

Attachment D: Summary of Preferred Plan

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

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

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

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

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