

North Ventura Coordinated Area Plan

City Council

August 5, 2024

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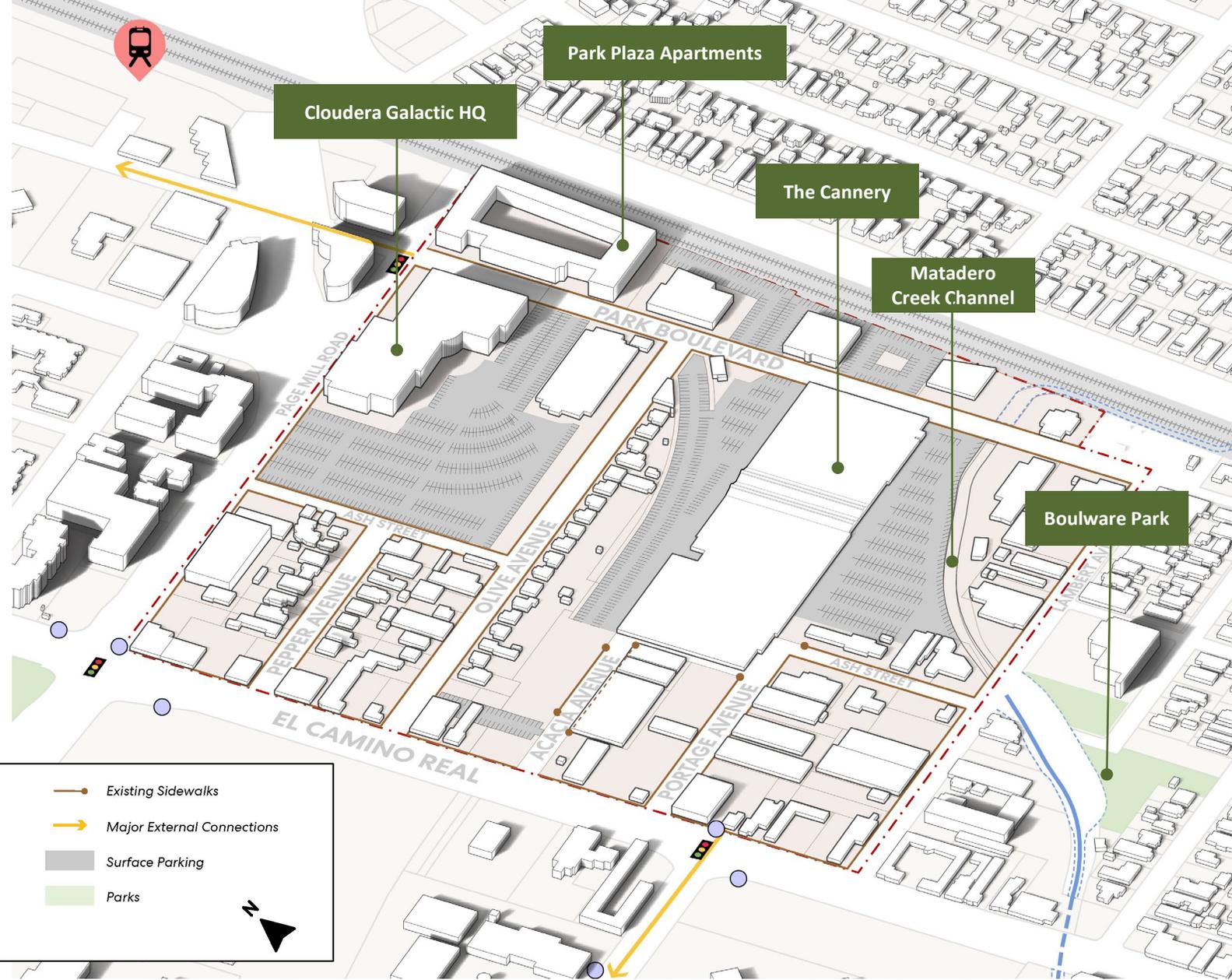
Objectives

- 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

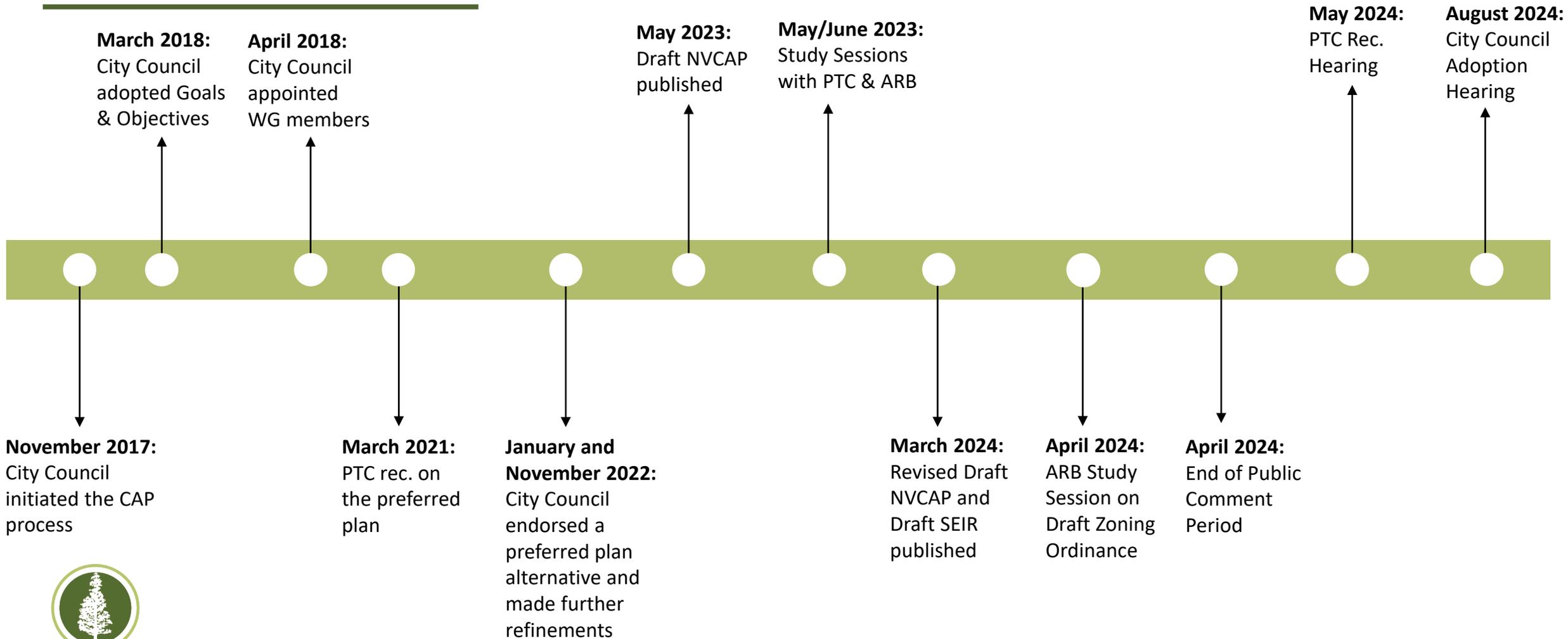


The NVCAP Plan Area

- 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



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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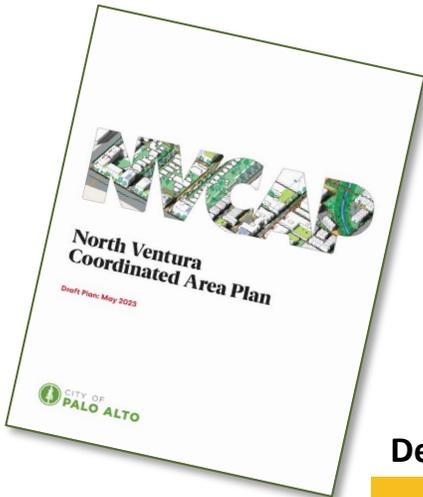
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Document Contents

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 Park Boulevard, 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 Madrosen Creek Channel and the buildings associated with the Conary.

The portion of the Madrosen Creek running through the Plan Area is combined with a concrete-lined channel, which was built in 1950 from El Camino Real to the Caltrain tracks.

- Stanford University, one of the premier higher-education institutions in the world.
- Stanford Rowers Park, a university-affiliated employment center, which, along with California Avenue accounts for almost 60% of the City's employment distribution.
- Signature Palo Alto open spaces such as Sarah Wallis Park, Bowdler Park, and a Bowdler Park.



Figure 5 The Madrosen Creek Channel is currently a concrete-lined channel.



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

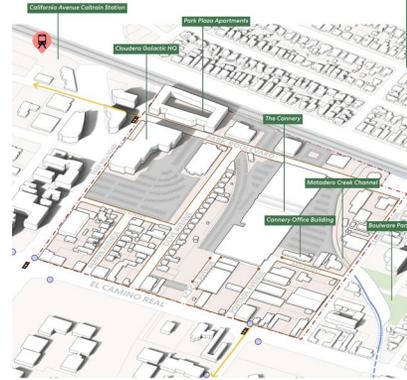


Figure 7 Existing Conditions of the NVCAP Plan Area

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.

Protection 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 local destinations and access and to encourage low vehicle speeds. The proposed improvements will fully integrate into the surrounding neighborhoods to ensure seamless connections for all users.

An design standards and guidelines go to Chapter 5: Public Realm Chapter 6: Streets

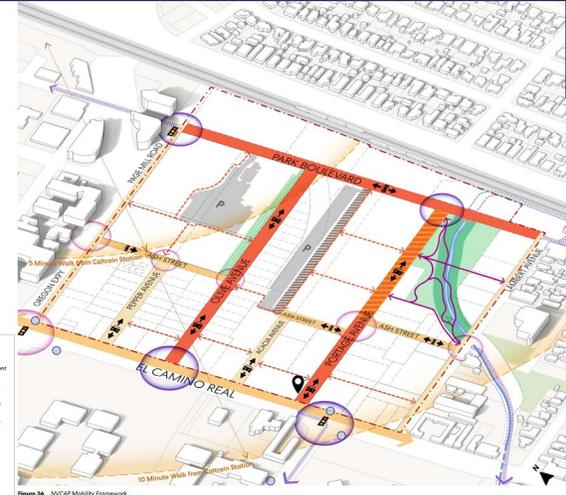


Figure 8 NVCAP Mobility Framework

Chapter 3-6: Design Standards and Guidelines

4.2 Olive Avenue

Olive Avenue is a priority east-west pedestrian and bicycle street that creates a direct link between the commercial corridor 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 Olive Avenue are paved with asphalt, and the edge of the street is green stormwater drainage (GSD) property.

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 designed to be a bicycle boulevard which allows cyclists to ride with traffic. The on-street parking on both sides of the street is metered.



Design	Between Ash Street and El Camino Real
Median/Center Zone	8' curb
Landscaping/Perimeter Zone	North Side: 37' curb South Side: 37' curb
Bicycle Facility	Bicycle Boulevard 10' curb
Vehicular Travel Lanes	10' curb Lanes in Both Direction 10' curb
Traveling / Loading	2 lanes of On-Street Parking
Frontage / Sidewalk	North Side: 25' curb from Property South Side: 10' curb from Property
Building Details	New development shall provide a primary or secondary entrance on Olive Avenue and shall be oriented toward Ash Street

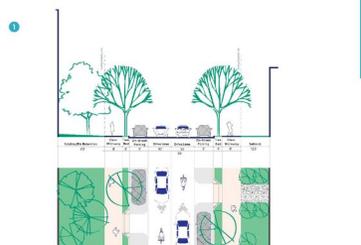


Figure 77 Typical Olive Avenue section between Park Boulevard and Ash Street

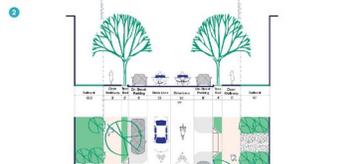


Figure 78 Typical Olive Avenue section between Ash Street and El Camino Real

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.

Major Project Categories	Funding Source Category	Examples
The public infrastructure and amenity improvements identified in the NVCAP fall into five primary categories consisting of bicycle and pedestrian infrastructure, development, parks and open space, green stormwater infrastructure, and the re-organization of Madrosen Creek.	Developer Contributions	Development Standards CQA 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

Funding and Financing Sources and Mechanisms
A variety of potential funding sources and financial 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 revenue source such as tax fee, or grant that is used to pay for an improvement. Some funding sources, such as impact fees, 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 programs, enabling users 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 the S&D Portage development agreements, City resources, outside grants, and district-based tools.

Table 23 Funding Source Categories and Examples

Developer Contributions
Community benefits use developer contributions that exceed the baseline features required under development standards, environmental mitigation measures, and impact fees. Impact fees, jobless payoffs, parking requirements, street frontage improvements, pedestrian access, and other requirements specified in the NVCAP. These standards are consistent with 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 onerous cost-sharing.

CQA 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 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.

City Resources
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.

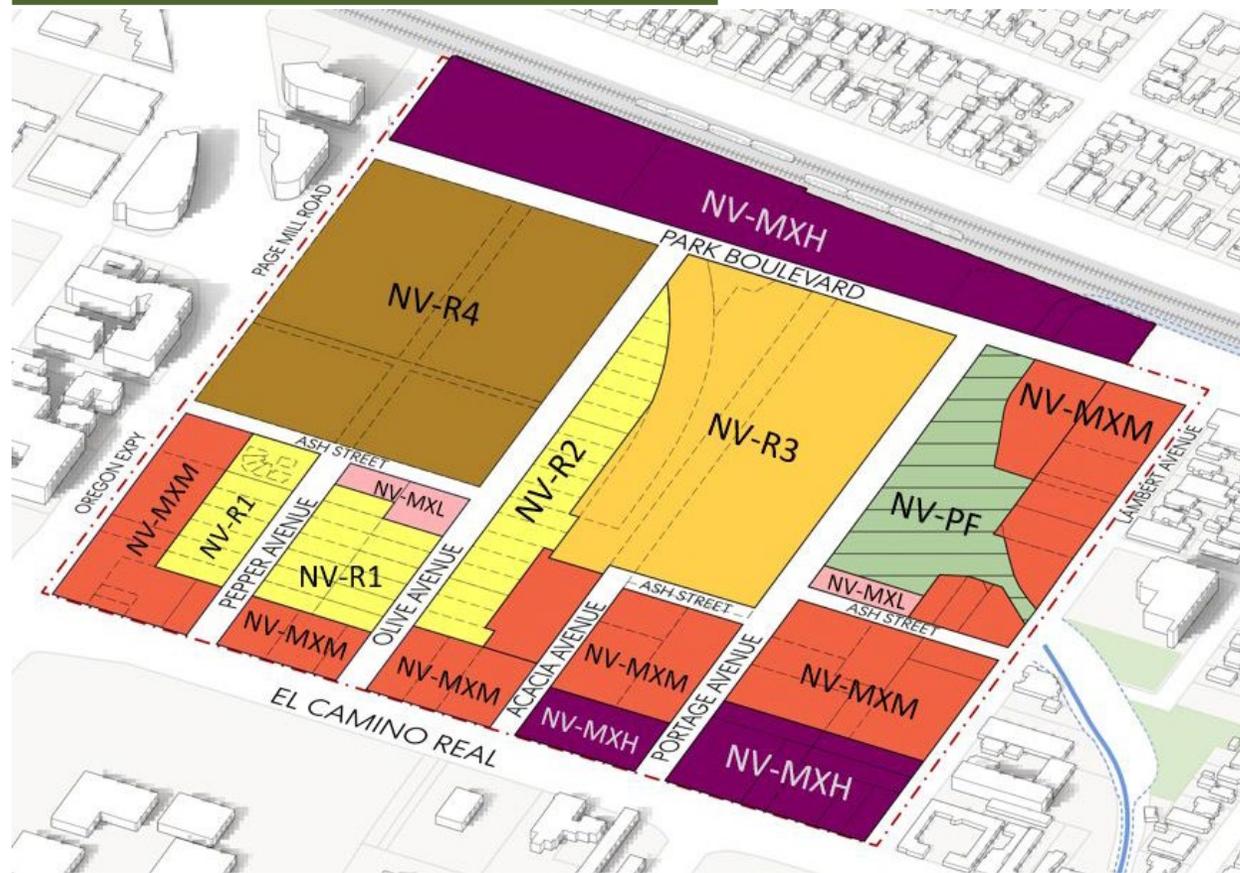
Capital Improvement Plan (CIP)
Infrastructure projects identified in the NVCAP are associated for inclusion in the City's Capital Improvement Plan, which uses fees a range of specific funding sources for capital improvement projects throughout the City of Palo Alto. For example, sanitary sewers and water main replacement projects are often paid for through the CIP. The City's CIP includes the Fiscal Year 2023 CIP, which plans expenditures for 2023-2027.

User Fees
User fees or 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. 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	—	—	—	—	



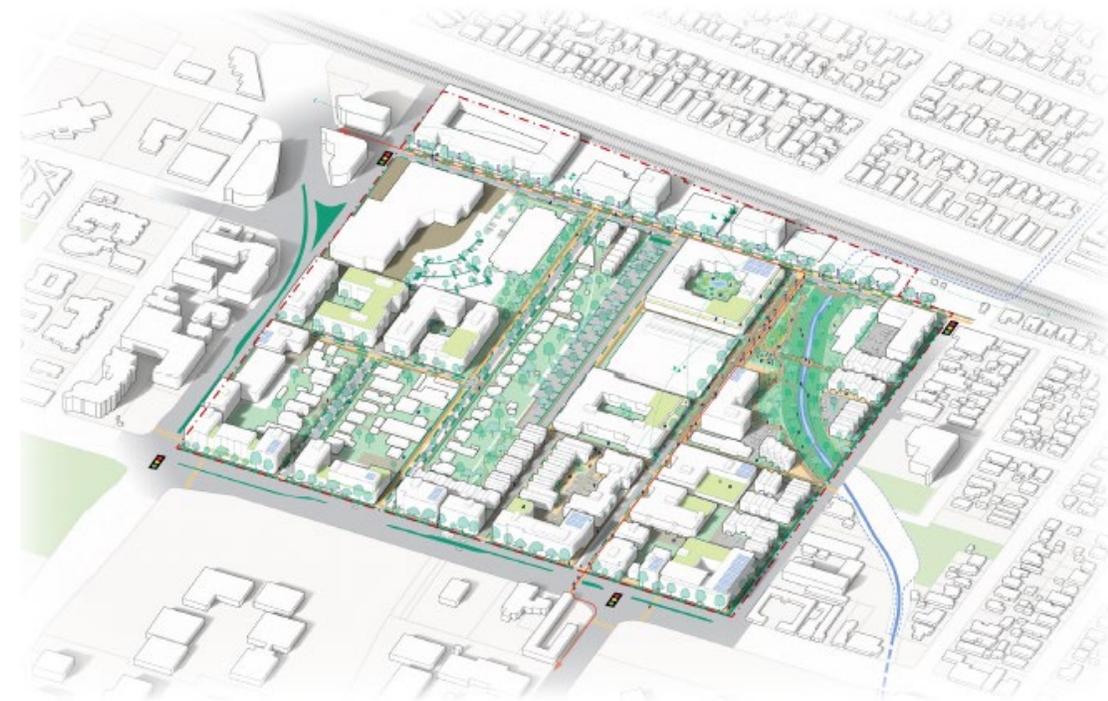
Environmental Review

- **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



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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