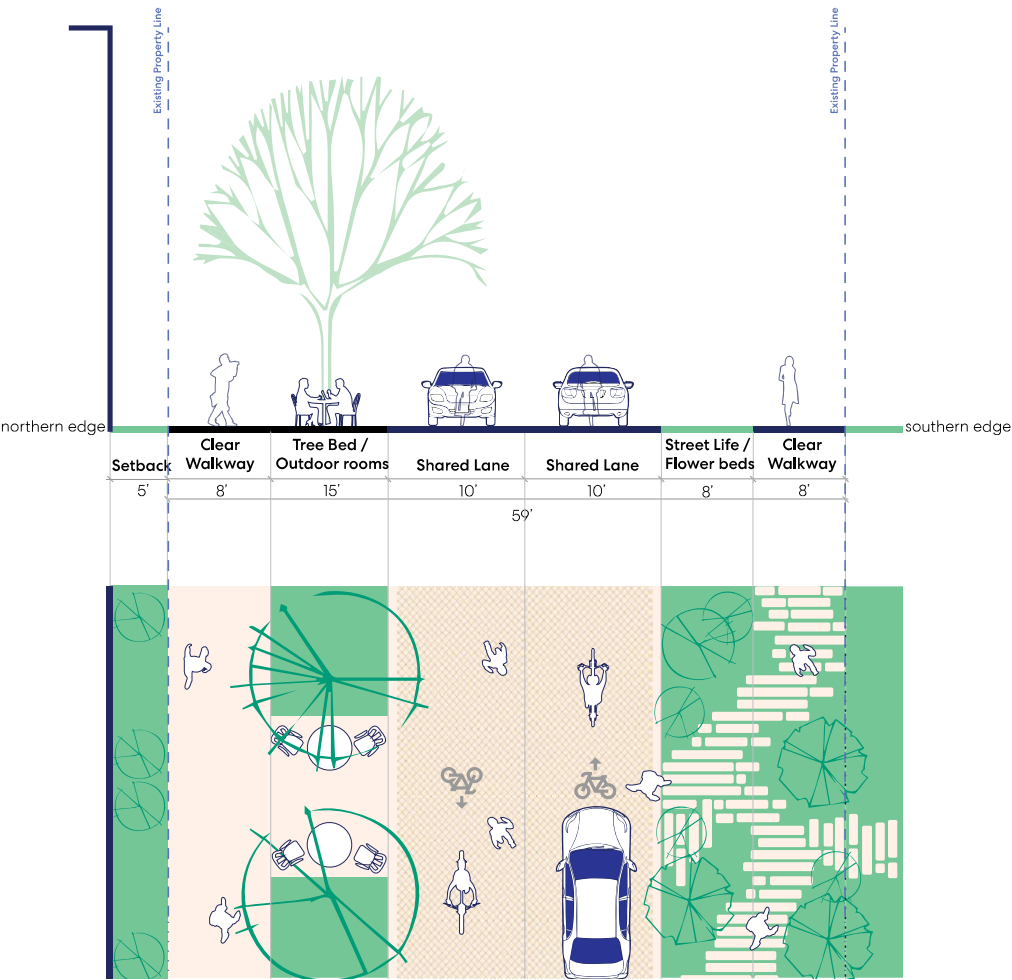


Figure 67 Typical Portage Avenue section between Park Boulevard and Ash Street

2

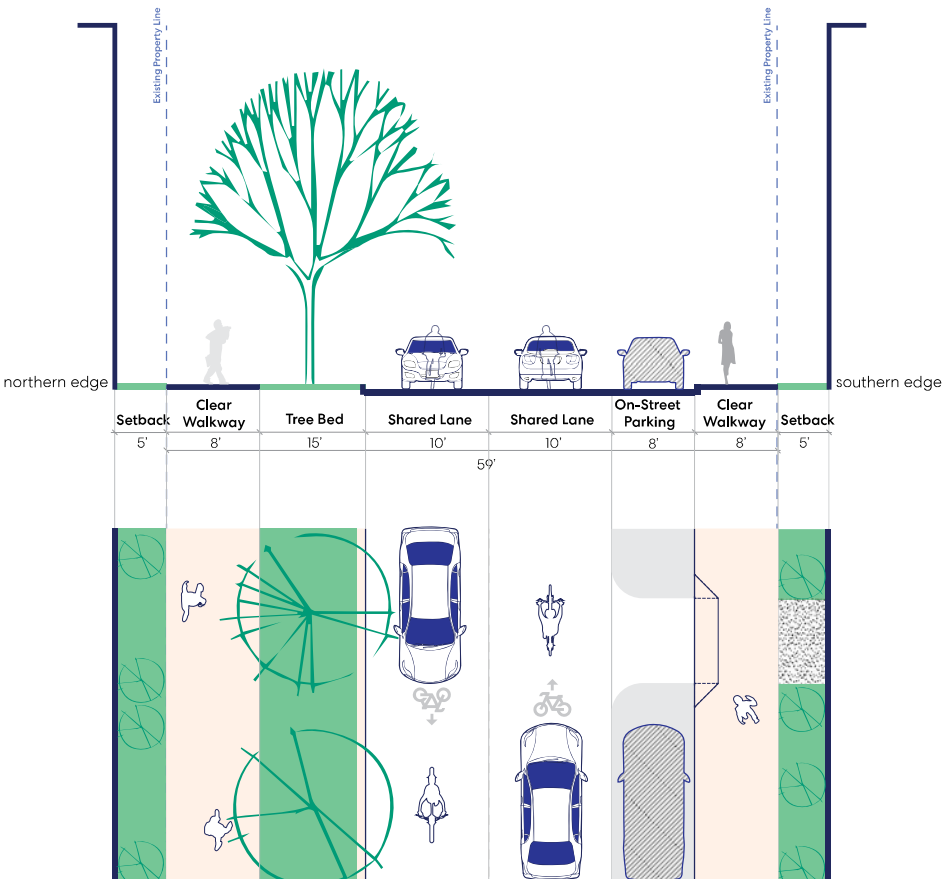


Figure 68 Typical Portage Avenue section between Ash Street and El Camino Real

Guidelines:

4.4.8 Streetscape Elements

Streetscape elements of the Portage Avenue woonerf include:

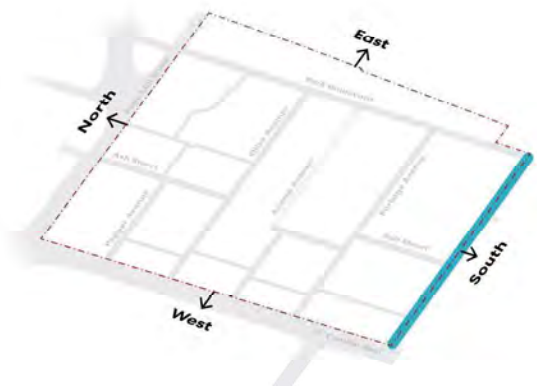
- A row of street trees on either side of the main travel way to designate pedestrian priority areas adjacent to building frontages
- Signage emphasizing the presence of pedestrians and bicyclists
- Textured or permeable pavement designed to slow vehicle speeds and provide stormwater management benefits
- Pedestrian-scale lighting
- Seating areas
- Landscaping and green stormwater infrastructure
- Design elements that highlight the community's vision or character
- Public art that will enhance the pedestrian experience and reflect the community's unique character.



Figure 69 Streetscape elements like double row of trees, textured pavement, pedestrian scale lighting , and seating encourages a low-carbon, welcoming neighborhood environment.

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

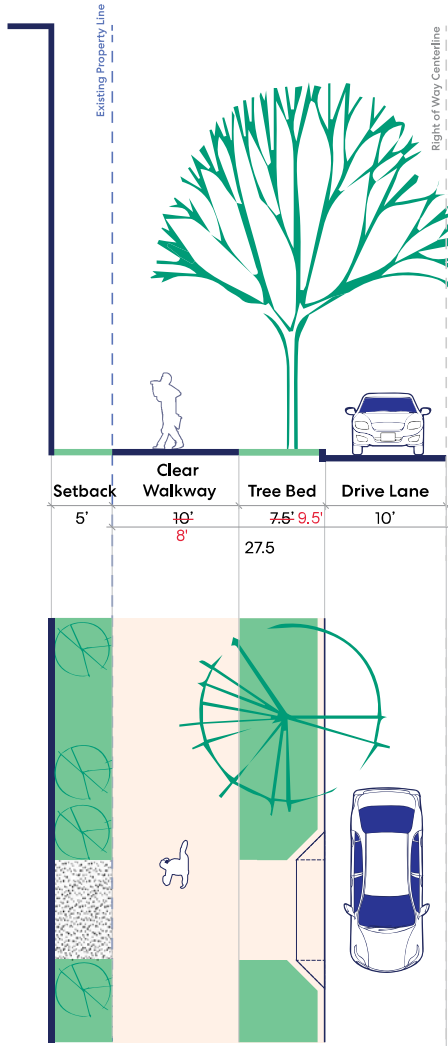
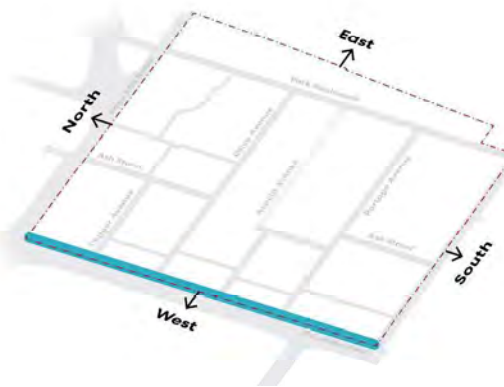


Figure 70 Typical Lambert Avenue Sidewalk Zone Section

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

Modify to show tree grates instead of tree beds

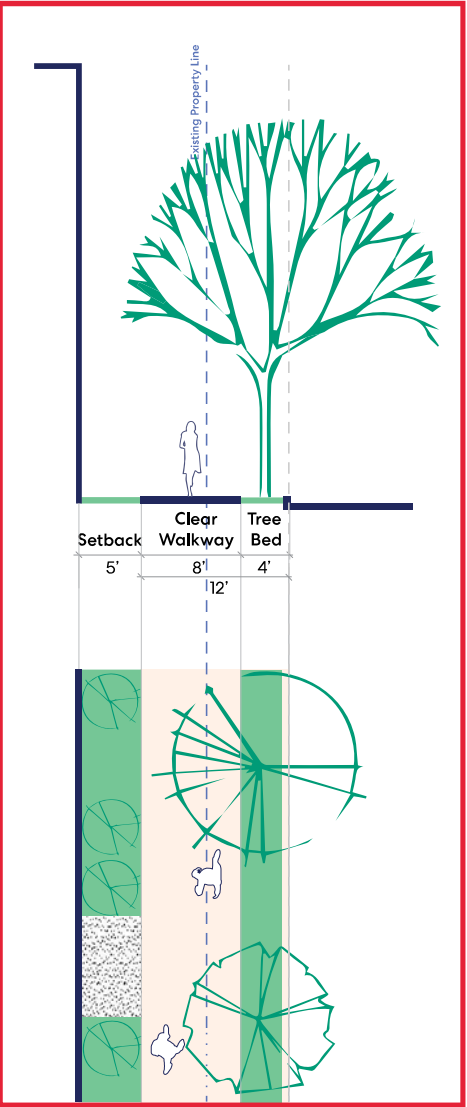


Figure 71 Typical El Camino Real Sidewalk Zone Section

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.

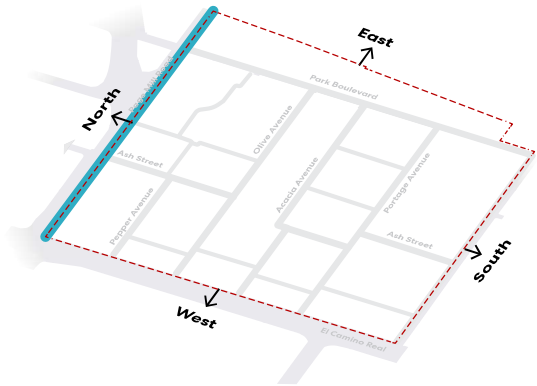
Standards:

4.4.11 Street Design

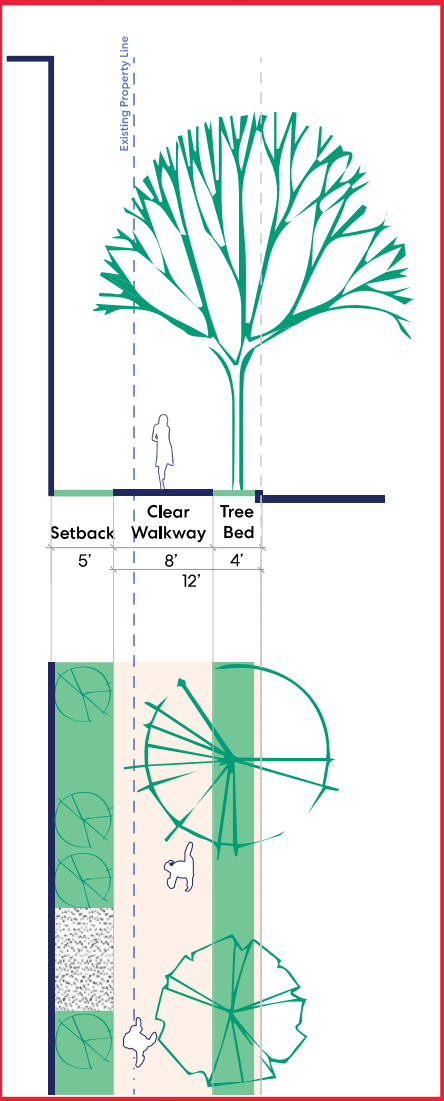
1 Between Park Boulevard and El Camino Real

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 <u>0 - 10 feet to create an 8 - 12-foot effective sidewalk width</u>
Pedestrian Clear Zone	Southern Edge: 8 Feet
Landscape / Furniture Zone	Southern Edge: 4 Feet



Flip the illustration to have building on the right side

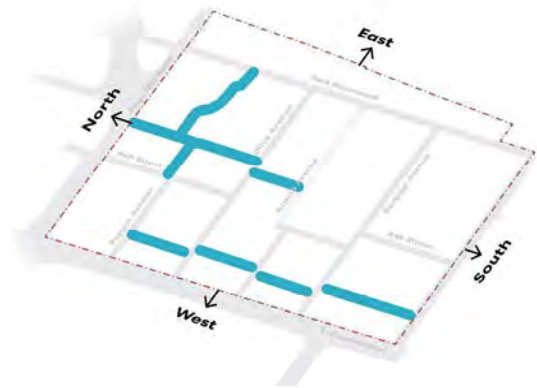


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Figure 72 Typical Page Mill Road Sidewalk Zone Section

Publicly Accessible Private Connections

New publicly accessible connections on private property are intended to support greater porosity and walkability throughout the Plan Area. These connections can break up large ‘super-blocks’ and provide alternative routes for residents to move through the Plan Area. These connections include mid-block paseos in between the Cannery building, pedestrian pathways within the rear setback of new development along El Camino Real, and pedestrian pathways through the 395 Page Mill property.



Guidelines:

4.10.1 Street Design

Table 16 Mid-Block Paseo Design

1 Mid-Block Paseo	
Building Entries	New development shall provide a secondary entry or entries on mid-block paseos.
Pedestrian Clear Zone	Shared Use Path: 20 Feet
Landscape / Furniture Zone	3 Feet
Vehicle Travel Lanes	26 Feet Emergency Vehicle Access

Table 17 Rear Setback Pathway Design

2 Rear Setback Pathway	
Building Entries	New development shall provide a secondary entry or entries on rear setback pathways.
Frontage / Setback	Rear Setback: Minimum 22 Feet
Pedestrian Clear Zone	Shared Use Path: 20 Feet
Landscape / Furniture Zone	Rear Green Buffer : 10 Feet

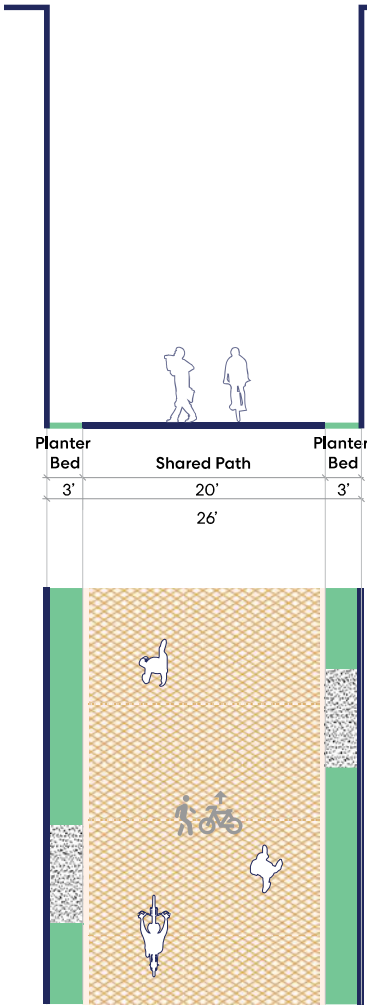


Figure 73 Typical mid-block connection section

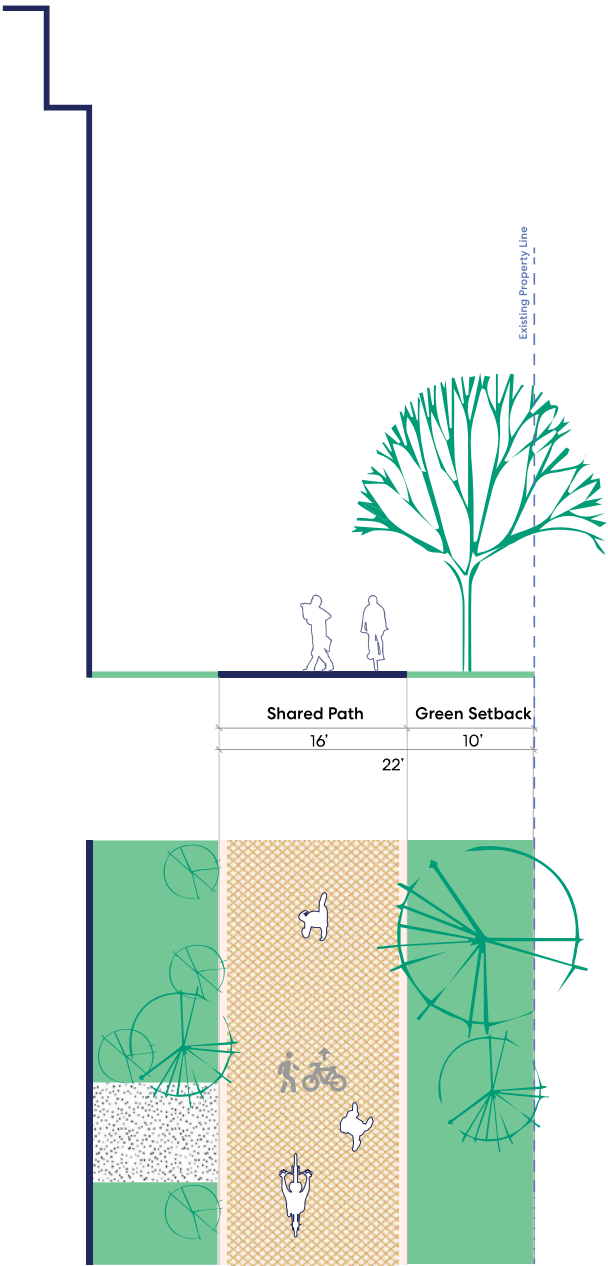


Figure 74 Typical rear setback connection section

Transit Access

The North Ventura neighborhood offers diverse transit options, including two bus stops located at El Camino Real/Portage Avenue and Page Mill Road/El Camino Real. Additionally, residents within a 15-minute walking distance can access services from four transit operators, including VTA, AC Transit, Caltrain, and Stanford Marguerite.

Future plans prioritize designing user-friendly, accessible, and safe routes to enhance transit accessibility within the neighborhood.

Standards:

4.5.1 Bus Stop Amenities

Bus stops shall be designed in accordance with agency-wide standards established by VTA and AC Transit, incorporating the latest industry best practices. Coordination with the appropriate agency is required.

In accordance with AC Transit's Multimodal Corridor Guidelines and VTA's Better Bus Stop Program, the contextually appropriate bus stop enhancements and amenities include:

- Bus shelters protecting riders from the elements
- Energy-efficient lighting to ensure visibility and enhance safety
- Comfortable seating
- Digital signage with real-time information informing riders of available service
- Posted information with route information and service schedules, available in English, Spanish, and other locally prevalent languages as well as braille placards
- Audio capabilities to communicate real-time information to hearing-impaired riders

Project Goal

Transit, Pedestrian, and Bicycle Connections

Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain Station, Park Boulevard, and El Camino Real.

Guidelines:

4.5.2 Wayfinding Signage

Wayfinding signage throughout the North Ventura neighborhood should clearly and concisely display major designation and their distances, available transit services and other available transportation options. The signage should be designed to be clear, easy to understand, and visually appealing, as well as reflective of a unique North Ventural neighborhood aesthetic, potentially incorporation landmark designation.

4.5.2 Mobility Hub

The North Ventura mobility hub should be located along Portage Avenue between El Camino Real and the intersection of Portage Avenue and Ash Street. The mobility hub will serve as a central location within the plan area, providing access to various sustainable transportation options and promoting mode shift away from single-occupancy vehicles.

The mobility hub should be designed in coordination with transit operators like AC Transit and VTA to integrate their services and ensure a seamless user experience. It will be designed in accordance with the MTC's Mobility Hub Implementation Playbook and the City's design guidelines, which includes:

- Sustainable access and mobility to encourage mode shift. Proposed amenities 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

Additional improvements relating to information access can also improve the customer experience. The proposed amenities should be considered to improve information access:

- 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

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).

Table 18 Example TDM Strategies Menu

Strategy	Description	Responsible Entity
Active Transportation		
Shared bike or scooter service	Conventional or electric, docked or dockless bikes and scooters can increase first-/last-mile connections and offer alternative transportation	Third party operators City staff to determine regulations, applicable geo-fencing
Bicycle support facilities	Supportive facilities such as short-/long-term bicycle parking, showers, and lockers that increase active transportation trips	Developer Major employers or residential tenants
Shared Mobility		
Car share	For people who do not own cars, car share can offer vehicle access without significantly increasing GHG emissions and necessary parking. Vehicles can be provided to tenants of certain buildings, or through designated parking spaces such as dedicated on- street spots noted with signage.	Third party operators City staff to determine regulations
Shuttle service and new stops	With increased residential and employment density, additional shuttle stops may be necessary. Major employers or residential developments in the area may also operate shuttle service that would serve the neighborhood. The upcoming City on-demand shuttle service may also necessitate additional designated stops.	Stanford shuttle operator City shuttle operator Major employers or residential tenants offering shuttles
Parking		
Electric vehicle charging facilities	Encourage electric vehicle usage to decrease GHG emissions by providing necessary charging facilities	Developer

Strategy	Description	Responsible Entity
Transportation Program Coordination		
Membership in the Palo Alto Transportation Management Association (PATMA)	Joining the PATMA can provide developers, major employers, or residential tenants with access to transportation resources available for community members. The PATMA also works closely with the City to offer events and other relevant programming.	Developer and/or tenants (employers, residential)
Carpool resources	Resources for organizing neighborhood carpools to nearby major activity centers	Developer and/or tenants (employers, residential)*
Active transportation incentives	Resources such as bike/ scooter share coupons, or bicycle purchase subsidies can encourage active transportation	Developer and/or tenants (employers, residential)*
Shared mobility incentives	Resources such as rideshare discounts, carshare discounts, free or subsidized transit passes can decrease trips made by a single occupancy vehicle	Developer and/or tenants (employers, residential)*
Promotional materials on transportation offerings (flyers, emails, websites, etc.)	Resources advertising alternative modes of transportation can raise awareness to people who primarily rely on their car	Developer and/or tenants (employers, residential)*
Bulletin boards or kiosks displaying transportation alternatives		
Participation in City-wide events encouraging alternative modes of transportation	Encouraging major employers, residential developments, and community members to participate in City-wide events, such as the annual Bike to Wherever Day, can expose people to alternative modes of transportation	Developer and/or tenants (employers, residential)*

**If responsible entities decides to join, PATMA can be a facility/ resource provider.*

Parks and Open Space

- 5.1 Public Park
- 5.2 Matadero Creek

NVCAP’s ecological framwork takes direct input from the community and working group who advocated for the need for more reacreational space for residents in the community and places to be outdoors and gather. In addition, the ecological framework takes inspiration from the City’s Sustanability and Climate Action Plan, identifying opportunities for renewal, restoration, carbon sequestration, and growth of the natural environment.

The future streets, parks, natural areas, and buildings will restore and enhance habitat and pollinator pathways, and provide flood protection and stormwater management, cleaner air and cleaner water, and healthier habitats for current and future generations.

In addition, the future parks and natural areas will provide much needed recreational and outdoor space where the community can gather.

The Ecological Framework includes the following:

- Public Park
- Matadero Creek

Public Park

Located in the southeast corner of the plan area, approximately two acres of public open space is proposed. The proposed naturalization of Matadero Creek between Park Boulevard and Lambert Avenue will serve as the organizing framework for the park's design and neighborhood destination, inviting Palo Alto residents, employees, and visitors to enjoy access to recreational activities, habitat, and inclusive community programming. Bounded by the proposed Portage Avenue woonerf and Park Boulevard, the proposed public park is seamlessly integrated into the adopted citywide Pedestrian and Bicycle Plan. The design of the proposed Portage Avenue woonerf supports a natural extension of the park, directly connecting to the Cannery Building.

Standards:

5.1.1 Park Acreage and Dimensions

An approximately two-acre public park is proposed in the plan. The details of the public park and open space will be fully developed in the future when it becomes a project, with a public process. The concept of the public park is included in the plan and is generally described in Figure 71.

5.1.2 Circulation

All multi-use paths should form a continuous path connecting all points of entry as illustrated in Figure 71.

Programmed spaces should connect to the plan area mobility network via multi-use paths.

The multi-use paths network would create a safe connection across Lambert Street to Boulware Park.

The minimum width of the multi-use path will be 12 feet.

5.1.3 Park Gateways

The park could accommodate five points of entry to connect with the pedestrian and bike mobility network around the park. The character of these gateways to the park is further outlined in Figure 71.

5.1.4 Utilities

Electrical service, potable water, and sewer supply should be provided to accommodate varied events such as movie nights, festivals to serve small park structures; and along the park trails and the Picnic Area.

5.1.5 Design Approval

Once the park becomes a project, the design of the park would be subject to the typical City review process including review by the Parks and Recreation Commission.

Project Goals

Balance of Community Interests

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

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

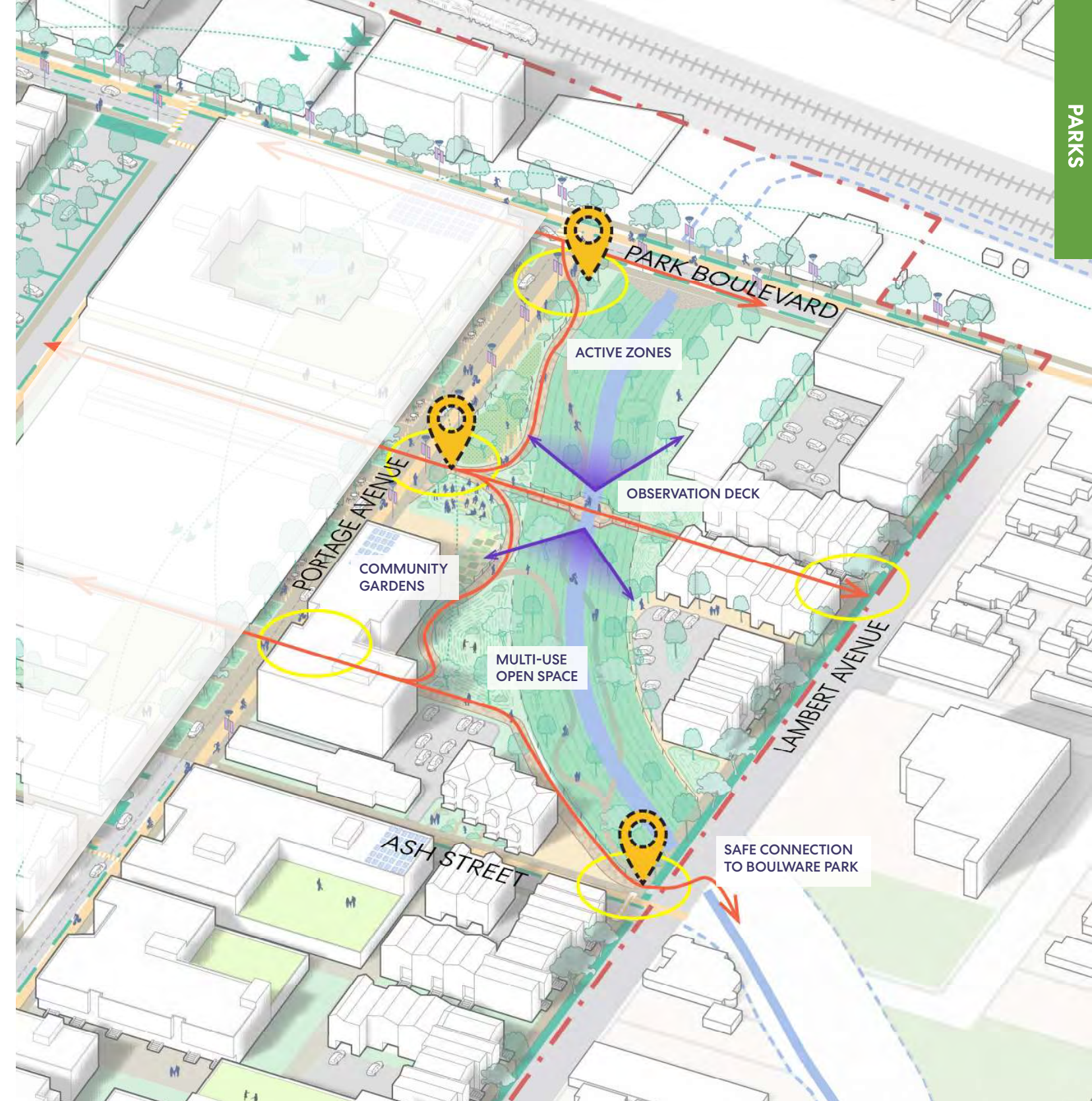




Figure 75 Conceptual Plan of Location of Park Gateways and Circulation Paths

Legend

-  Access to park
-  Park Gateways
-  Viewing shed

Guidelines:

5.1.6 Programming

Active Park programming may include but is not limited to a dog park, outdoor fitness area, natural habitat area, community garden, or amphitheater.

In addition to active programming, park design should accommodate passive uses such as reading and picnicking.

When siting park elements, consider types of activity, periods of use or vacancy, availability of sun or shade, and the differing needs of a diverse range of visitors such as small children, adult athletes, and dog owners.

The park should include amenities to support the commercial environment on Portage Avenue such as flexible seating areas, social gathering spaces, play spaces, and public art.

Surrounded by development on more than one side, the program elements should be designed to be protected from wind and down-drafts from buildings with strategic tree planting and thoughtful siting of passive programming.

5.1.7 Native Plantings

Where possible, pollinator friendly native plants should be incorporated. [Refer to Valley Water's Guidelines & Standards for Land Use Near Streams Chapter 4 \(Design Guides for Guidelines and Standards\) for the placement of native plants along the creek.](#)



Figure 76 An example of passive park programming



Figure 77 An example of active park programming

Matadero Creek

The Plan envisions the full naturalization of Matadero Creek between Park Boulevard and Lambert Avenue. The flood channel is widened to a maximum of 100 feet riparian corridor serving maximum geomorphic form and ecological function. Leading with resilience in mind, the design offers the creek the capability to convey 100-year flood events.

The full details of the renaturalization of the creek will be developed in the future when it becomes a project. Appropriate City review process, including a public process and coordination with applicable agencies will be required.

Standards:

5.2.1 Creek Buffer

The creek section between Park Boulevard and Lambert Avenue is buffered by a 100-foot riparian corridor, at maximum. To determine the defined parameters for the buffer floodwalls, further City coordination is required.

5.2.2 Coordination

Coordination with Santa Clara Valley Water District shall be required to ensure the renaturalization of the creek implement adequate measures and standards to reduce impact to the existing channel.

5.2.3 Circulation

The riparian corridor shall maintain public access on both sides of the creek front and be designed to embrace the Matadero creek as a central feature.

Lambert Avenue bridge is recommended to be replaced with a new bridge spanning 100 feet. The recommended location shown in Figure 74 will connect Portage Avenue and Lambert Avenue.

Project Goals

Community Facilities and Infrastructure

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.

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

5.2.4 Wind Protection

As the riparian corridor is 10 feet lower than the surrounding terrain, it should be designed to be protected from wind and down-drafts from surrounding areas with strategic tree planting and thoughtful design of the shared trail routes.

5.2.5 Ecology

Impervious surfaces shall be discouraged in the 100 foot buffer as per Figure 74.

Plant selections shall reinforce the native and surrounding ecology and promote habitat development.

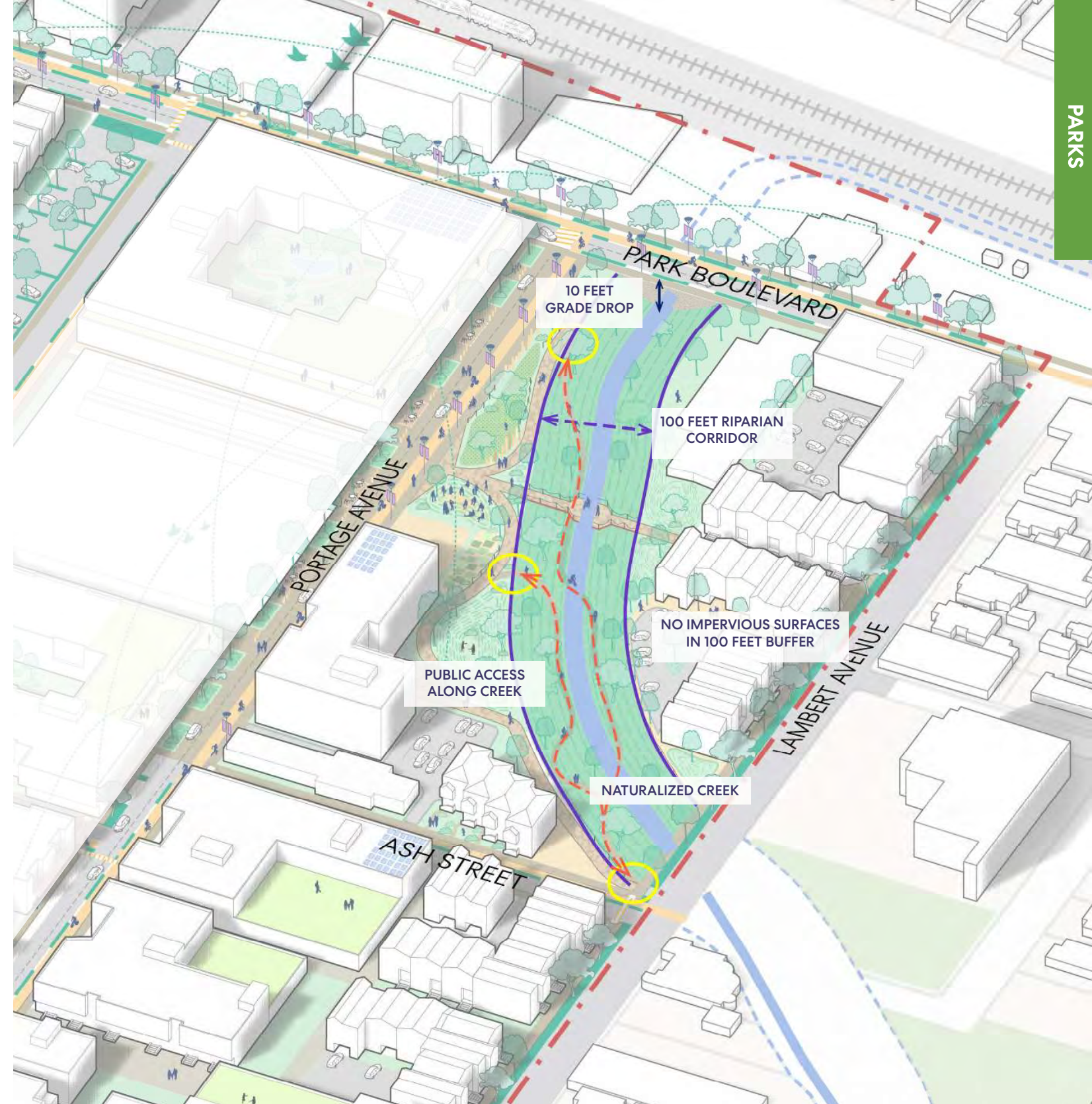


Figure 78 Conceptual Plan of the Matadero Creek buffer, circulation, and gateways

Legend

- Shared Path
- Riparian Corridor Gateways
- Riparian Corridor Buffer Boundary

5.2.6 Gateways

Gateways to the corridor shall be recommended at the following key intersections. See Figure 74.

Sloped walks, terraces, stairs, or ramps for bicycle and pedestrian circulation shall be a key feature at these gateways, integrated with the flood wall designed to connect across the 10 feet grade change between the public park and the Matadero creek riparian corridor. This will ensure that pedestrians and bicyclists can access both the park and the riparian trail.

Gateway access to multi-use paths should be designed to be ADA accessible to traverse the 10 feet grade change from the public park to the creek.

5.2.7 Floodwalls or Retaining Walls

Concrete floodwalls or retaining walls shall be designed to allow for vegetation to the extent feasible.

5.2.8 Utilities

Electrical service and potable water shall be provided along the trails.

Guidelines:

5.2.9 Public Art

Gateways, bridge, and other park amenities may integrate public art/structures to indicate major entry points, when appropriate.

5.2.10 The Matadero Creek Bridge

Observation areas should be integrated with the design of the new bridge.

Educational placards should inform the public on the re-naturalization of Matadero Creek.



Figure 79 The Matadero Creek Channel is currently a constrained concrete trapezoidal channel.

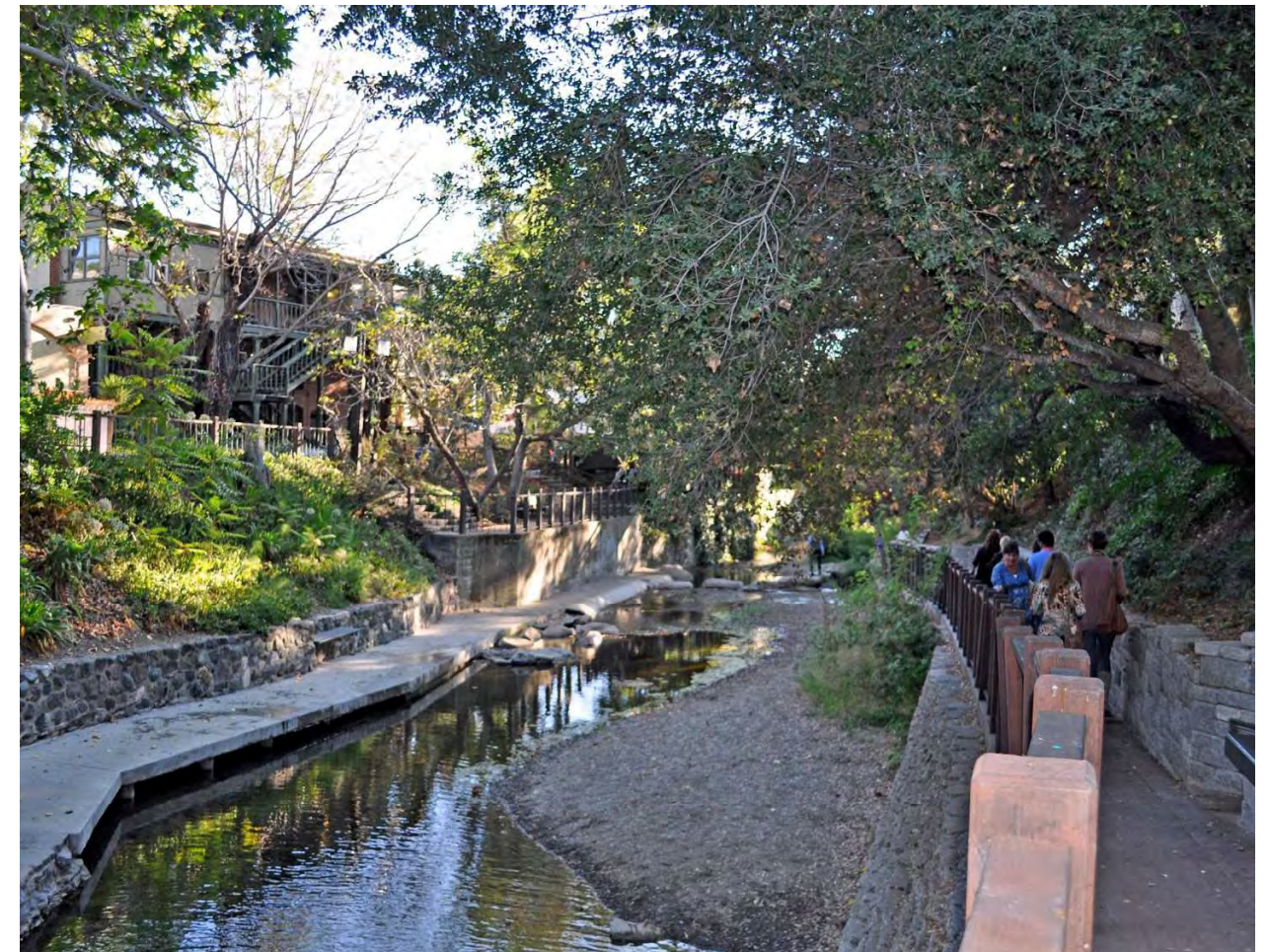


Figure 80 A naturalized creek has the opportunity to provide multi-use trails and habitat areas.



Site and Building Design

- 6.1 Building Heights and Massing
- 6.2 Retail and Active Frontage
- 6.3 Portage Avenue Frontage
- 6.4 Residential Frontage
- 6.5 Sustainable Design

NVCAP’s urban form framework champions the design of buildings that are respectful neighbors, human-scaled, and embrace the street. New development will respond to the surrounding context such as building up to El Camino Real while creating a gentle transition to quieter residential portions of the neighborhood.

This chapter provides guidance on the desired future built form and sets aspirations for how new buildings will contribute to the character of the NVCAP as it continues to be developed incrementally over time. The key factors that contribute to good building architecture: building mass and bulk appearance; pedestrian-friendly design of the ground level, and visual interest created by architectural articulation, the materiality of the

building, and sustainable design. The standards and guidelines have been organized to address these key elements under the following headings:

- Building Heights and Massing
- Building Frontages
- Sustainable Design

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 stepbacks will support the gradual transition from taller buildings along El Camino Real to quieter, residential parts of the neighborhood.

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.

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.

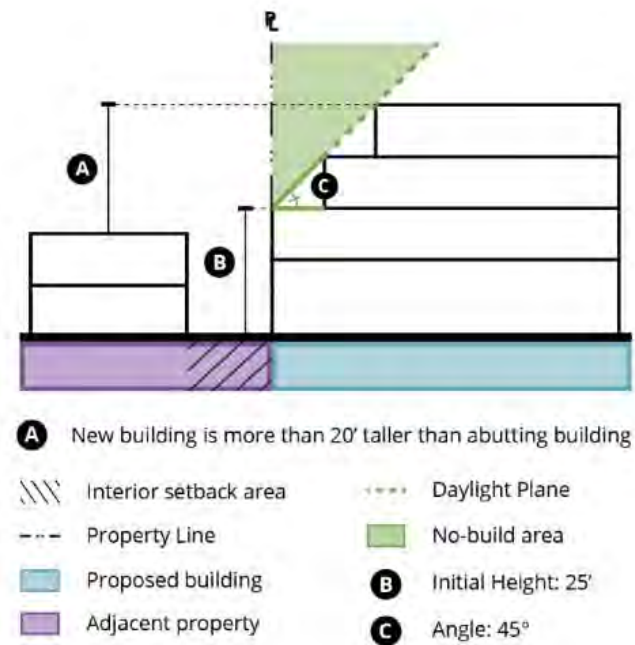


Figure 81 An example of a daylight plane requirement for mixed-use development stepping down to single family residential neighborhoods.

Remove the 55' height area near the park/green area; Increase all 55' to 65';
Increase the 35' height area between Olive and Portage Avenue to 45';
Increase all areas with a height of 45' to 55'; Increase the current 30' height to 35'

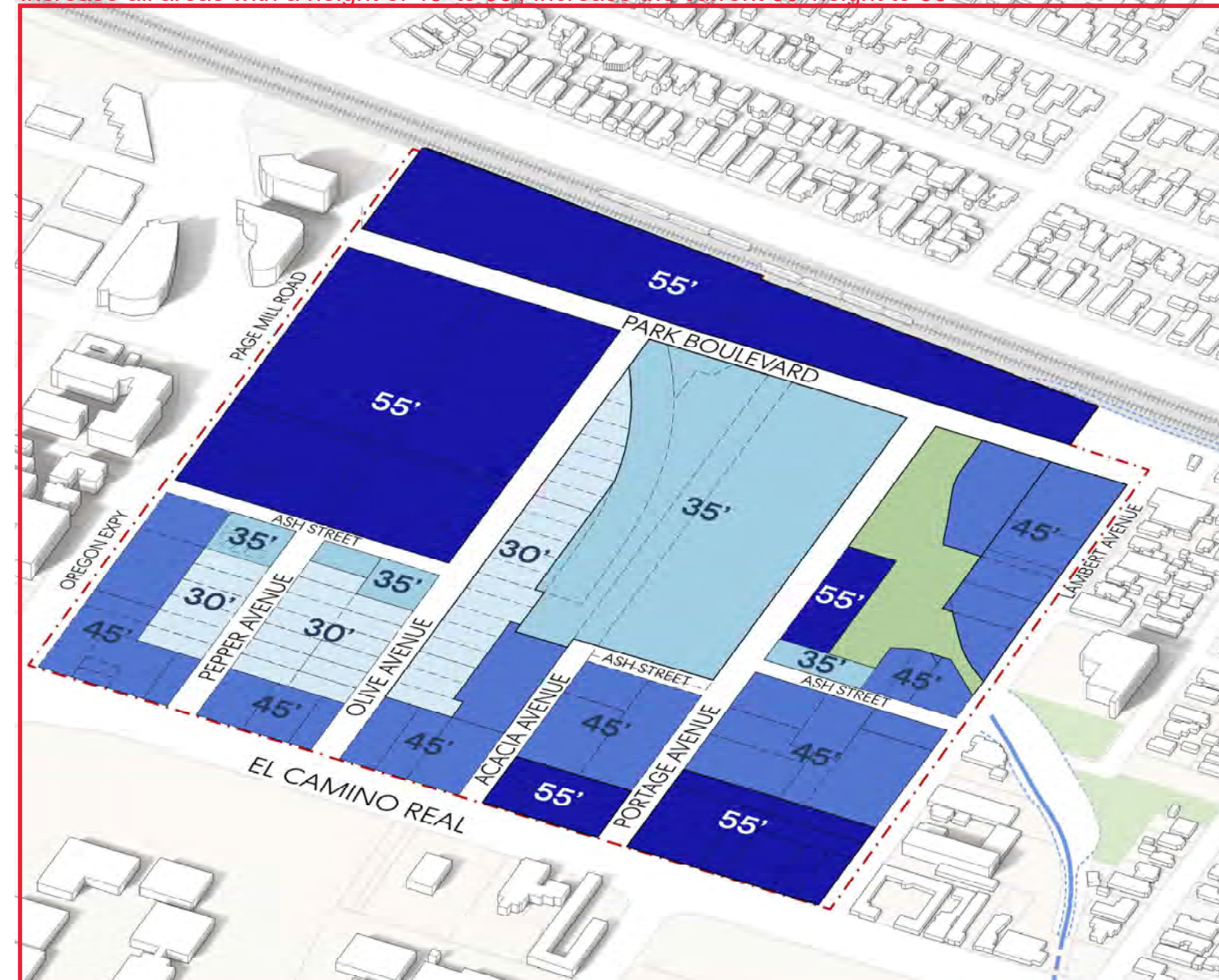


Figure 82 Allowable Height Map

Retail and Active Use Frontage

Ground floor retail and other active uses enliven and activate streetscapes, enhancing the public interface between new buildings and the sidewalk. Within the Plan Area, the highest concentration of retail and active uses are located along El Camino Real. These ground floor spaces are designed to accommodate a wide variety of commercial spaces including local shops, cafes, maker spaces, co-working spaces, and professional services.

Active uses are listed on page 40 of Section 2.3 (Ground Floor Edges).

Standards:

6.2.1 El Camino Real Active Frontage

Ground floor active uses shall be required along all new development fronting El Camino Real. Refer to Section 2.3 for a map of ground floor edges.

6.2.2 Ground Floor Retail Height

Ground floor retail floor to ceiling height shall be a minimum of 14 feet.

6.2.3 Objective Standards

For Corner Conditions, Primary Entries, Façade Design, and Transparency, new development shall adhere to Palo Alto Municipal Code, Chapter 18.24 Contextual Design Criteria and Objective Design Standards.



Figure 83 Retail ground floors provides adequate floor to ceiling heights, transparency, and signage.

Guidelines:

6.2.4 Park Boulevard

Ground floor active uses should be encouraged for new development fronting Park Boulevard.

6.2.5 Storefront Frontages

Storefronts should create a fine grain of variety along each street frontage, expressing the unique identity of each tenant. Where active uses or retail frontages are required or located, the following design standards shall apply:

- 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, provided the glazing appears transparent when viewed from the ground level.
- 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 interior depth of 3 feet.

6.1.5 Outdoor Rooms

Outdoor rooms notched into the ground floor should be lined with active retail uses and have ample space for spillover for outdoor dining, murals, and retail displays.



Figure 84 Ground floors can create notches of outdoor rooms to allow for lively spillover of retail.



Figure 85 Active ground floors provide openness, transparency and a connection to the street.

6.3

Portage Avenue Frontage

Portage Avenue is a designated focal point for the plan area due to its adjacency to the historic Cannery building, new park, and the planned woonerf.

The Portage Avenue park frontage zone will be designed as a vibrant, human-scaled pedestrian environment. Active programming throughout this area will enliven both the woonerf and the adjacent public park. Businesses along this frontage are ideal candidates for outdoor dining spaces, creating a lively backdrop for park activities.

Standards:

6.3.1 Ground Floor Entries

Entries shall be flush at sidewalk grade and shall have a minimum of four (4) active doorways per 200 linear feet.

Guidelines:

6.3.2 Balconies and Terraces

The inclusion of balconies and terraces should be encouraged along the streetwall above the ground floor in the park frontage zone to take advantage of views of the public park and to allow greater programmatic and visual connection between uses in the buildings and the park.

6.3.2 Respect the Cannery

Development along Portage Avenue adjacent to the Cannery should emulate the Cannery, taking cues from the materiality and fenestration, and roof datum.

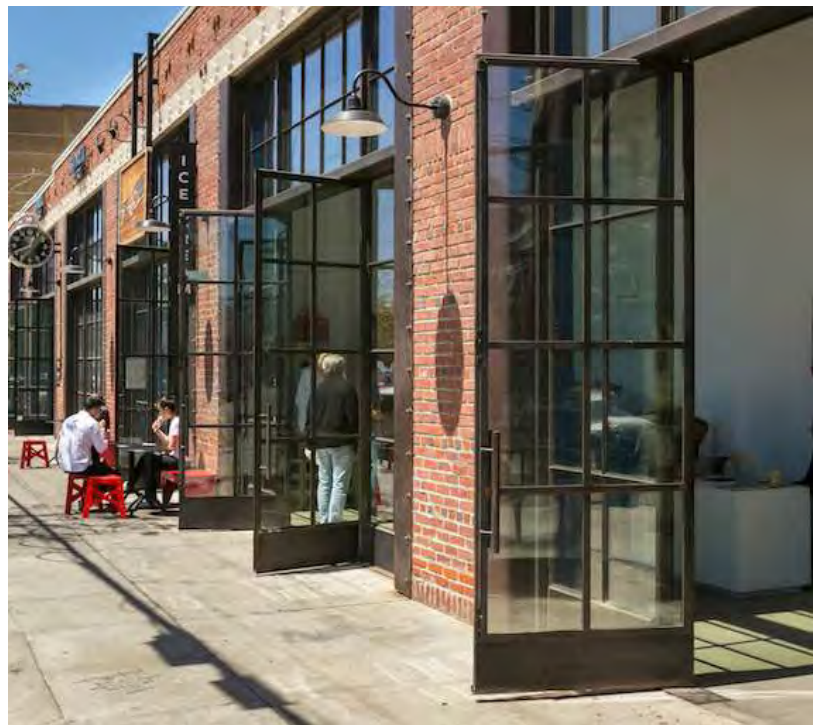


Figure 86 Ground floors treatments can emulate the materiality, fenestration, and roof datum of historic structures.

6.4

Residential Frontage

The residential ground floor level is characterized by the lower intensity of activity, generally fronting onto streets that are quieter in character, and serves to foster neighborhood connection. Individual residential entries and stoops are an effective way to activate the street and create greater opportunities for social interaction. At the same time, they should provide a sense of privacy and comfortable social distance from the sidewalk.

Standards:

The following standards are in accordance with Palo Alto Municipal Code [Section 18.24.020](#) (Contextual Design Criteria and Objective Design Standards):

6.4.1 Ground Floor Entries

Entries must be raised above sidewalk grade based on the setback condition from the property line.

Ground floor residential units shall have entries with direct, individual access onto a public right of way, open space, or easement.

Guidelines:

6.4.2 Stoops

Residential units should provide a stoop to create a social distance from the street; home office units are not required to have stoops and may be entered at grade.

The design of stoops should balance the need to create privacy for the unit occupant and allow visual connection with the street.

Areas between stoops should be planted and can be an opportunity to integrate Green Stormwater Infrastructure.



Figure 87 Ground floor residential stoops can provide privacy for residents and neighborhood beautification and Green Stormwater Infrastructure.

Sustainable Design

Palo Alto has long been a leader in sustainability, making impressive progress towards reducing its carbon impacts, greenhouse gas (GHG) emissions, and resource consumption. In October 2022, Palo Alto City Council passed an ambitious carbon neutrality by 2030 goal, building on the City's existing goal of cutting emissions 80% below 1990 levels by 2030. The following standards and guidelines are intended to support the City's larger climate action goals to ensure a sustainable and resilient future.

Project Goals

Balance of Community Interests

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

Sustainability and the Environment

Protect and enhance the environment, while addressing the principles of sustainability.

Standards:

6.5.1 California Green Building (CALGREEN) Standards Code

New development shall adhere to Chapter 16.14 California Green Building Standards Code. As stated in the code, all newly constructed residential buildings must meet CALGREEN Tier 2 requirements.

6.5.2 Bird-Safe Glass Design

All new mixed-use development that has facades exceeding 30 percent glazing shall utilize bird-safe design strategies. Applicants shall choose from the following materials list:

- A. Fritted Glass - Ceramic dots or 'frits' can be silk-screened, printed, or otherwise applied to the glass surface. This design element, useful primarily for new construction, can also improve solar heat gain control and reduce glare.
- B. Etched Glass - Glass etching on the surface of the glass can be achieved through acidic, caustic, or abrasive substances. The etched markers should be on the outside surface.
- C. Permanent Stencils or Frosting - Frosted glass is created by acid etching or sandblasting transparent glass. Frosted areas are translucent, but different finishes are available with different levels of light transmission. An entire surface can be frosted, or frosted patterns can be applied.
- D. Exterior Apparatus - Fixed exterior screens, grilles, netting, louvers, fins or mullions can effectively reduce visible reflections, provide insulation from strike impact, reduce solar heat gain, reduce glare and provide weather protection.
- E. UV Coated Glass - Some birds can see into the ultraviolet (UV) spectrum of light, a range largely invisible to humans. UV-reflective and/or absorbing patterns (transparent to humans but visible to birds) are frequently suggested as

a solution for many bird collision problems. This approach is not appropriate for situations where the glazing is back lit.

The City is in the process of developing the Citywide bird-safe design standards. Once adopted, the Citywide standards shall supersede the standards outlined in 6.5.2.

Guidelines:

6.5.3 Minimize Heat Gain

Building facades should be designed to balance solar access with the need to control heat gain. This could include the following:

- Shade windows with architectural features that add visual interest by creating textural variations.
- Architectural elements that should be used on south-facing facades.
- Fixed shading features, which are designed with a range of projection and spacing dimensions that minimize heat gain and composed with visually pleasing rhythms to avoid monotonous building facades.
- Perforated horizontal overhang
- Awnings that are well integrated with the overall building façade, especially for retail on the ground floor.
- Sliding and folding perforated panels/shutters that double as privacy screens for outdoor private spaces such as balconies and terraces overlooking El Camino Real.
- Trellis, Vegetation on windows and green walls allow for minimizing heat gain while additionally bolstering the overall concept of ecological design.
- Shrubs and tree shade wherever possible should augment façade design to minimize heat gain.
- Use of low-solar-transmittance glazing to reduce solar gain.
- Use window treatments to reduce solar gain.

- Reflective and Light-colored outer surfaces can minimally address heat gain but should be employed in combination with the other façade and roof treatments.

6.5.4 Bird-Safe Building Design

For all new mixed-used development, whenever feasible, encourage implementing LEED standards on bird collision deterrence from the U.S. Green Building Council to reduce bird collision and mortality.

6.5.5 Daylighting and Natural Ventilation

Buildings should be designed to maximize the use of daylighting for all inhabited interior spaces to provide a high-quality indoor environment, reduce overall energy consumption and reduce exposure to artificial lighting which can negatively impact human health.

Buildings that allow for natural ventilation reduce energy consumption for heating and cooling and provide a higher-quality indoor environment. Projects should optimize building orientation for thermal comfort, shading, daylighting, and natural ventilation, including operable windows.

6.5.6 Roofs

Where building roofs are free of solar panels or other sustainability infrastructure, they should be designed to include systems such as vegetated roof covers, plants, green stormwater infrastructure, and roofing materials with high albedo surfaces to reduce heat island effect and slow rainwater runoff.

Building roofs should be designed to create usable recreational spaces. Rooftop shading structures mounted with solar panels can maximize the effective use of roof area.

Pockets of green roof can help furnish these recreational spaces, and resist heat gain while also serving the concept of ecological design.



Figure 88 Building roofs can be multi-purpose including providing additional outdoor space for residents.

6.5.7 Renewable Energy

Buildings should provide “solar ready” infrastructure such as solar panel standoffs, conduit, and roof water spigots that minimize the cost and effort of adding solar capacity later, as per the California Green Building Standards Code.

6.5.8 Visibility

New development should incorporate elements like green roofs, shading devices or photovoltaic panels into the fabric of the building to highlight building's energy saving features.

New development should include interpretive signage explaining the sustainable building features of the building to promote sustainability and to educate visitors and occupants how their behavior can make an impact on overall building performance.



Figure 89 Visible elements of sustainability can include design features such as celebrating secure bike parking.



Implementation

- 7.1 Development Standards
- 7.2 Review Process
- 7.3 Implementation Actions
- 7.4 Funding and Financing Strategy

The implementation of the NVCAP will require input by the public, City departments, regional agencies, and private property owners. The City will take the lead in coordinating areawide actions and establishing funding mechanisms for public investment in programs and capital projects. However, private investment through the architecture, landscaping, and maintenance of individual development projects will be a significant determinant of the look and feel of the plan area.

This chapter outlines the process for development proposals, lists anticipated implementation actions, and identifies a range of potential funding mechanisms to unlock the NVCAP's vision and goals into reality.

Development Standards

The NVCAP establishes new allowable land uses and corresponding development standards to implement the vision of the Plan. In addition to the development policies and guidelines mentioned in the earlier chapters of the Plan, other core development standards have been adopted and integrated into the Zoning Code, PAMC Title 18, as part of the Plan adoption. For all development criteria and regulations not amended or superseded by this Plan, the provisions of other chapters in the PAMC shall prevail.

The NVCAP is primarily focused on residential development. While other types of uses are allowed, they are intended to be supportive for the residents and visitors to the neighborhood. New non-residential uses may be limited in size; where applicable the total area cannot be more than 5,000 square feet on a lot.

Within the NVCAP, there are six zoning districts:

- 1. Single Family Residential District (NV-R1):** The NV-R1 single family residential district aims to foster detached dwellings with open spaces for privacy and outdoor activities. Minimum site area requirements promote diverse neighborhoods, quality design, and accommodate accessory dwelling units.
- 2. Two Family Residential District (NV-R2):** The NV-R2 two-family residence district permits a second dwelling unit under the same ownership as the initial dwelling unit in designated single-family areas, while maintaining the area's single family character.
- 3. Medium Density Multiple-Family Residential District (NV-R3):** The NV-R3 district enhances multi-family housing neighborhoods, with development standards to mitigate impacts on adjacent lower density residential areas. Projects on larger parcels enable onsite parking and open space needs, like garden apartments or cluster developments, with anticipated density ranging from 16 to 30 dwelling units per acre and a 1.5:1 Floor Area Ratio.
- 4. High Density Multiple-Family Residential District (NV-R4):** The NV-R4 district provides high-density apartment living, primarily along major transportation corridors near mass transit and employment centers. Density ranges anticipated from 61 to 100 dwelling units per acre, with a maximum Floor Area Ratio of 3.0:1.
- 5. Mixed-Use Districts (NV-MXL, NV-MXM, NV-MXH):** Mixed-use districts encourage a blend of residential, retail, entertainment, office, service, and commercial spaces, fostering a pedestrian-friendly environment. The NVCAP includes three mixed-use districts: NV-MXL for small-scale commercial and limited residential; NV-MXM for a mix of residential and limited commercial; and NV-MXH for ground-floor retail, entertainment, and commercial with residential above, emphasizing a pedestrian-oriented streetscape. Density in these districts varies, with permitted dwelling units per acre anticipated from three to 100 and Floor Area Ratios ranging from 0.5:1 to 3.0:1.
- 6. Public Facilities District (NV-PF):** The NV-PF district accommodates governmental, public utility, educational, and community service or recreational facilities. In North Ventura, a one-acre portion of the NV-PF district may allow for a 100% affordable housing project.

For the specific land use and development standards for NVCAP, refer to PAMC Chapter 18.29, North Ventura (NV) District.

Review Process

All new external changes or improvements in NVCAP must go through a Coordinated Development Permit process as per PAMC Section 19.10.050. No such permit will be issued, and no building or structure can be erected, expanded, altered externally, placed, installed, or relocated within an approved coordinated area plan area unless it is consistent with the Plan.

For any uses needing a conditional use permit in NVCAP zone districts, they must follow the standard Conditional Use Permit process outlined in Title 18 of the Municipal Code.

In compliance with the California Environmental Quality Act (CEQA), a Supplemental Environmental Impact Report (EIR) was prepared for the NVCAP, supplementing the 2030 Comprehensive Plan EIR. When new projects undergo discretionary review by the City, the Supplemental EIR may be used for their environmental analysis. If the project's scope extends beyond the NVCAP's CEQA analysis, further assessment may be necessary.

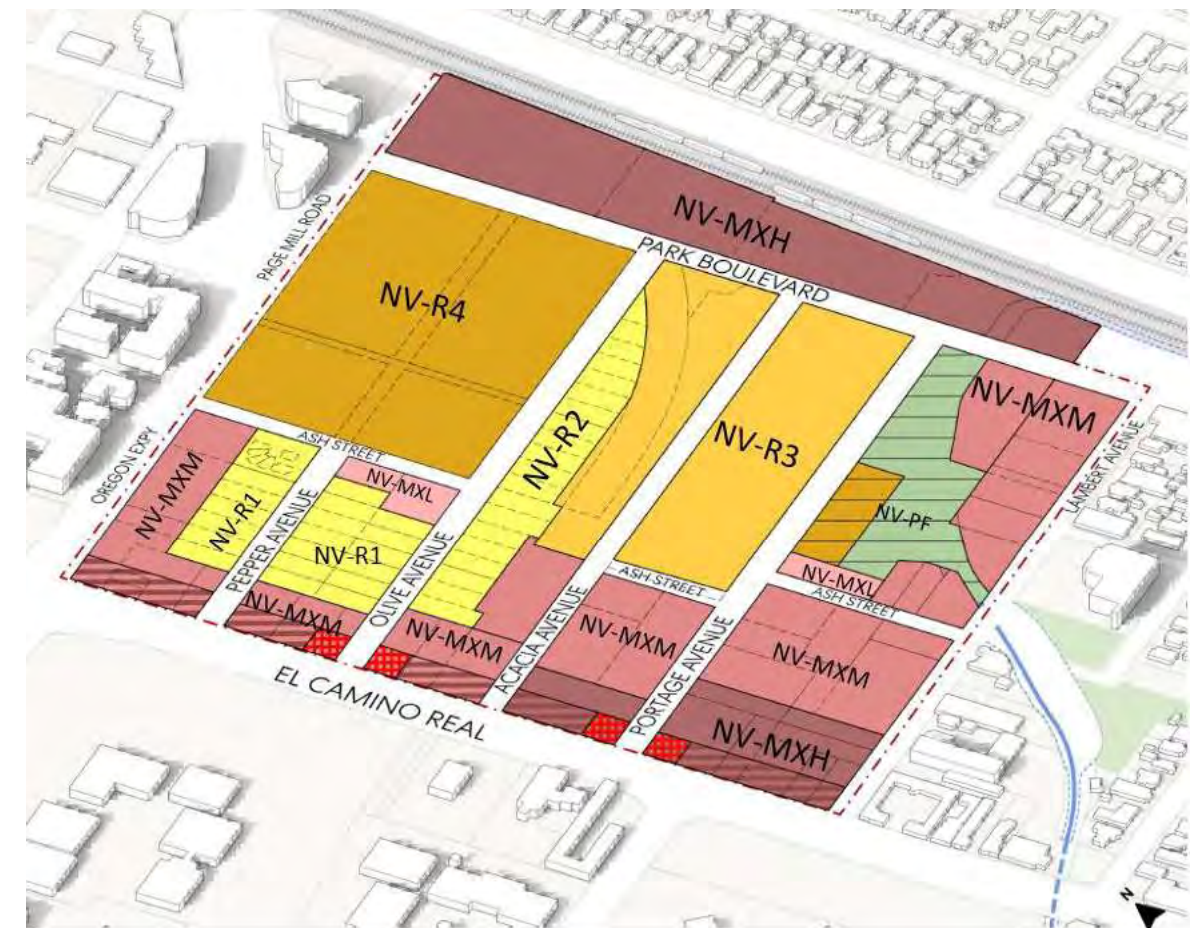


Figure 90 NVCAP Zoning Map

Implementation Actions

Plan policies in the preceding chapters will be implemented by developers, property owners, and the City over the course of the plan horizon, many through development projects. However, certain policies require implementation that must be initiated by City staff and/or coordinated with other public agencies.

Table 19 summarizes proactive steps needed to implement the NVCAP, agencies responsible for implementation, and the expected timeframe for each action. Related policies and goals from preceding chapters for each implementation action are also referenced.

Following Plan Adoption actions are anticipated to completed directly following the adoption of the NVCAP.

- Ongoing actions are expected to be implemented throughout the planning period.
- Short-term actions are actions that are expected to be completed within 0 to 4 years from plan adoption.
- Mid-term actions are anticipated to be implemented within 5 to 9 years from plan adoption.
- Long-term actions are expected to be completed between 10 to 20 years from plan adoption.

Table 19 Implementation Actions in the NVCAP

Implementation Action Number	Action Description	City Department or Public Agency Responsible	Timeframe
Land Use and Zoning			
IM 1	Field questions, facilitate desired project design, and proactively reach out to property owners and local brokers to identify opportunities for investment and lot consolidation and to promote the vision of the Plan.	Planning	Ongoing
Open Space			
IM 2	Renaturalize Matadero Creek: Take actions to implement a concept for Matadero creek that will fully naturalize (removal of concrete channel) between Park Boulevard and Lambert Avenue. The flood channel should be widened to a 100-foot riparian corridor, at maximum, to achieve maximum geomorphic form and ecological function.	Planning, Public Works, Santa Clara Valley Water District	Long-Term
IM 3	Public Park: Take actions to acquire, plan and implement the vision for a public park adjacent to Matadero Creek.	Planning, Public Works	Long-Term
Street Improvements			
IM 4	Wayfinding Signs: Explore a program to design and implement a wayfinding sign program as an effective tool to celebrate history and provide a clear and predictable navigation for residents, visitors and employees.	Planning, Public Works, Office of Transportation	Ongoing
IM 5	Woonerf: Explore and implement a concept for a woonerf that may either be a private or public/private partnership to implement a concept that integrates vehicular, pedestrian and traffic calming elements for the segment of Portage Avenue between Ash Street and Park Boulevard.	Planning, Public Works, Office of Transportation	Ongoing
Historic Preservation			
IM 6	Explore within the first year after adoption of the Plan, the initiation of California or National Register and/or local Inventory as appropriate/as determined by Council for the cannery and the Ash office building.	Planning	Short-Term
Parking Management			
IM 7	Evaluate as needed future parking strategies to maintain parking availability such as a parking benefit district, pricing options, time-of-day restrictions, Residential Parking Permits, and shared parking.	Office of Transportation	Mid-Term to Long-Term
IM 8	If hourly pricing is used, then explore a strategy that creates targets such that 85% of the spaces are used at any time OR such that 15% of the parking supply is available at any time.	Office of Transportation	Mid-Term to Long-Term

Implementation Action Number	Action Description	City Department or Public Agency Responsible	Timeframe
IM 9	Explore unbundling commercial parking or requiring private parking to be available to the public.	Planning	Mid-Term to Long-Term
IM 10	Explore a parking pricing or a parking benefit district that could help support on-demand transit, transportation demand management measures, active transportation investments, transit pass programs, etc.	Office of Transportation, Planning	Mid-Term to Long-Term
Infrastructure Improvements			
IM 11	Evaluate water main capacity that may need to be upgraded on a project-by-project basis. It is likely that the existing six-inch (6") water mains are not able to provide sufficient flow and pressure to meet required fire demands for new construction. Depending on the development project, water mains may need to be replaced and upsized to meet fire flow requirements.	Public Works	Ongoing
IM 12	Paving: Explore including into the Capital Improvement Program designs and implementation at key intersections and raised crossings.	Public Works	Short-term to long-term
Public Art			
IM 13	Evaluate the placement of public art in relation to the Public Art Master Plan for the NVCAP.	Community Services	Ongoing
IM 14	Explore updating the Public Art Master Plan as necessary to reconcile the vision of the NVCAP.	Community Services	Mid-Term to Long-Term
Mobility			
IM 15	Publicly accessible shared path on private property: Implement locations indicated within NVCAP by requiring recorded easements over private property when property redevelops.	Public Works, Planning	Ongoing

Funding and Financing Strategy

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

Major Project Categories

The public infrastructure and amenity improvements identified in the NVCAP fall into five primary categories consisting of bicycle and pedestrian infrastructure, streetscape, parks and open space, green stormwater infrastructure, and the re-naturalization of Matadero Creek.

Funding and Financing Sources and Mechanisms

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

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

Potential funding for improvements includes a mix of developer contributions (both required and negotiated, such as via the 340 Portage development agreement), City resources, outside grants, and district-based tools.

Table 20 Funding Source Categories and Examples

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

Developer Contributions

Development Standards:

Each new development project will contribute to the NVCAP’s implementation by meeting requirements regulating each project’s land uses, height, density, setbacks, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the NVCAP. These standards are adopted in the City’s zoning ordinance and must be satisfied for a project to be granted approval.

Reimbursement Agreements:

If a developer is required to provide additional infrastructure capacity or amenities to serve the entire district, a reimbursement agreement can be established to receive payments from later developers who benefit from these early improvements. This allows for areawide cost-sharing.

CEQA Mitigations:

Developers may be required to contribute to environmental mitigation measures, both for areawide needs and for their specific development projects.

Impact / In-Lieu Fees:

Impact fees are one-time fees imposed on new developments to pay for improvements and facilities that either serve the new development or reduce the impacts of the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. The City of Palo Alto already has citywide impact fees for Housing, Community and Public Safety Facilities, Traffic, Parks, and Public Art. All development projects within the Plan Area must meet citywide impact and in-lieu fee requirements.

Negotiated Agreements:

Community benefits are developer contributions that exceed the baseline features required under development standards, environmental mitigation measures, and impact fees. Community benefits agreements are negotiated with developers individually in exchange for additional development rights. A relevant example for this is the development agreement for the 340 Portage Avenue site. The developer proposes to provide more than two acres of land for a new public park surrounding Madero Creek and one acre for affordable housing, in addition to monetary contributions to both park improvements and the city’s affordable housing fund.

City Resources:

General Fund:

General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations.

Capital Improvement Plan (CIP):

Infrastructure projects identified in the NVCAP are candidates for inclusion in the City’s Capital Improvement Plan, which identifies a range of specific funding sources for capital improvement projects throughout the City of Palo Alto. For example, sanitary sewer and water main replacement projects and fiber optic backbone extensions within the NVCAP area are included in the Fiscal Year 2023 CIP, which plans expenditures for 2023-2027.

User Fees:

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

Outside Grants

Various federal, state, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of Palo Alto must remain vigilant in applying for grants to implement the NVCAP. Unique grant funding opportunities may become available due to the area’s designation as a Priority Development Area by the Association of Bay Area Governments, and because most of the Plan Area is within ½ mile of a Caltrain station—enabling access to funds directed to transit-oriented locations. However, access to grant funds may be contingent on adopting land use policies that comply with MTC’s Transit-Oriented Communities policy, with particular impacts on the Mobility Hubs and One Bay Area grants describe below.

The following table describes outside grant funding sources that may be applicable to public capital improvements as of the passage of the NVCAP; this is not an exhaustive list, however, and new grant funding programs will open during the implementation of the NVCAP.

Table 21 Examples of Potential Regional or County Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
Regional or County						
Mobility Hubs	MTC	The Mobility Hubs program funds projects in designated mobility hubs that connect services and infrastructure that promote the use of mobility options besides private vehicles. This includes connecting public transit, bike and pedestrian facilities, and bike or car share facilities.	x	x	x	
Transportation for Clean Air (TFCA) Regional Program: Bicycle Facilities Grant Program	Bay Area Air Quality Management District (BAAQMD)	The TFCA program, administered by the BAAQMD, funds projects that reduce vehicle emissions. Sixty percent of funds collected go to the TFCA Regional Fund for competitive grants. Eligible projects must demonstrate air quality benefits and reduction of emissions from motor vehicles. One sub-program within the TFCA Regional Fund is the Bicycle Facilities Grant Program, which funds the construction of new bikeways and the installation of new bike parking facilities.	x			
Santa Clara County Measure B: Bicycle and Pedestrian Program	VTA	Measure B was passed by Santa Clara County voters in 2016. Measure B authorized a 30-year, half-cent countywide sales tax to invest in transit, highway, and active transportation projects. Measure B includes nine different program areas, one of which is the Bicycle and Pedestrian Program (BPP). The BPP provides funding for bicycle and pedestrian capital projects and planning studies. Priority is given to projects that connect schools, transit and employment centers, and that fill gaps in existing bike/ped networks.	x			
One Bay Area Grant (round 3)	MTC	OBAG 3 is MTC’s comprehensive policy and funding framework for distributing federal funding. OBAG 3 includes a Regional Program and a County Program. The county programs includes various competitive sub-programs.	x	x	x	
Transportation Development Act (TDA) Article 3 Program	MTC	TDA funds are derived from a 1/4 cent of the State’s general sales tax. Article 3 of the TDA makes a portion of these funds available for use on bicycle and pedestrian projects. MTC programs TDA funds in the Bay Area.	x			

Table 22 Examples of Potential State Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
State						
Infill Infrastructure Grant	California Department of Housing and Community Development	The Infill Infrastructure Grant program provides fund for infrastructure improvements necessary to enable residential or mixed-use infill development.	x	x	x	x
Transformative Climate Communities	California Strategic Growth Council	Proceeds from California’s Cap-and-Trade Program help fund the Transformative Climate Communities (TCC) program. The TCC provides competitive grants for coordinated, community-led development and infrastructure projects focused on achieving multiple environmental, health, and economic benefits within a given community. Examples of eligible projects include affordable housing, transit, bicycle/pedestrian improvements, and urban green infrastructure. The TCC program prioritizes disadvantaged communities that have been most impacted by pollution, as measured by the CalEnviroScreen index. The TCC program offers Implementation Grants and Planning Grants.	x	x	x	x
Affordable Housing and Sustainable Communities	California Strategic Growth Council	Proceeds from California’s Cap-and-Trade Program help fund the AHSC program. AHSC is a competitive state grant program that promotes infill development and the reduction of greenhouse gas emissions through transportation and land use change. AHSC encourages combined investments in affordable housing, transit, and active transportation infrastructure, with a majority of funds typically awarded to the affordable housing component of a project.	x	x	x	
Urban Greening Program	California Natural Resources Agency	Proceeds from the State’s Cap-and-Trade Program help fund California’s Urban Greening Program. The Urban Greening Program provides competitive funding for projects that reduce greenhouse gas emissions and provide other benefits related to reducing air/water pollution and the consumption of natural resources, and/or to increasing green spaces and green infrastructure. Eligible projects include the enhancement or expansion of neighborhood parks, green streets, urban trails, facilities that encourage active transportation, and other urban heat island mitigation measures. The program prioritizes projects that benefit disadvantaged communities, as determined by the CalEnviroScreen index.	x	x	x	x
Active Transportation Program (ATP)	California Transportation Commission/MTC	ATP provides statewide competitive grants for pedestrian and bicycle capital projects. Certain trail projects are also eligible if they meet the requirements of the Recreational Trails Program (RTP), a sub-program within ATP. Beyond the statewide competitive grants, ATP funds are also distributed to MPOs. A minimum of 25% of ATP funds must be allocated to disadvantaged communities.	x	x	x	
Urban Streams Restoration Program (USRP)	California Department of Water Resources	The USRP funds projects and provides technical assistance to restore urban streams to a more natural state. Funds used for planning only must be used for projects that will serve disadvantaged communities once completed. Matching funds of 20 percent must be provided unless the grant will benefit a disadvantaged community. Examples of eligible projects include installation of green infrastructure such as bioswales, removing culverts or storm drains, and flood protection enhancements.				x
Land and Water Conservation Fund	California Department of Parks and Recreation	The LWCF is a competitive grant program focused on creating new outdoor recreation opportunities for Californians. The program funds the acquisition or the development of recreational space. Eligible projects include the acquisition of land to create a new park, a buffer for an existing park, or a recreational/active transportation trail corridor, or the development of recreational features (e.g. sports fields, dog parks, gardens, open space, etc.)			x	

Table 22 Examples of Potential State Grant Funding Sources for NVCAP Improvements (continued)

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
State						
Local Highway Safety Improvement Program (HSIP)	Caltrans	HSIP is funded by federal aid as a core program and was codified under the 2021 Infrastructure Investment and Job Act. HSIP seeks to achieve significant reductions in traffic fatalities and injuries on public roads. Funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, so long as the investment is focused on improving user safety for and addresses a specific safety problem. Non-safety related capital improvements (e.g. landscaping, street beautification) cannot exceed 10 percent of project costs. Caltrans requires that projects be consistent with California’s Strategic Highway Safety Plan.	x	x		
Senate Bill 1: Local Partnership Program (LP)	California Transportation Commission	SB 1, which was signed into law in 2017, is a \$54-billion legislative package to fix and enhance roads, freeways, bridges, and transit across California. Funds are split among numerous programs. SB 1 created the LP program to reward jurisdictions and transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees. The LP program includes a formula allocation as well as a competitive component. Eligible projects include a wide variety of transportation improvements – roads, pedestrian/bicycle facilities, transit facilities, and other improvements to mitigate urban runoff from new transportation infrastructure. For the competitive grant program, funds can only be used for capital improvements.	x	x		x

Table 23 Examples of Potential Federal Grant Funding Sources for NVCAP Improvements

Program	Adminstering Agency	Description	Eligible Capital Projects			
			Bicycle and Pedestrian Access	Streetscape	Parks, Trails, and Open Space	Storm Drainage and Flood Control
Federal						
Infrastrucure Investment and Jobs Act	Federal Highway Administration, Federal Transit Administration, Federal Railway Administration, and Federal Aviation Administration	The Infrastructure Investment and Jobs Act provides over \$550 billion for the nation’s infrastructure. Estimated apportionments are available for Fiscal Years 2022 - 2026. Funds are available for a wide array of infrastructure needs including those related to public transit, airports, ports, bridges, water systems, and more. Most of the funds will be distributed through state agencies which will be accessible through a range of state grant programs, whereas other funds will be apportioned directly to urbanized areas, and additional funds will be available through federal grants processes. The State of California is estimated to be apportioned more than \$35 billion over five fiscal years, and the San Jose urbanized area, which includes Palo Alto, is expected to be directly apportioned \$536 million over this same time period.	X	X		X

District-Based “Value Capture” Tools

Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefitting from improvements also contribute to those public investments. The table below describes the three primary types of district-based funding and financing tools. Note that assessment districts and community facilities districts primarily capture additional funding from private entities, while the enhanced infrastructure financing district reinvests growth in public property tax revenues within the district. If a district-based tool is utilized, the boundaries do not necessarily need to align with the NVCAP Plan Area boundaries.

Table 24 Summary of Major District-Based Value Capture Tools

Funding Tools	Description	Uses	Considerations
Special Assessment Districts	<p>Additional assessment against a range of participants, depending on the type of district and relative benefit received.</p> <p>Examples include: Landscaping and Lighting District, Community Benefit District, Business Improvement District.</p>	Most useful for funding ongoing operations and maintenance.	<p>Requires simple majority vote of paying stakeholders.</p> <p>Increases costs and risk for paying stakeholders. Stakeholders need to perceive a clear benefit for themselves.</p> <p>Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.</p> <p>Little financial risk to the City or public agencies; could lead to increased tax revenue based on private reinvestment.</p> <p>Additional City staff time to administer districts could offset some gains.</p>
Community Facilities District (Mello-Roos)	Additional assessment on property, levied and varied based on a selected property characteristic (excluding property value).	Financing infrastructure improvements, development of public facilities; also, ongoing operations and maintenance.	<p>Requires approval of 2/3 of property owners (by land area) if there are fewer than 12 registered voters residing in the district.</p> <p>Boundaries can include non-contiguous parcels.</p> <p>Fees can be proportionally subdivided and passed on to future property / home owners.</p> <p>Increases costs and risk for landowners and homeowners if fees dissuade buyers or reduce achievable sales prices.</p> <p>Impacts paying stakeholders' overall ability to support other taxes, fees, and community benefits.</p>
Enhanced Infrastructure Financing District (EIFD)	Diverts a portion of future municipal General Fund property tax revenues generated within the district to help fund infrastructure projects. Climate resilience districts are a type of EIFD specifically intended to fund climate projects such as addressing sea level rise.	Financing infrastructure improvements, development of public facilities, affordable housing development.	<p>Formation and bond issuance does not require a local vote.</p> <p>Does not cost individual property owners additional fees and taxes.</p> <p>Does not divert revenues from schools.</p> <p>Reduces future General Fund revenues by restricting use of the district's future property tax revenue growth.</p>

Infrastructure Improvements and Applicable Funding Sources

The following table describes the applicability of various funding sources to the improvement needs identified in the NVCAP. Funding availability for improvements within the Plan Area will vary based on development activity, economic conditions, and availability of grants.

Table 25 Infrastructure Improvements and Applicable Funding Sources in the NVCAP

	Developer Contributions				City Resources			District Based			Outside Sources
	Development Standards	CEQA Mitigation	Impact and In-Lieu Fees	Negotiated Agreements	General Fund	Capital Improvement Plan	User Fees	CFD	EIFD	Special Assessment District	Grants (Federal, Regional, State)
Bicycle and Pedestrian Infrastructure, Streetscape Improvements											
Public Right of Way Improvements	X		X	X	X	X		X	X	X	X
Intersection Improvements	X	X	X	X	X	X		X	X		X
Parks and Open Space											
Land Acquisition			X	X		X		X	X		X
Construction of New Parks or Plazas			X	X		X		X	X		X
Matadero Creek Re-Naturalization											
Land Acquisition			X	X		X		X	X		X
Construction of New Infrastructure			X	X		X		X	X	X	X
Utilities											
District-wide: Stormwater, Water, and Sewer Improvements		X	X	X		X	X	X	X		X
On-site/Project Specific: Stormwater, Water, and Sewer Improvements	X	X	X	X							

