

**ATTACHMENT E – CONSISTENCY WITH NVCAP GOALS & OBJECTIVES**

Consistency documents can be found at: [www.cityofpaloalto.org/nvcap](http://www.cityofpaloalto.org/nvcap)

**Table 1: NVCAP Goals**

Goals	Consistency
<p><u>Housing and Land Use</u> Add to the City’s supply of multifamily housing, including market rate, affordable, “missing middle,” and senior housing in a walkable, mixed use, transit-accessible neighborhood, with retail and commercial services, open space, and possibly arts and entertainment uses.</p>	<p>Chapter 2 (Vision) illustrates the overall NVCAP goals with different strategies. Section 2.2 (Land Use) includes urban design and land use frameworks that calibrate the optimal mix of uses, and provides different types of multi-family and mixed-use development. Section 2.2 also specifies the land use program endorsed by the City Council, which includes additional 530 dwelling units, a new park, and a net reduction of nonresidential uses. The NVCAP envisions a walkable neighborhood with better circulation and community amenities along with mobility framework (Section 2.4) and ecological framework (Section 2.5).</p>
<p><u>Transit, Pedestrian and Bicycle Connections</u> Create and enhance well-defined connections to transit, pedestrian, and bicycle facilities, including connections to the Caltrain station, Park Boulevard and El Camino Real.</p>	<p>Section 2.4 (Mobility) of Chapter 2 (Vision) emphasizes well-balanced and safe streets, with pedestrian and bicycle facilities designed for all ages and accessible paths to transit within the plan area and beyond. Chapter 4 (Accessibility and Mobility) includes gateway intersection concept design and street design that would support achieving these goals. Chapter 4 also includes standards and guidelines for pedestrian realm (Section 4.1), Bike Network (Section 4.2), Transit Access (Section 4.5) and Vehicle Circulation and Parking (Section 4.6), and TDM Strategies (Section 4.7) to support the mobility framework.</p>
<p><u>Connected Street Grid</u> Create a connected street grid, filling in sidewalk gaps and street connections to California Avenue, the Caltrain Station, and El Camino Real where appropriate.</p>	<p>Section 2.4 (Mobility) of Chapter 2 (Vision) emphasizes well-balanced and safe streets, with pedestrian and bicycle facilities designed for all ages and accessible paths to transit within the plan area and beyond. Chapter 4 (Accessibility and Mobility) includes gateway intersection concept design and street design that would support achieving these goals. Chapter 4 also includes standards and guidelines for pedestrian realm (Section 4.1), Bike Network (Section 4.2), Transit Access (Section 4.5) and Vehicle Circulation and Parking (Section 4.6), and TDM Strategies (Section 4.7) to support the mobility framework.</p>
<p><u>Community Facilities and Infrastructure</u> Carefully align and integrate development of new community facilities and infrastructure with private development, recognizing both the community’s needs and that such investments can increase the cost of housing.</p>	<p>To achieve the goal of carefully integrating new community facilities and infrastructure with private development, the plan incorporates several key elements. Standards and guidelines across Chapter 4 (Accessibility and Mobility) and Chapter 5 (Parks and Open Space) ensure new developments seamlessly connect with planned infrastructure like pedestrian paths, bicycle facilities, a public park, and naturalization of</p>

Goals	Consistency
	<p>Matadero creek. The mobility framework (Section 2.4) and ecological framework (Section 2.5) further integrate these elements by strategically placing them alongside private development. Chapter 3 (Public Realm) provides additional standards and guidelines that support the community needs.</p>
<p><u>Balance of Community Interests</u> Balance community-wide objectives with the interests of neighborhood residents and minimize displacement of existing residents.</p>	<p>Section 2.2 (Land Use) describes different types of land uses, development types, as well as ground floor uses that should include commercial uses. These include community serving retail and commercial that would support additional housing envisioned in the plan area. In addition, Chapter 5 (Parks and Open Space) includes standards and guidelines that would guide development of a new park and naturalization of Matadero creek to provide outdoor and recreational facilities.</p>
<p><u>Urban Design, Design Guidelines and Neighborhood Fabric</u> 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.</p>	<p>In addition to NVCAP zoning ordinance, the NVCAP document also includes various sections and chapters that would contribute to well-balanced and human-scale development to strengthen and support the neighborhood fabric:</p> <ul style="list-style-type: none"> <li>• Chapter 2.6 (Urban Form)</li> <li>• Chapter 3 (Public Realm),</li> <li>• Chapter 4 (Accessibility and Mobility)</li> <li>• Chapter 5 (Parks and Open Space)</li> <li>• Chapter 6 (Site and Building Design)</li> <li>• Chapter 7 (Implementation)</li> </ul>

**Table 2: NVCAP Objectives**

Objectives	Consistency
<p><u>Data Driven Approach:</u> Employ a data-driven approach that considers community desires, market conditions and forecasts, financial feasibility, existing uses and development patterns, development</p>	<p>The NVCAP was developed with numerous technical and background reports, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Existing Conditions Report</li> <li>• Matadero Creek Renaturalization Report</li> </ul>

Objectives	Consistency
<p>capacity, traffic and travel patterns, historic/cultural and natural resources, need for community facilities (e.g., schools), and other relevant data to inform plan policies.</p>	<ul style="list-style-type: none"> <li>• Economic Feasibility Report by Strategic Economics</li> <li>• 340 Portage Ave Historic Resource Evaluation</li> <li>• NVCAP Windshield Survey and Preliminary Historic Resource Eligibility Analysis</li> <li>• Memoranda on VMT and Traffic Analysis</li> </ul> <p>These technical and background reports are available at the project website:  <a href="http://www.cityofpaloalto.org/nvcap">www.cityofpaloalto.org/nvcap</a>.</p>
<p><u>Comprehensive User-Friendly Document and Implementation:</u>  Create a comprehensive but user-friendly document that identifies the distribution, location and extent of land uses, planning policies, development regulations and design guidelines to enable development and needed infrastructure investments in the project area.</p>	<p>The overall document includes graphics, color, tables organized for optimal readability. The document is color coded for better navigation and also includes a table of contents in the beginning of the document as well as each chapter to make the document user-friendly.</p>
<p><u>Guide and Strategy for Staff and Decision Makers:</u>  Provide a guide and strategy for staff and decision-makers to bridge the gap between the goals and policies of the Comprehensive Plan and individual development projects in order to streamline future land use and transportation decisions.</p>	<p>Chapter 2 (Vision) serves as the foundation, outlining the NVCAP's overall framework, including land use, mobility, and ecological design. Chapter 7 (Implementation) then provides a clear roadmap by detailing specific actions and funding strategies that will translate the vision into reality. In addition, individual development projects may be able to utilize the environmental analysis provided in the Supplemental Environmental Impact Report to streamline the entitlement process.</p>
<p><u>Meaningful Community Engagement:</u>  Enable a process with meaningful opportunities for community engagement, within the defined timeline, and an outcome (the CAP document) that reflects the community's priorities.</p>	<p>Section 1.7 (The Community Process) of the NVCAP describes the extensive community engagement process that contributed to development of the NVCAP. Information related public engagement throughout the entire plan process can be found at the project website:  <a href="http://www.cityofpaloalto.org/nvcap">www.cityofpaloalto.org/nvcap</a>.</p>

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<p><u>Economic Feasibility:</u>  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.</p>	<p>An economic feasibility study was prepared in November 2020 which assessed three land use alternatives (Alternatives 1-3). In March 2021, a supplemental economic feasibility study was prepared to assess the shortfall or funding gap for one of lower-density alternatives (Alternative 2) and the economic feasibility of increasing the inclusionary requirement above 15% for Alternative 3.</p>
<p><u>Environmental:</u>  A plan that is protective of public health and a process that complies with the requirements of the California Environmental Quality Act.</p>	<p>A Supplemental Environmental Impact Report was prepared for the NVCAP. Impacts to historical resources and air quality were found significant and unavoidable. The statement of overriding considerations was prepared containing a list of the benefits that the project will bring to the City consistent with General Plan and NVCAP policies, and included in the Resolution. In addition, the following sections of the NVCAP supports environmental and sustainable design of the neighborhood:</p> <ul style="list-style-type: none"> <li>• Section 2.5 (Ecology and Sustainability)</li> <li>• Section 3.3 (Green Infrastructure)</li> <li>• Chapter 5 (Parks and Open Space)</li> <li>• Section 6.5 (Sustainable Design)</li> </ul>