

North Ventura Coordinated Area Plan

City Council

August 5, 2024

www.cityofpaloalto.org

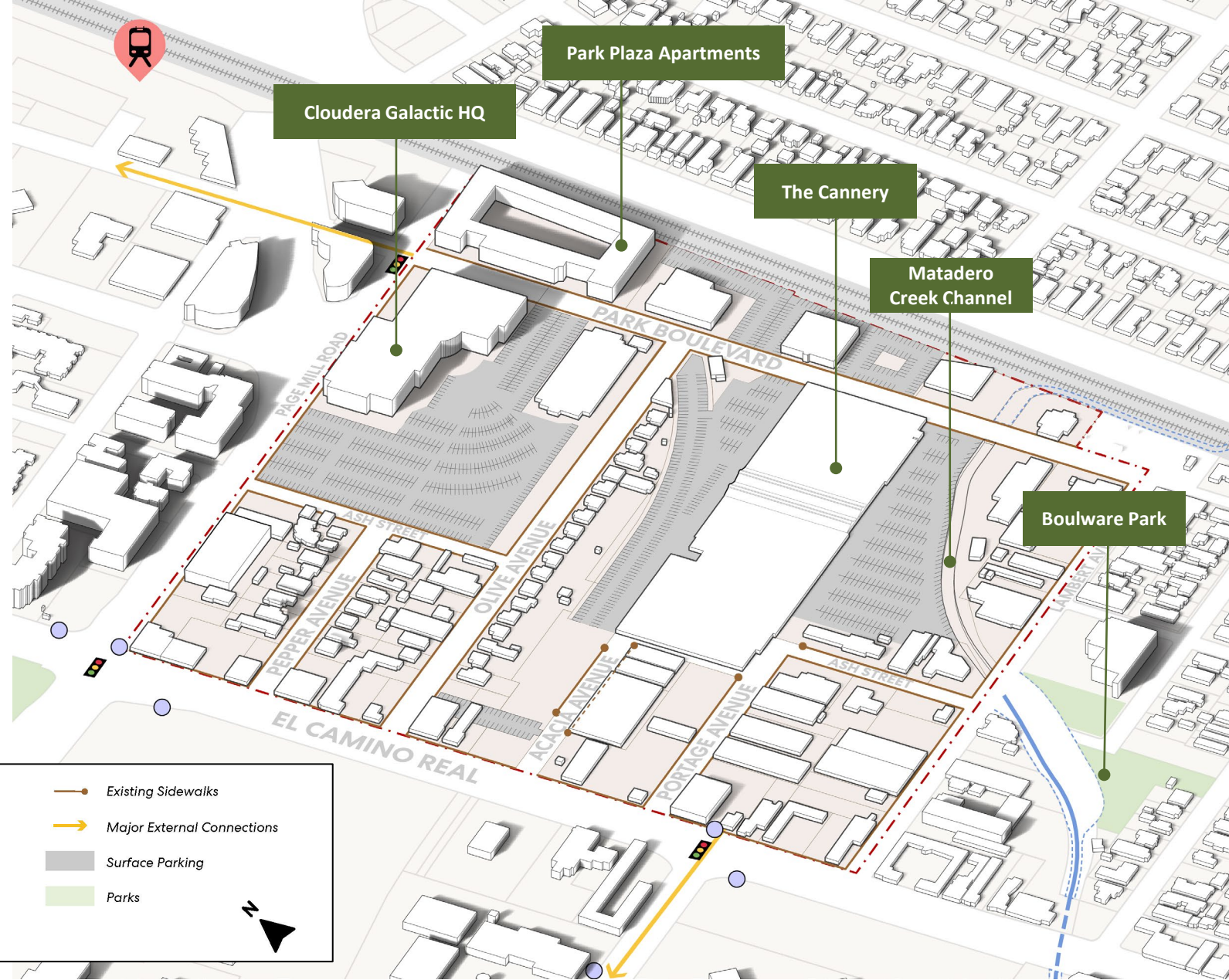
Objectives

- Certify the Supplemental Environmental Impact Report (SEIR, including a Statement of Overriding Considerations)
- Adopt the NVCAP and amend the 2030 Comprehensive Plan
- Adopt a new Chapter 18.29 (North Ventura (NV) District Regulations) in the Palo Alto Municipal Code and make other amendments to Title 18 (Zoning) to implement the NVCAP

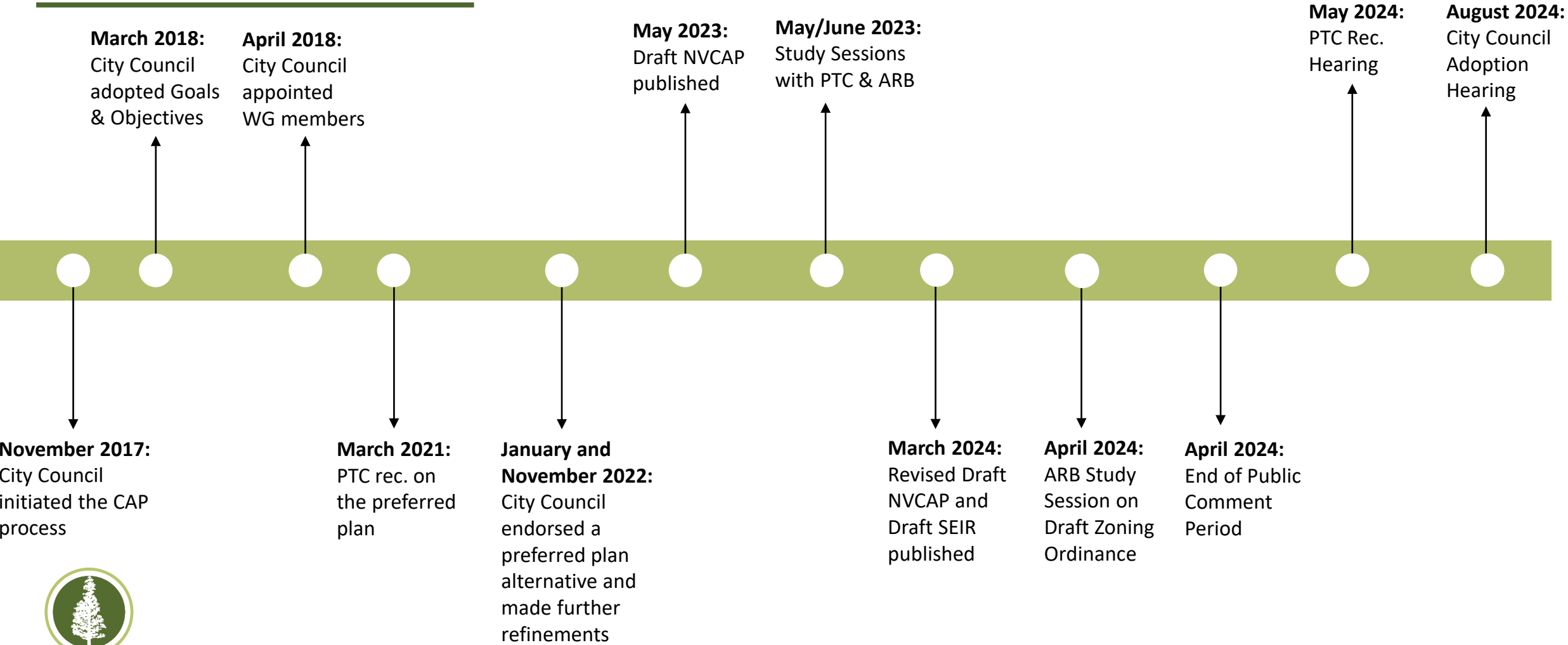


The NVCAP Plan Area

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



NVCAP Timeline



NVCAP Goals

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



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NVCAP Objectives

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



Public Engagement

2

Community
Workshops

17

NVCAP Working
Group Meetings

6

Stakeholder
Group Meetings

2

Online
Surveys



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Council Endorsed Plan

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

- **530 net new units**
(total of 672 units)
- **Approx. 2 acres new park**
- **Reduction of 278,000 s.f. office**
(total of 466,000 s.f.)
- **Reduction of 7.5k s.f. retail**
(total of 103,700 s.f.)



Board and Commission Feedback

Architectural Review Board Feedback

- Increased height
- Increased lot coverage
- A minimum street yard of 10 feet
- A new method for measuring setbacks and calculating lot coverage for buildings with basements

Planning and Transportation Commission Recommendation

Adopt NVCAP and NVCAP zoning and consider SEIR in addition to:

- Consistent daylight plane requirements
- Economic analysis code language awareness
- Increase in the maximum height for NV-R1, NV-R2, NV-MXM
- Street Yard setbacks diagram
- Park Boulevard special setback



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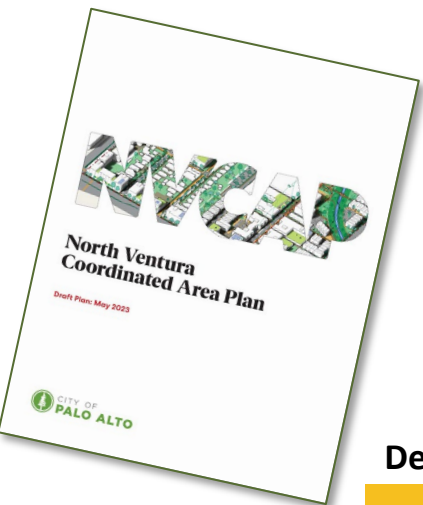
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Document Contents

The NVCAP consists of the following chapters:



Design Standards

Chapter 3: Public Realm

Chapter 4: Accessibility and Mobility

Chapter 5: Parks and Open Space

Chapter 6: Site and Building Design

Chapter 1: Introduction

1.1 The Plan Area

The NVCAP Plan Area is approximately 60 acres, roughly bounded by Oregon Expressway / Page Hill Road to the north, El Camino Real to the west, 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, and walking access to the station is primarily along California Avenue, a designated Bike Boulevard.
- El Camino Real, which is a regional commercial and retail corridor, but has limited opportunities for pedestrians and bicyclists to cross Page Hill Road safely.
- California Avenue, which is a regional retail attraction and social destination for the peninsula.

Plan Area Notable Sites

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

The portion of the Matadero Creek running through the Plan Area is contained within a riparian corridor, which was built in 1990 from El Camino Real to the Caltrain Tracks.

- Stanford University, one of the premier higher education institutions in the world.
- Stanford Research Park, a University affiliated employment center, which, along with California Avenue accounts for almost 40% of the City's employment distribution.
- Signature Palo Alto open spaces such as Sarah Waller Park, Boulevard Park, and a Boulder Park.



Figure 5 The Matadero Creek Channel is currently a seasonal stream with riparian vegetation.



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

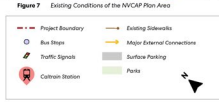
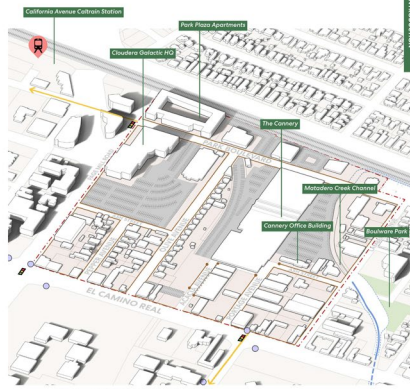


Figure 7 Existing Conditions of the NVCAP Plan Area

Chapter 3-6: Design Standards and Guidelines

4.2 Olive Avenue

Olive Avenue is a primarily east-west pedestrian and bicycle street that exists as 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. Two lanes of traffic flow in each direction, with a center turn lane for right-turning vehicles. The edge of the street is green stormwater drainage with a curb.

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

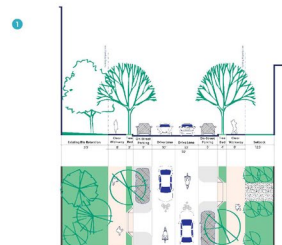


Figure 57 Typical Olive Avenue section between Park Boulevard and Ash Street

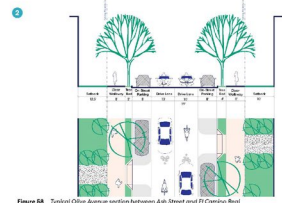


Figure 58 Typical Olive Avenue section between Ash Street and El Camino Real

Chapter 2: Vision

2.4 Mobility

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

Pedestrian and bicycle facilities will be designed for people of all ages and abilities, and accessible paths to transit will include wheelchair ramps and other amenities. Streets and intersections will be designed to provide level sidewalks and access on foot to encourage low vehicle speeds. The envisioned mobility framework 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: Streets

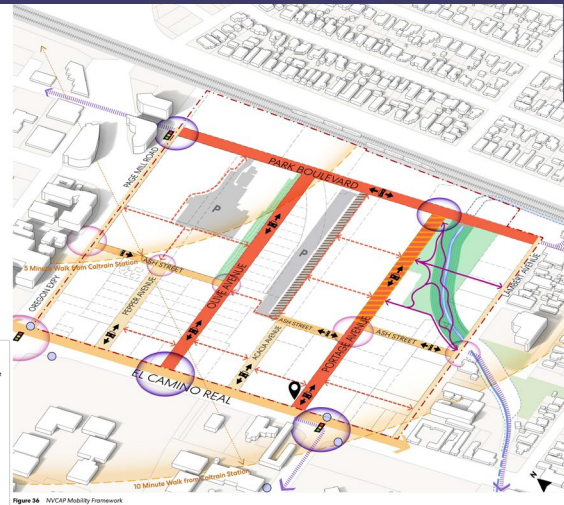


Figure 24 NVCAP Mobility Framework

Chapter 7: Implementation

7.7 Funding and Financing Strategy

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

Funding Source Category	Examples
Developer Contributions	Development Standards CDQA 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

Table 23 Funding Source Categories and Examples

Developer Contributions

Development Standards

Each new development project will contribute to the NVCAP's implementation by meeting requirements regarding such project's lot area, height, density, setbacks, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the NVCAP. These standards are contained in the City's zoning ordinance and must be adopted for a project to be granted approval.

Reimbursement Agreements

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

CDQA Mitigations

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

Impact / In-Lieu Fees

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

Capital Improvement Plan (CIP)

Infrastructure projects identified in the NVCAP are associated for funding 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.

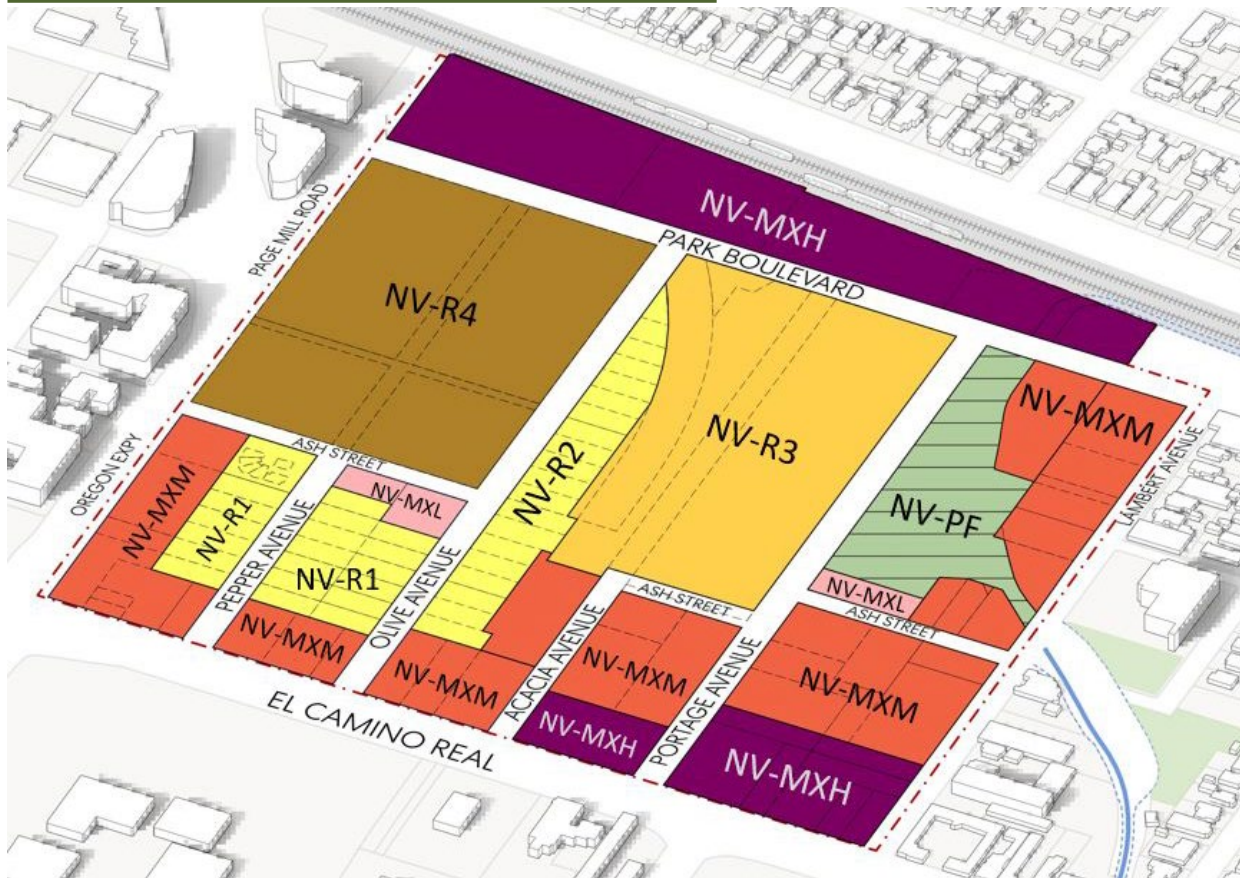
User Fees

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.



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Zoning Implementation



Proposed Zoning Districts



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

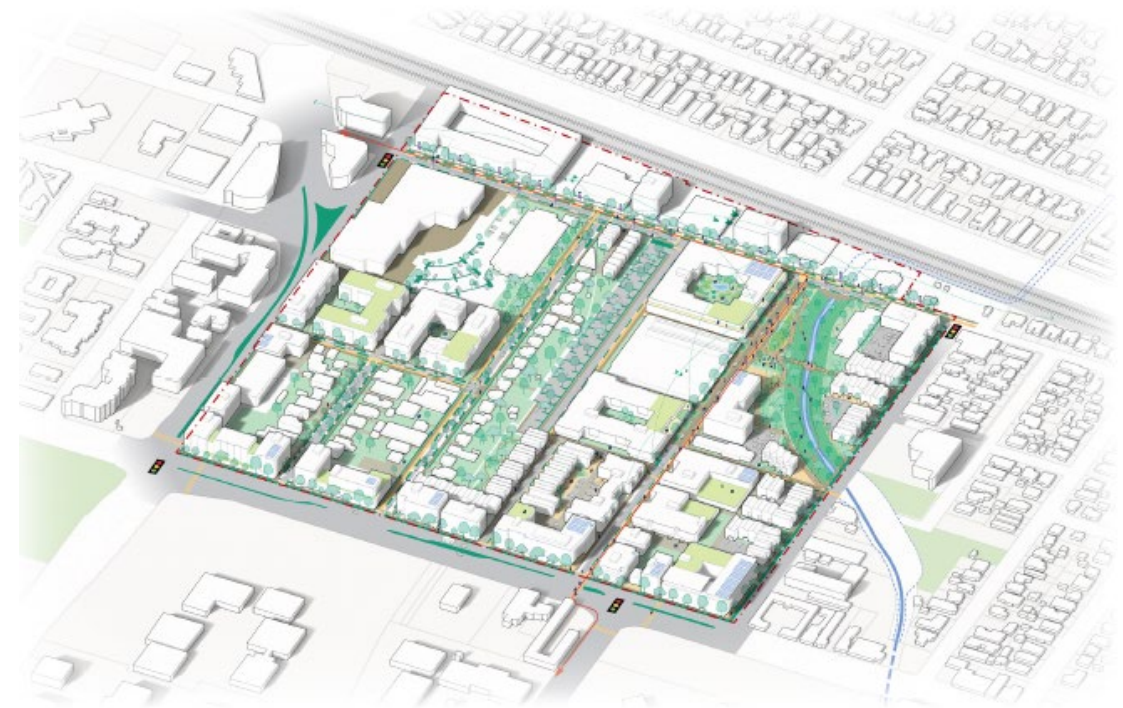
Environmental Review

- **Draft Supplemental Environmental Impact Report (SEIR)**
 - Significant Impact but can be mitigated to Less Than Significant :
 - Biological Resources
 - Archaeological Resources
 - Noise
 - Tribal Cultural Resources
 - Significant and Unavoidable impacts
 - Historical Resource
 - Air Quality
- **Final SEIR prepared with formal response to comments**
- **CEQA Findings and Statement of Overriding Considerations with MMRP**

Final Supplemental EIR/Responses to Comments
on the Draft Supplemental EIR

North Ventura Coordinated Area Plan

SCH #: 2023020691



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Staff Recommendation

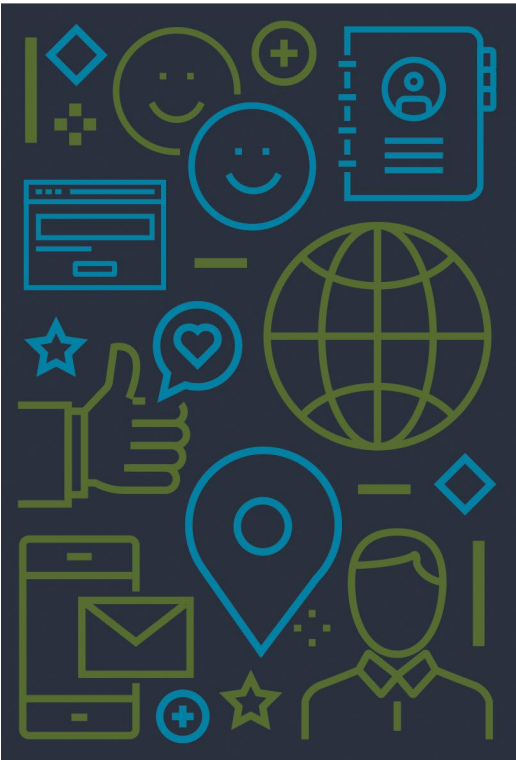
Staff Recommend the City Council:

1. **Adopt the Resolution** (Attachment A) implementing the NVCAP and approving associated environmental work, including:
 - a. Certify the Supplemental Environmental Impact Report (SEIR)
 - b. Make the findings required by California Environmental Quality Act (CEQA), including a Statement of Overriding Considerations
 - c. Adopt the Mitigation Monitoring and Reporting Program
 - d. Adopt the NVCAP and amend the 2030 Comprehensive Plan
2. **Introduce the Ordinance** (Attachment B) to:
 - a. Adopt a new Chapter 18.29 (North Ventura (NV) District Regulations) in the Palo Alto Municipal Code and make other amendments to Title 18 (Zoning) to implement the NVCAP
 - b. Amend Chapter 16.65 (Citywide Affordable Housing Requirements)
 - c. Amend the Zoning District Map and re-zone parcels within the NVCAP area





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