

## Q1 Please provide your contact information.

Answered: 11    Skipped: 1

| ANSWER CHOICES  | RESPONSES |    |
|-----------------|-----------|----|
| Name            | 100.00%   | 11 |
| Company         | 0.00%     | 0  |
| Address         | 0.00%     | 0  |
| Address 2       | 0.00%     | 0  |
| City/Town       | 0.00%     | 0  |
| State/Province  | 0.00%     | 0  |
| ZIP/Postal Code | 0.00%     | 0  |
| Country         | 0.00%     | 0  |
| Email Address   | 63.64%    | 7  |
| Phone Number    | 0.00%     | 0  |

| #  | NAME           | DATE               |
|----|----------------|--------------------|
| 1  | Terry Holzemer | 6/19/2020 3:31 PM  |
| 2  | Keith Reckdahl | 6/19/2020 12:18 PM |
| 3  | Alex lew       | 6/18/2020 8:23 PM  |
| 4  | Doria Summa    | 6/18/2020 9:53 AM  |
| 5  | Yunan Song     | 6/17/2020 6:11 PM  |
| 6  | Kirsten        | 6/17/2020 4:37 PM  |
| 7  | Gail Price     | 6/17/2020 1:20 PM  |
| 8  | Test           | 6/17/2020 9:01 AM  |
| 9  | test           | 6/16/2020 4:31 PM  |
| 10 | test           | 6/16/2020 4:17 PM  |
| 11 | test           | 6/16/2020 3:14 PM  |

| # | COMPANY                 | DATE |
|---|-------------------------|------|
|   | There are no responses. |      |

| # | ADDRESS                 | DATE |
|---|-------------------------|------|
|   | There are no responses. |      |

| # | ADDRESS 2               | DATE |
|---|-------------------------|------|
|   | There are no responses. |      |

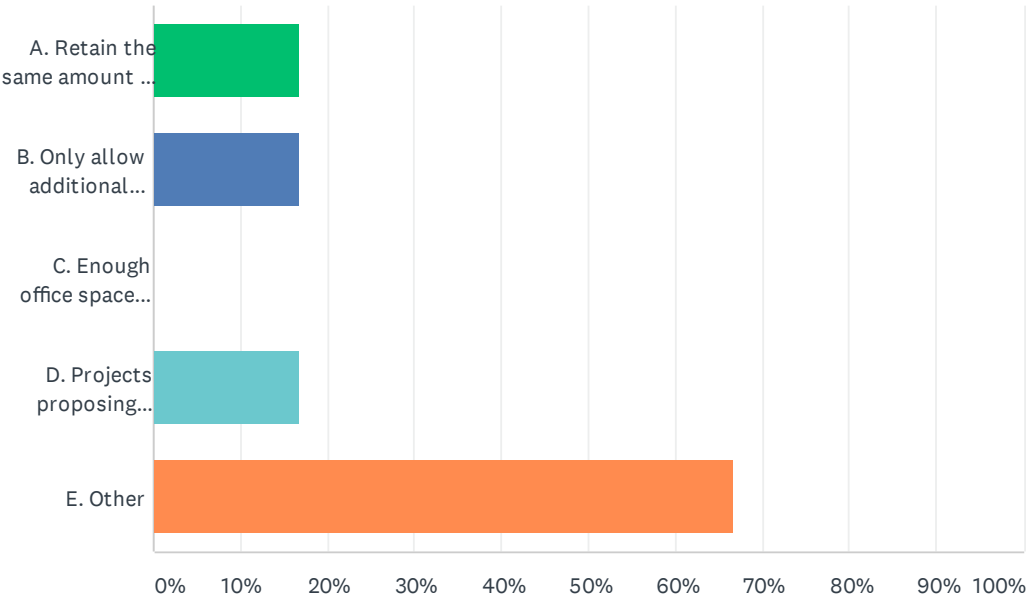
| # | CITY/TOWN               | DATE |
|---|-------------------------|------|
|   | There are no responses. |      |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | STATE/PROVINCE          | DATE               |
|---|-------------------------|--------------------|
|   | There are no responses. |                    |
| # | ZIP/POSTAL CODE         | DATE               |
|   | There are no responses. |                    |
| # | COUNTRY                 | DATE               |
|   | There are no responses. |                    |
| # | EMAIL ADDRESS           | DATE               |
| 1 |                         | 6/19/2020 3:31 PM  |
| 2 |                         | 6/19/2020 12:18 PM |
| 3 |                         | 6/18/2020 8:23 PM  |
| 4 |                         | 6/18/2020 9:53 AM  |
| 5 |                         | 6/17/2020 6:11 PM  |
| 6 |                         | 6/17/2020 4:37 PM  |
| 7 |                         | 6/17/2020 1:20 PM  |
| # | PHONE NUMBER            | DATE               |
|   | There are no responses. |                    |

## Q2 Which office space policy option do you support?

Answered: 6   Skipped: 6



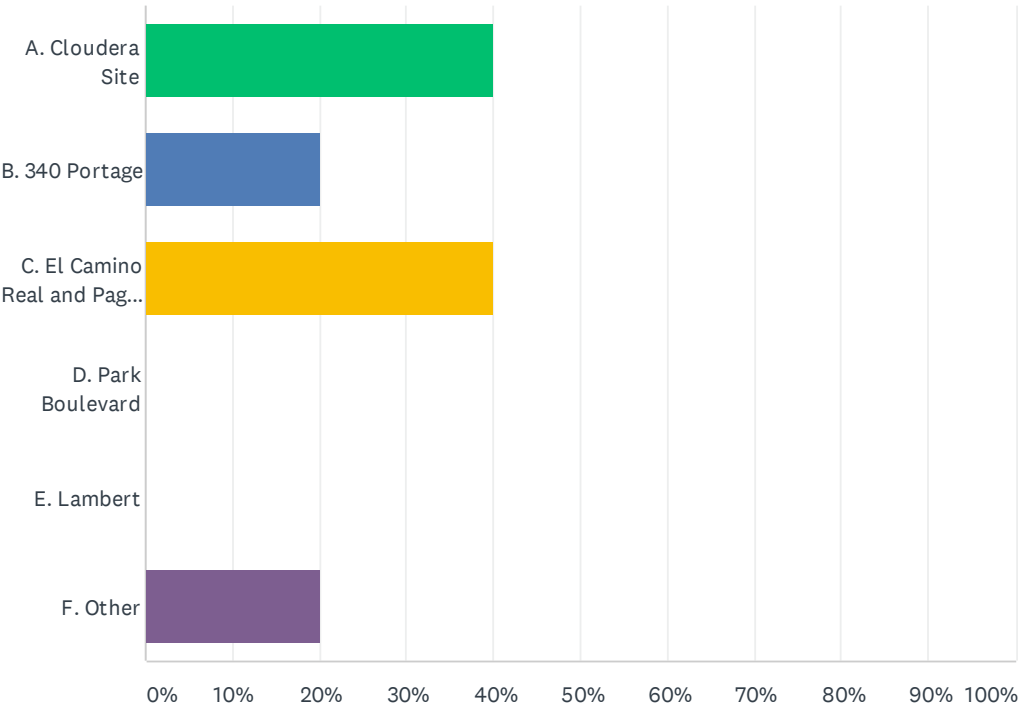
| ANSWER CHOICES   | RESPONSES |   |
|--|-----------|---|
| A. Retain the same amount of office space that currently exists  | 16.67%    | 1 |
| B. Only allow additional office space of less than 10,000 sf (professional service offices: doctor, lawyer, architect, etc.)         | 16.67%    | 1 |
| C. Enough office space to subsidize 20% affordable on-site housing units   | 0.00%     | 0 |
| D. Projects proposing additional office square footage must create the number of housing units to support the number of jobs created | 16.67%    | 1 |
| E. Other   | 66.67%    | 4 |
| Total Respondents: 6   |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | We are in a state of change in what is profitable for builders, but traditionally only office has penciled. Designing zoning to accommodate commercial uses has let to a lack of housing, and carbon from transportation that stubbornly keep s going up, even as we try to lower the carbon footprint. It is very clear that we have a housing shortage. If we are going to be part of the solution, we have to look at what is viable for the kind of town we want to have, not what creates the town with the largest tax basis, or the town that is most profitable for builders.   | 6/19/2020 4:35 PM  |
| 2 | No new office space in NVCAP. Zoning for offices should be changed to zoning for housing and neighborhood-serving retail businesses (grocery store, pharmacy, cleaners, etc.). Old saying, "when you are in hole (too much office space in Palo Alto), stop digging".   | 6/19/2020 4:14 PM  |
| 3 | Please remember that the some of the big problems that we have in Palo alto, traffic parking and GHG emissions are created by commuters and the huge number people coming into Palo Alto to work at big firms ...resulting in huge jobs/housing imbalance. To address the lack of affordable housing, traffic and parking problems we should not be creating any more commercial square feet other than that which provides services to the people who live and work in Palo Alto. In fact we should be rezoning areas in the NVCAP for housing. Please remember that the consultant retained for NVCAP and to evaluate proposed changes to inclusionary housing policies determined that 20% inclusive was not feasible. This was presented at the last Planning commission meeting in June. | 6/19/2020 3:30 PM  |
| 4 | Much of North Ventura is zoned residential, so it should not include any office space. I do support resident-serving retail and resident-serving "retail-like" offices (such as doctors, dentists). A long-term plan to convert the North Ventura offices to housing would improve the City's jobs/housing imbalance and also make North Ventura feel more like a neighborhood.   | 6/19/2020 12:50 PM |
| 5 | Some professional services like dentists bring in traffic all day long for 1/2 hour appointments.   | 6/18/2020 11:44 PM |
| 6 | Office/jobs contribute to local small businesses. I don't feel office is too much right now even compared with less residents in NVCAP area. So I would like to play conservatively to retain same amount of office space that currently exists.  | 6/17/2020 11:39 PM |

Q3 Where should office space be located?

Answered: 5    Skipped: 7



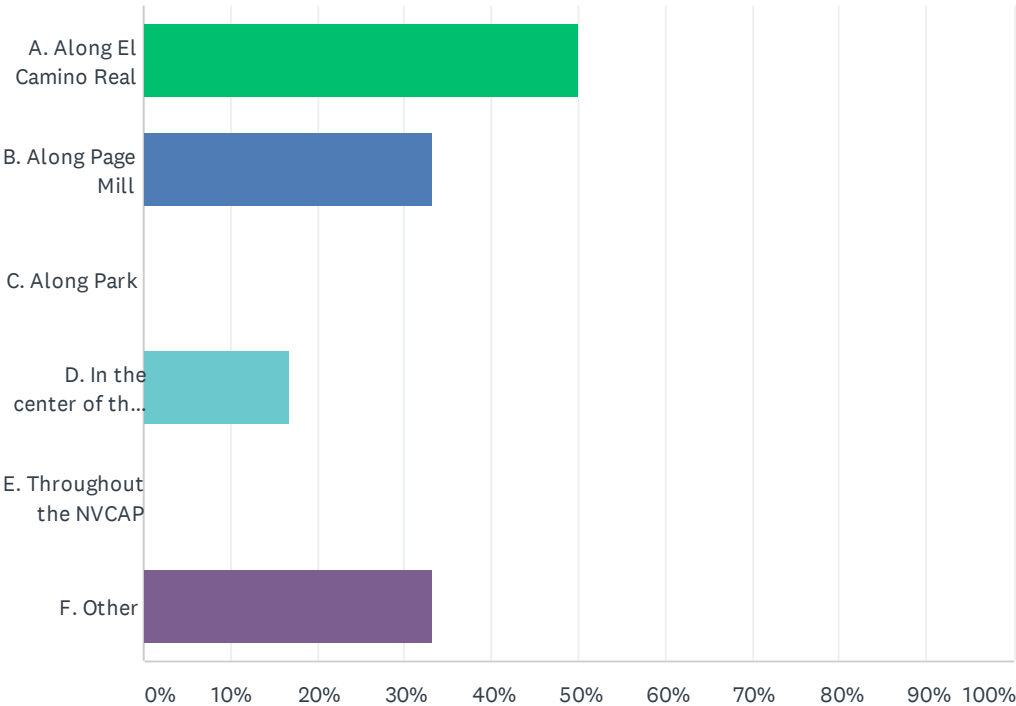
| ANSWER CHOICES                  | RESPONSES |   |
|---------------------------------|-----------|---|
| A. Cloudera Site                | 40.00%    | 2 |
| B. 340 Portage                  | 20.00%    | 1 |
| C. El Camino Real and Page Mill | 40.00%    | 2 |
| D. Park Boulevard               | 0.00%     | 0 |
| E. Lambert                      | 0.00%     | 0 |
| F. Other                        | 20.00%    | 1 |
| Total Respondents: 5            |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Allowing office space in 340 Portage might be a very viable way to leverage the potential profit of office, (or Target if they are still interested) to create an economic incentive to bring the historical Cannery building up to current architectural standards, while preserving the history, and distinctive placemaking charm for the neighborhood. The office on the Cloudera site makes sense as it is close to Caltrain, and would allow commute by transit, without the discouragement of a distance over 1/2 mile from station to desk. Additionally, a tall building next to the busy and wide Page Mill corridor would buffer the interior of the neighborhood from noise, without creating a canyon like feeling. | 6/19/2020 4:35 PM  |
| 2 | The El Camino and Page Mill corridor should have neighborhood-serving businesses -- reducing driving, etc.   | 6/19/2020 4:14 PM  |
| 3 | Once again we should be planning for new commercial only as complies with local law and that provides services for those living and working and Palo Alto. Strict adherence to transition requirements should be upheld to prevent negative impacts on adjacent low density residential uses.  | 6/19/2020 3:30 PM  |
| 4 | I don't support any office space in North Ventura. The retail and retail-like locations are probably best located along El Camino and Page Mill, especially on the ground floor below housing.   | 6/19/2020 12:50 PM |
| 5 | This is the current office site and since I would like to retain the same, so keep the same location is most cost effective.   | 6/17/2020 11:39 PM |

Q4 Where should the tallest buildings be located in the NVCAP area?

Answered: 6    Skipped: 6



| ANSWER CHOICES   |  | RESPONSES |   |
|--|--|-----------|---|
| A. Along El Camino Real  |  | 50.00%    | 3 |
| B. Along Page Mill   |  | 33.33%    | 2 |
| C. Along Park  |  | 0.00%     | 0 |
| D. In the center of the plan, along Portage and/or on the 340 Portage site |  | 16.67%    | 1 |
| E. Throughout the NVCAP  |  | 0.00%     | 0 |
| F. Other   |  | 33.33%    | 2 |
| Total Respondents: 6   |  |           |   |

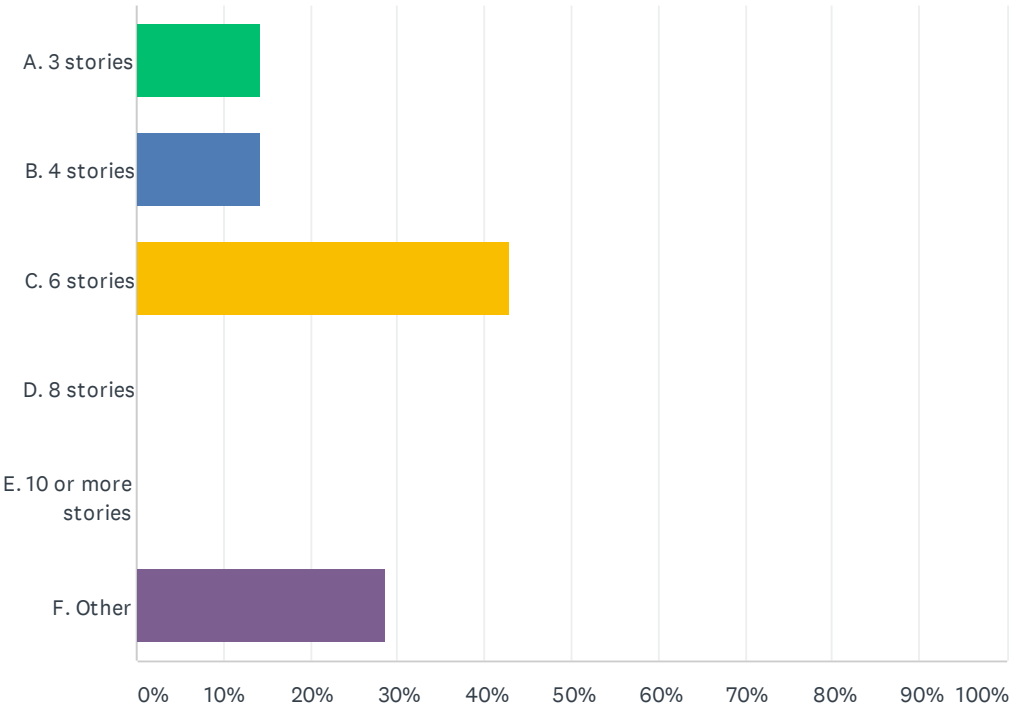
## North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Street design guidelines suggest that a ratio of 1/1 tends to feel proportional for building height. So the tallest buildings will feel most appropriate along the widest streets.   | 6/19/2020 4:35 PM  |
| 2 | Same as other Palo Alto neighborhoods -- tallest buildings nearest commercial zones.   | 6/19/2020 4:14 PM  |
| 3 | Tall buildings in the NVCAP area should comply with existing laws and development standards. An emphasis on avoiding negative impacts on adjacent zones should be maintained.  | 6/19/2020 3:30 PM  |
| 4 | Both Page Mill and El Camino are appropriate locations for taller buildings. Tall buildings are out of character for the bulk of North Ventura.  | 6/19/2020 12:50 PM |
| 5 | Locate taller buildings so that they take advantage of the view while minimizing privacy and shading on lower scale development. Building walls on busy streets can block noise to the internal neighborhood.  | 6/18/2020 11:44 PM |
| 6 | Put the highest building at portage site would be fair enough to all existing residents. It's in the center of the new proposed project area which will not be just next to any existing residence. Put it in the center of the plan also give the plan more flexibility and freedom to build something that meet most people's expectation. | 6/17/2020 11:39 PM |



Q5 What should be the maximum height for the tallest buildings in the NVCAP area?

Answered: 7    Skipped: 5



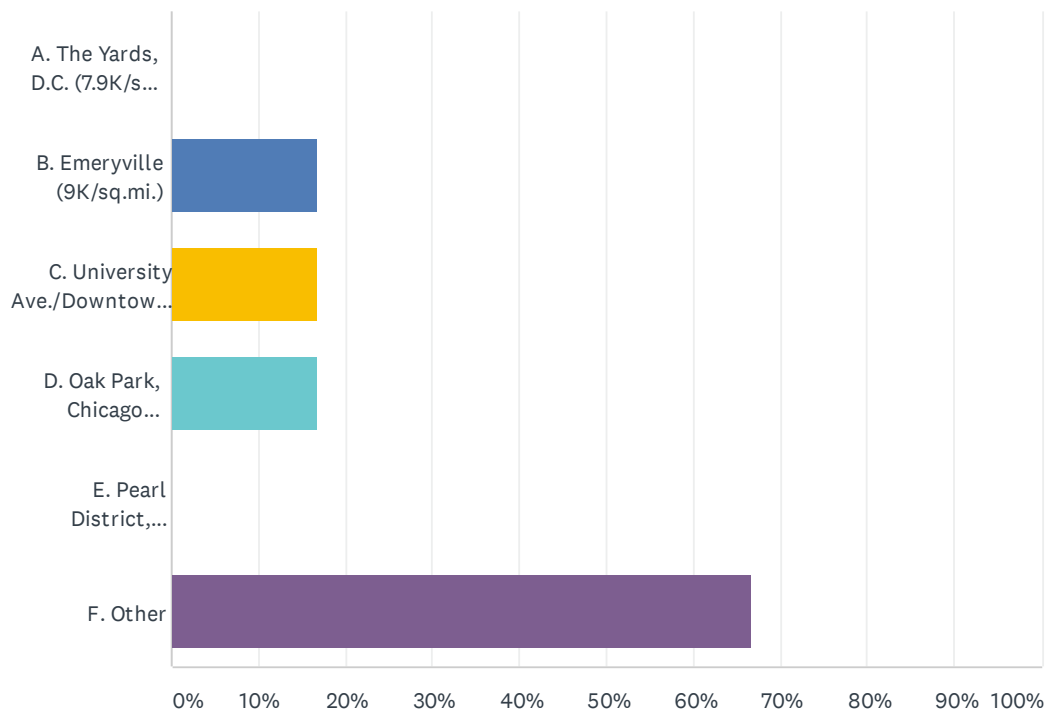
| ANSWER CHOICES        | RESPONSES |   |
|-----------------------|-----------|---|
| A. 3 stories          | 14.29%    | 1 |
| B. 4 stories          | 14.29%    | 1 |
| C. 6 stories          | 42.86%    | 3 |
| D. 8 stories          | 0.00%     | 0 |
| E. 10 or more stories | 0.00%     | 0 |
| F. Other              | 28.57%    | 2 |
| TOTAL                 |           | 7 |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | This does not have the free flowing traffic pattern of some neighborhoods. The railroad tracks are an impenetrable barrier to traffic, and Page Mill and El Camino is a broken intersection. I do want to create housing density, but want to avoid creating a situation where one neighborhood is bearing the brunt of the traffic congestion from that additional population. Without additional investment in complete streets, and vibrant transit, the mobility issues seem like a barrier to growth,  | 6/19/2020 4:35 PM  |
| 2 | Possibly some exceptions could be made along El Camino (4 stories max there).   | 6/19/2020 4:14 PM  |
| 3 | should comply with local law and standards so as not to make the mistake of dedevelopment that results in a neighborhood that has lower livability standards than the rest of the city.   | 6/19/2020 3:30 PM  |
| 4 | I think 4-story buildings are appropriate along El Camino and Page Mill, but 3-story buildings are more appropriate for the rest of the neighborhood. The locations near the Olive/Pepper houses will likely need to remain limited to 2 stories. However, I might be open to slightly relaxing those height limits if it allows additional park space within the neighborhood. But I can't imagine any scenario where 6-10 story buildings are appropriate for North Ventura.  | 6/19/2020 12:50 PM |
| 5 | Residential floor to floor height is 9'-10' per floor, but office floor to floor height is about 13'. Ground floor retail is taller 13' -20' (higher the better). The building code has major differences for buildings <75' high, 75'-120' high, and >120' high. In addition, there are limits to the materials. I would recommend changing C from 6 stories to 5 stories (4 stories of wood construction on top of 1 story of concrete). 7-10 story buildings will be concrete or steel. They tend to be blockier shapes than what can be done with wood. They are more expensive. There are good example of housing projects that effectively hide the top floor (Madera in Mountain View, Golden Gateway in SF). The top floor typically faces a courtyard, but not the street. | 6/18/2020 11:44 PM |
| 6 | That really depends on where is the tallest building and how close will that building sit to next building. Basically I feel the taller the building, more empty space/green area it needs to surround that building as the neighborhood doesn't have much tall building. I would pick 6 stories in general assume there will be enough space surround it. Otherwise I would pick 4 stories like Cloudera and other existing new mixed used buildings in this area.   | 6/17/2020 11:39 PM |
| 7 | C.While most buildings should be 2, 3, or 4 stories, to foster a comfortable, suburban, low-density atmosphere, the tallest buildings — along El Camino and Page Mill — could reach 6 stories. No tall buildings should create shadows over any single-family home. Taller than 6 stories would be incongruous with the surrounding neighborhoods.  | 6/15/2020 1:37 PM  |

**Q6 The current NVCAP/California Ave. area has a population density of 6.5K people per square mile. Looking at areas of inspiration from Working Group members (above), what population density would you support in the plan area? (More information on Community Vibrancy Metrics begins on page 21, here.)**

Answered: 6 Skipped: 6



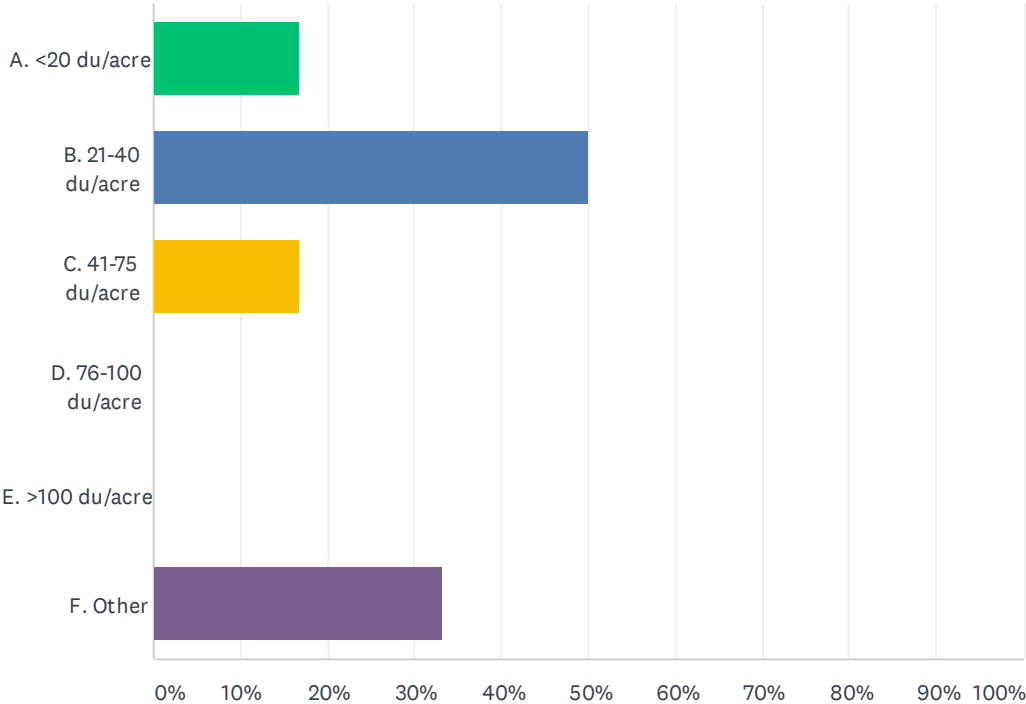
| ANSWER CHOICES                                       | RESPONSES |   |
|--|-----------|---|
| A. The Yards, D.C. (7.9K/sq. mi.)                    | 0.00%     | 0 |
| B. Emeryville (9K/sq.mi.)                            | 16.67%    | 1 |
| C. University Ave./Downtown Palo Alto (9.1K/sq. mi.) | 16.67%    | 1 |
| D. Oak Park, Chicago (11.8K/sq. mi.)                 | 16.67%    | 1 |
| E. Pearl District, Portland (13.2 sq. mi.)           | 0.00%     | 0 |
| F. Other   | 66.67%    | 4 |
| Total Respondents: 6                                 |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | This is a challenging one to answer, I selected these two because they had characteristics that I think a redeveloped Ventura could also have. A node of retail/hospitality/dining, but mostly local, as we are so close to California Avenue and other commercial districts. Some local jobs, but again, we have enough large corporate campuses elsewhere in the city (Stanford Research Park, along Park Blvd.). An increase in housing density.  | 6/19/2020 4:35 PM  |
| 2 | I can't answer this question because I don't have enough details about the different sites.  | 6/19/2020 4:14 PM  |
| 3 | I don't think we should be selecting a density that is associated with other cities, their unique histories and development patterns. We should be selecting a density that is proportional to the expectations and realities in our own city. there is a huge potential under the current zoning to add housing in the area over time at the in RM 30 and 40 zoned parcels. The consultants option 1-3, ranged at the upper level to densities approx. 18 times greater than the average in Palo alto which is not desirable.   | 6/19/2020 3:30 PM  |
| 4 | These options are not consistent with Palo Alto's Comp Plan which sets of goal of 1440/sq mile by 2030.  | 6/19/2020 12:50 PM |
| 5 | I am comfortable with Cambridge Massachusetts (17,000K/sq mi), but I lived in a lower density neighborhood. For comparison: Oklahoma City 872K/sq mi, San Francisco 17,200K/sq mi. Manhattan 70,500K/sq mi., Paris 64,600K/sq mi. Oklahoma City has twice the carbon footprint of Manhattan (lowest in US). I recommend architect David Baker's thinking on density (he gave a great lecture at Stanford in 2019). Addressing the Bay Area's housing deficit with low density houses would take an area larger than the South Bay. Addressing the housing deficit with 5 story buildings would only take an area the size of central SF. Addressing the housing deficit with towers would require a very small area. | 6/18/2020 11:44 PM |
| 6 | I feel the size of NVCAP is much closer to university downtown area, compared to other areas. And I do enjoy the feeling of university ave/downtown.   | 6/17/2020 11:39 PM |

Q7 What should be the overall housing density for the NVCAP area? (For reference, existing Palo Alto properties and their associated densities are listed on pages 37-40 of this report.)

Answered: 6    Skipped: 6



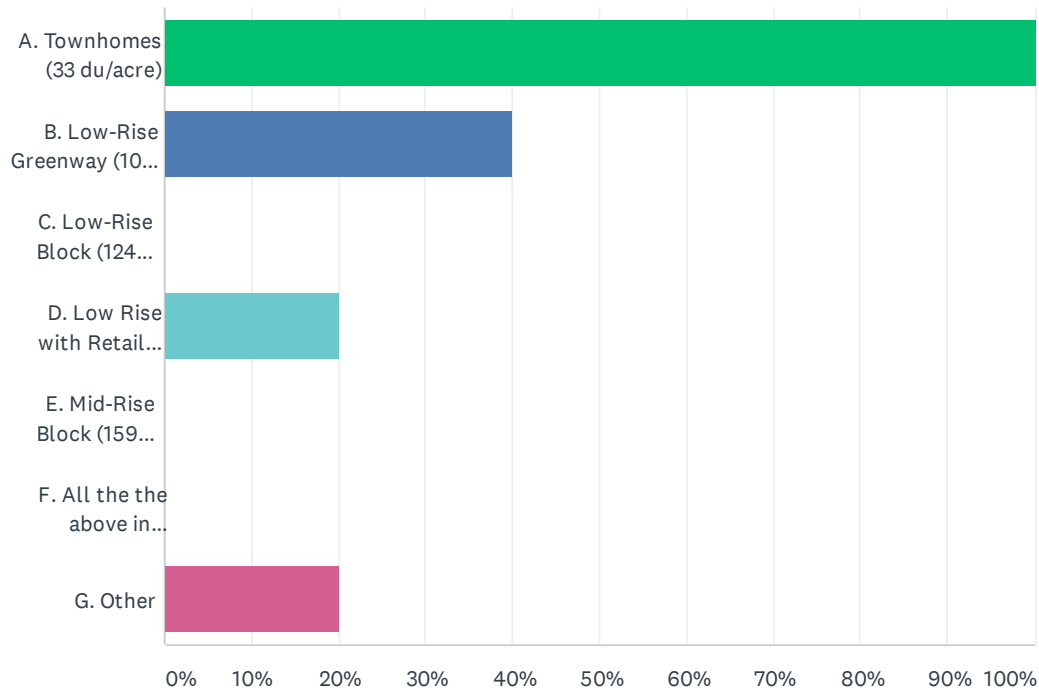
| ANSWER CHOICES       | RESPONSES |   |
|----------------------|-----------|---|
| A. <20 du/acre       | 16.67%    | 1 |
| B. 21-40 du/acre     | 50.00%    | 3 |
| C. 41-75 du/acre     | 16.67%    | 1 |
| D. 76-100 du/acre    | 0.00%     | 0 |
| E. >100 du/acre      | 0.00%     | 0 |
| F. Other             | 33.33%    | 2 |
| Total Respondents: 6 |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | The density is dependant on non dense areas to make the neighborhood feel welcoming and appealing. Therefore I would accept individual developments of 40-60 acres, in order achieve other plan goals, especially affordable housing!!!               | 6/19/2020 4:35 PM  |
| 2 | I support the current max. densities allowed under the current zoning (RM-30). If densities go up, this means more traffic and parking problems.  | 6/19/2020 4:14 PM  |
| 3 | consistent with other mixed us areas in Palo alto   | 6/19/2020 3:30 PM  |
| 4 | The current RM-30 zoning still permits a large number of units, so I see no reason to change it. This is not a contest to maximize the number of units; it is a contest to make the best neighborhood.  | 6/19/2020 12:50 PM |
| 5 | I recommend The Death and Life of Great American Cities by Jane Jacobs. Chapter 11: The Need for Concentration.   | 6/18/2020 11:44 PM |
| 6 | I got this number by add some buildings with DU/acre number between 70-100 and averaged by existing areas that are not going to change(existing residents, offices) and add more open spaces/retails/parks. Maybe the way I calculated this is wrong. | 6/17/2020 11:39 PM |

## Q8 Looking at the feasible building typologies (above), which type and associated housing density do you prefer? (More information on building typologies begins on page 4, here.)

Answered: 5 Skipped: 7



| ANSWER CHOICES                                | RESPONSES |   |
|---|-----------|---|
| A. Townhomes (33 du/acre)                     | 100.00%   | 5 |
| B. Low-Rise Greenway (107 du/acre)            | 40.00%    | 2 |
| C. Low-Rise Block (124 du/acre)               | 0.00%     | 0 |
| D. Low Rise with Retail (147 du/acre)         | 20.00%    | 1 |
| E. Mid-Rise Block (159 du/acre)               | 0.00%     | 0 |
| F. All the the above in appropriate locations | 0.00%     | 0 |
| G. Other                                      | 20.00%    | 1 |
| Total Respondents: 5                          |           |   |

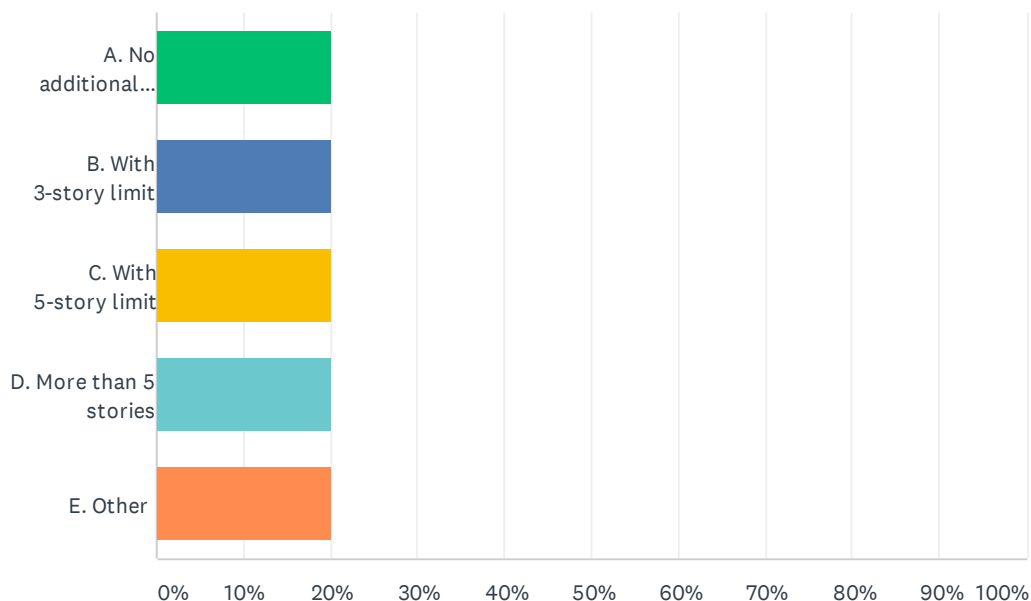
## North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Density is the only way we will achieve affordable housing with current land prices. A vibrant diverse city depends on affordable housing, so that a chef, a young person, a teacher, a creative entrepreneur, a senior, an employee of a non profit can all live in our town. A low carbon city also depends on affordable housing, so that commutes for employees of entry level jobs do not continue increasing.              | 6/19/2020 4:35 PM  |
| 2 | I don't believe in saddling one area (NVCAP) of the City with huge, high housing densities. It's not fair, in fact, I think it is discriminatory. All it will do is make the traffic issues worse in this part of the City.  | 6/19/2020 4:14 PM  |
| 3 | Towhouse and other multifamily developments that are already allowed under our municipal code are the most desirable. A much stronger effort should be made to look at new ideas about achieving true BMR units not just in the NVCAP but across the city. The old methods , policies and practices have failed as is evidenced by the RHINA numbers. We do ok in market rate housing and fall very short in subsidized housing. | 6/19/2020 3:30 PM  |
| 4 | Again, this is not a contest to maximize the number of units; it is a contest to make the best neighborhood. Taller buildings are appropriate along El Camino and Page Mill, but the rest of the neighborhood should have 2-3 story townhomes and apartments.  | 6/19/2020 12:50 PM |
| 5 | I feel block building is not that open enough and the light maybe blocked for lower floors if the block self is not large enough.  | 6/17/2020 11:39 PM |



## Q9 What type of housing should be considered for the Cloudera site? (Assume housing includes appropriate amount of retail.)

Answered: 5 Skipped: 7

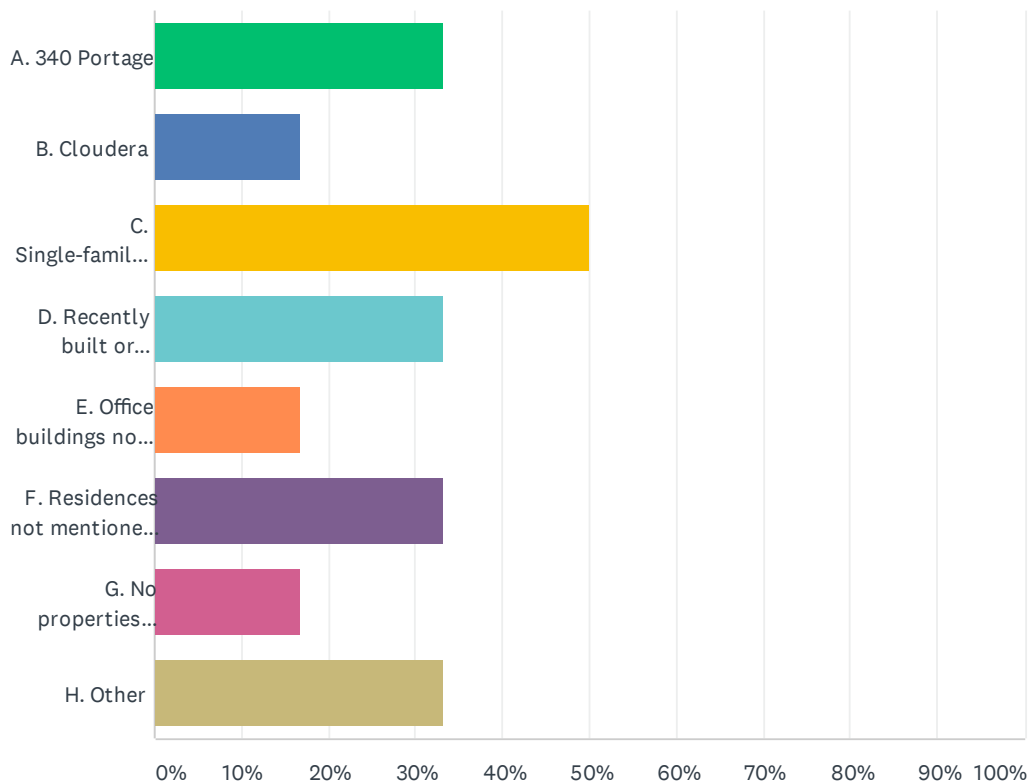


| ANSWER CHOICES           | RESPONSES |   |
|--------------------------|-----------|---|
| A. No additional housing | 20.00%    | 1 |
| B. With 3-story limit    | 20.00%    | 1 |
| C. With 5-story limit    | 20.00%    | 1 |
| D. More than 5 stories   | 20.00%    | 1 |
| E. Other                 | 20.00%    | 1 |
| Total Respondents: 5     |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | We are likely to be able to get a tall project approved for this site, as people are used to the existing large building. It is close to transit, a wide road that their driveway can access, and would not shade existing structures on the Page Mill side. It also would act as a buffer between the interior of the neighborhood and the traffic noise on Page Mill.  | 6/19/2020 4:35 PM  |
| 2 | Not sure how to answer the question in the absense of a realistic conversation about changing the zoning on the site and an understanding of what the property owner envisions for the future of the site.   | 6/19/2020 3:30 PM  |
| 3 | With its proximity to the train station, the Cloudera site is an excellent site for housing. Would like to see the entire site converted to housing, perhaps with ground floor retail.   | 6/19/2020 12:50 PM |
| 4 | I would like to make some part of the parking lot in Cloudera site a small park instead of adding housing. As cloudera parking has been serving as outside walking and refreshing space for Ventura residents. And this is probably the only open side for residents on Pepper and Oliver after new buildings planned on Portage site. New buildings are under construction now along El Camino and Page Mill that surrounds Pepper and Olive. | 6/17/2020 11:39 PM |

## Q10 Should any properties be considered "unavailable for development"? If so, choose as many as you'd like.

Answered: 6   Skipped: 6



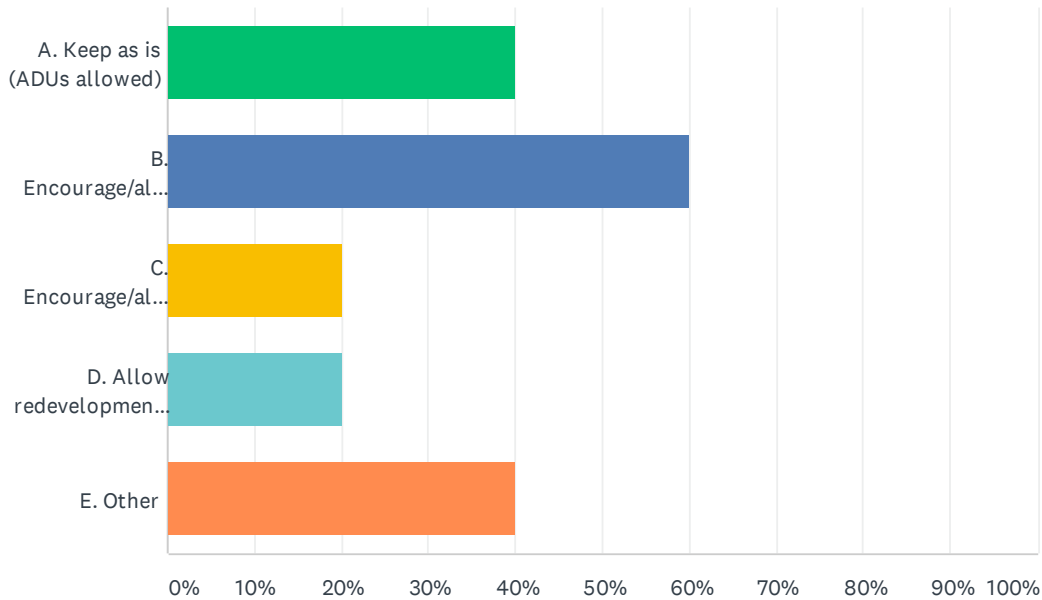
| ANSWER CHOICES  | RESPONSES |   |
|---|-----------|---|
| A. 340 Portage  | 33.33%    | 2 |
| B. Cloudera   | 16.67%    | 1 |
| C. Single-family homes on Olive                                   | 50.00%    | 3 |
| D. Recently built or approved-for-building properties             | 33.33%    | 2 |
| E. Office buildings not mentioned above                           | 16.67%    | 1 |
| F. Residences not mentioned above                                 | 33.33%    | 2 |
| G. No properties should be considered unavailable for development | 16.67%    | 1 |
| H. Other  | 33.33%    | 2 |
| Total Respondents: 6  |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | Charm, history and a sense of place are easy to erase, and hard to create. We already have those things in the 340 Portage building.  | 6/19/2020 4:35 PM  |
| 2 | See Alternative M. 340 Portage could be redeveloped into BMR housing. All existing residences along Olive and elsewhere should not be considered for re-development. We don't want to evict or force people out of their existing homes.  | 6/19/2020 4:14 PM  |
| 3 | We should preserve the SFOs and the historic structures. we need to be mindful that we can change zoning at any time but that property owners may not be anxious to redevelop their properties especially now due to current economic conditions. we should also be aware of the many laws currently being pushed through at the state level to undermine local zoning controls and development standards and how that might effect what we envision for the NVCAP. | 6/19/2020 3:30 PM  |
| 4 | If we are looking at 5-10 years plan, we'd better consider recently built properties unavailable. All existing residents should be considered unavailable.  | 6/17/2020 11:39 PM |
| 5 | D. It would be ecologically harmful, and financially irrational, to re-build recently renovated (in the past five years or so) or newly-built properties. Recent permits for construction are unlikely to be revoked. Anything else should be carefully considered for development, but not necessarily developed. No current residents should be required to leave.  | 6/15/2020 1:37 PM  |

**Q11 What type of housing should be considered for Olive? (Assume that no current residents will be required to leave for any of the options below. Natural, voluntary attrition only.)**

Answered: 5 Skipped: 7



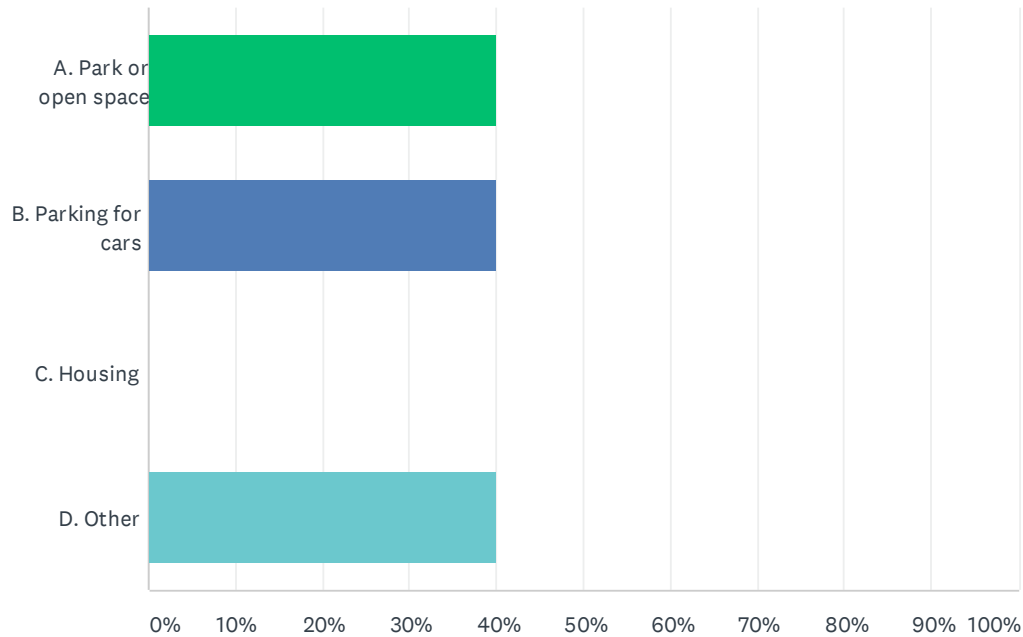
| ANSWER CHOICES   | RESPONSES |   |
|--|-----------|---|
| A. Keep as is (ADUs allowed)   | 40.00%    | 2 |
| B. Encourage/allow 2-story cottage courts (approximately 4 detached cottages) on contiguously-owned properties | 60.00%    | 3 |
| C. Encourage/allow multi-family buildings on contiguously-owned properties                                     | 20.00%    | 1 |
| D. Allow redevelopment of single-family homes into 4-unit buildings  | 20.00%    | 1 |
| E. Other   | 40.00%    | 2 |
| Total Respondents: 5   |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | Cottage courts, which could include more than 5 units on two single family lots, are a great way to gradually allow greater affordable density, without destroying the fabric or street feel of a neighborhood. They also allow smaller, entrepreneurial developers to access projects, as construction on these projects are wood framed.  | 6/19/2020 4:35 PM  |
| 2 | Changing the zoning (upzoning) would displace residents -- not acceptable.  | 6/19/2020 4:14 PM  |
| 3 | Redevelopment and gentrification means people will not be required to leave but will have to leave. I do not understand the parameters of the question? Gentrification and the displacement that accompanies it are well understood, and regardless of a "requirement" to leave residents will be pushed out.   | 6/19/2020 3:30 PM  |
| 4 | I don't want any Olive evolution to displace current renters, but it seems acceptable to permit the Olive/Pepper owners to evolve their property by adding ADUs or converting to 2-story cottage courts. For the portion of Olive near Cloudera, allowing contiguously-owned properties to multi-family properties might be acceptable if it fits with the character of the neighborhood. | 6/19/2020 12:50 PM |
| 5 | If all owners are willing to do redevelopment.  | 6/17/2020 11:39 PM |

## Q12 How do you envision use of the existing railroad spur?

Answered: 5   Skipped: 7

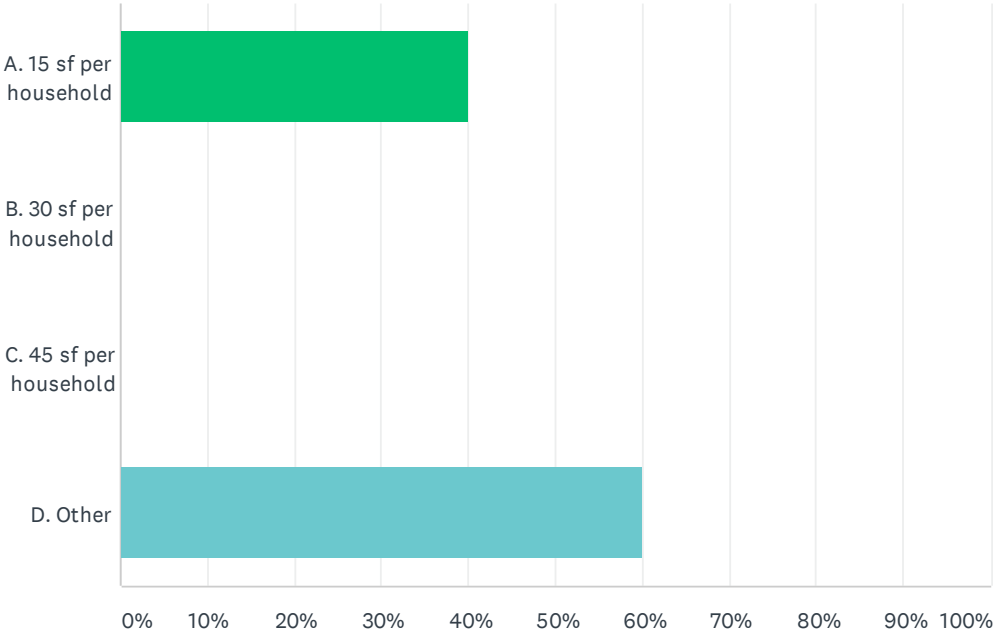


| ANSWER CHOICES        | RESPONSES |   |
|-----------------------|-----------|---|
| A. Park or open space | 40.00%    | 2 |
| B. Parking for cars   | 40.00%    | 2 |
| C. Housing            | 0.00%     | 0 |
| D. Other              | 40.00%    | 2 |
| Total Respondents: 5  |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | I like the railroad spur being used in a way that does not preclude future connectivity. I also like the way it connects to current bike transportation infrastructure between transit nodes and job centers. | 6/19/2020 4:35 PM  |
| 2 | Keep as is. No houses on Olive should be destroyed.   | 6/19/2020 4:14 PM  |
| 3 | not able to answer as we do not have any understanding of the needs for parking, park etc.. of the frites site which the railroad spur is a part of.  | 6/19/2020 3:30 PM  |
| 4 | I feel no need to preserve the rail spur, so I would let it be used for any use.  | 6/19/2020 12:50 PM |
| 5 | I feel maybe it's easier to convert to park and open space.   | 6/17/2020 11:39 PM |

Q13 The Strategic Economics retail study from earlier this year showed the above requirements (see page 18 of this report). How much retail would you support including in the plan area?

Answered: 5    Skipped: 7



| ANSWER CHOICES         | RESPONSES |   |
|------------------------|-----------|---|
| A. 15 sf per household | 40.00%    | 2 |
| B. 30 sf per household | 0.00%     | 0 |
| C. 45 sf per household | 0.00%     | 0 |
| D. Other               | 60.00%    | 3 |
| Total Respondents: 5   |           |   |

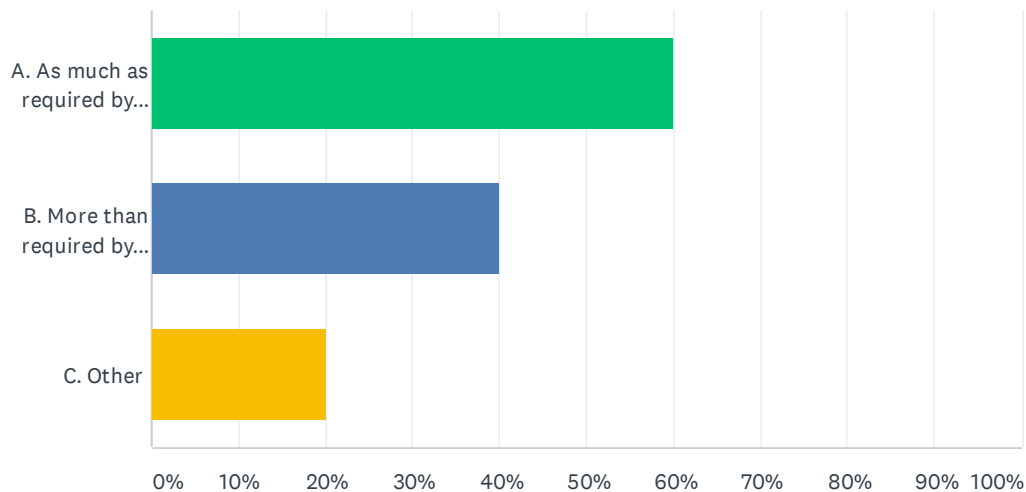
# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | I think it is practical to assume that this much of the local residents shopping might be diverted to local vendors, and we want what ever retail is designed into the zoning to be successful.   | 6/19/2020 4:35 PM  |
| 2 | The required retail in the area is probably enough as long as the City enforces it rules about maintaining retail and not allowing office space in retail areas.  | 6/19/2020 4:14 PM  |
| 3 | the NVCAP is mostly zoned as CS, a mixed use zone that includes retail and we have additional laws in the city that require retail. It is important that we not allow this to be converted to office as has happened in the past. Walkable neighborhoods means walkable retail and neighborhood serving commercial.   | 6/19/2020 3:30 PM  |
| 4 | Since I suspect the market for retail in the area will not exceed the amount the neighborhood is comfortable with, we should include as much retail as the can neighborhood support. I suspect that the locations on El Camino will be most popular, but having some resident-serving retail (such as a neighborhood cafe) would improve the neighborhood feel. | 6/19/2020 12:50 PM |
| 5 | I think it depends on how much housing we will add in this area. I pick this number based on the average du/arce I chose in previous questions.   | 6/17/2020 11:39 PM |



## Q14 The City of Palo Alto's Comprehensive Plan uses standards set forth by the National Recreation and Park Association for locating and developing new parks. How much parkland should the plan area have?

Answered: 5 Skipped: 7

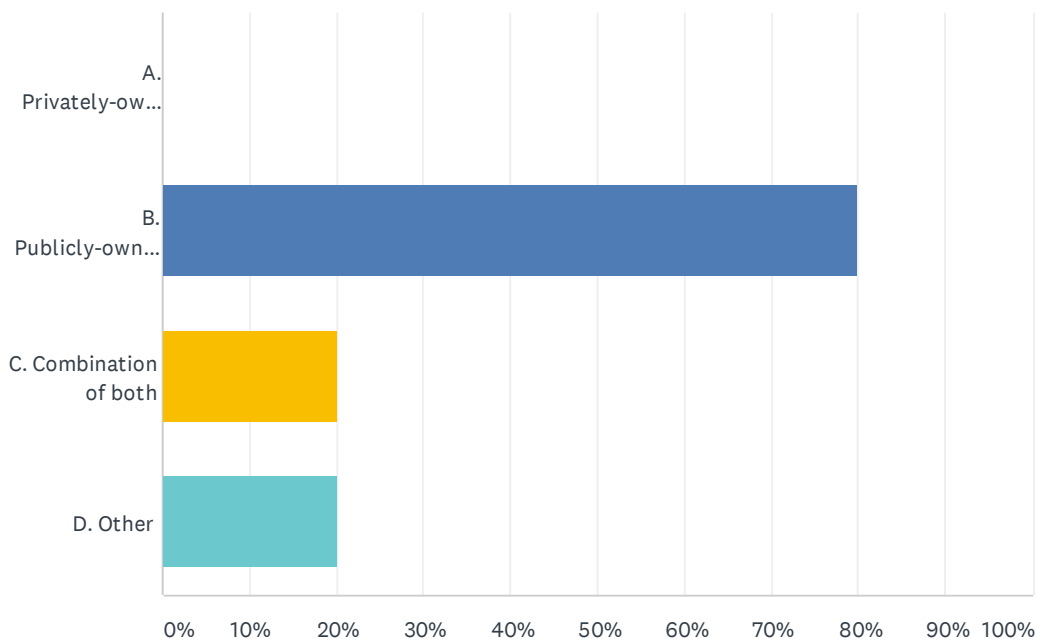


| ANSWER CHOICES                               | RESPONSES |   |
|--|-----------|---|
| A. As much as required by Comprehensive Plan | 60.00%    | 3 |
| B. More than required by Comprehensive Plan  | 40.00%    | 2 |
| C. Other                                     | 20.00%    | 1 |
| Total Respondents: 5                         |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | Our city is under parked, especially in the south. If we are going to become a dense population node within Palo Alto, with smaller housing units, that outside space is VERY important, as apartments do not have backyards.   | 6/19/2020 4:45 PM  |
| 2 | We desperately need this park space and likely more. You need park space for a variety of activities and uses.  | 6/19/2020 4:25 PM  |
| 3 | please comply with local law and standards so that the residents and further of this neighborhood have the same access to parks library chills etc..., as do other neighborhoods.   | 6/19/2020 3:40 PM  |
| 4 | In the upcoming years, there likely will be a huge amount of housing built in North Ventura and in the Research Park across El Camino. The best parks are large contiguous pieces of land, which require planning and forethought. North Ventura provides much better options for flat contiguous land most anywhere else in the City, so we should be allocating land now to prepare for the future housing development. | 6/19/2020 12:50 PM |
| 5 | Comprehensive plan provides the guideline for minimum. From the workshop and other group member discussions, people love to have more open space and parks.   | 6/18/2020 12:05 AM |

## Q15 What types of parks and open space would you support in the plan area?

Answered: 5 Skipped: 7

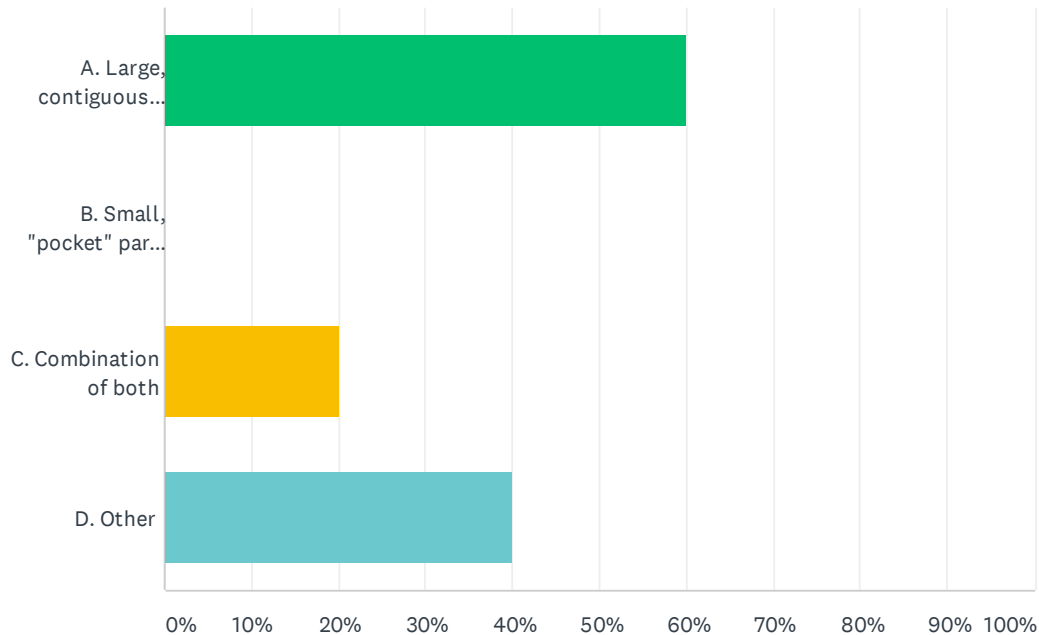


| ANSWER CHOICES  | RESPONSES |   |
|---|-----------|---|
| A. Privately-owned parkland, accessible to the public | 0.00%     | 0 |
| B. Publicly-owned parkland                            | 80.00%    | 4 |
| C. Combination of both                                | 20.00%    | 1 |
| D. Other  | 20.00%    | 1 |
| Total Respondents: 5                                  |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | We have seen a lot of projects that incorporate public space in design, that ultimately is de facto private space. I feel the only high quality public space we can count on is that that the city owns.   | 6/19/2020 4:45 PM  |
| 2 | please understand that Open space and Parkland are totally separate land uses in our muni code and comp plan. There is zero opportunity for open space ( as defined by localLaw) an Parkland cannot be private courtyards, setbacks, rooftops etc... | 6/19/2020 3:40 PM  |
| 3 | Privately-owned parks are rarely in the public's best interest.  | 6/19/2020 12:50 PM |
| 4 | Actually I don't know the difference between privately-owned parkland and publicly owned land if thinking from public usage point of view.   | 6/18/2020 12:05 AM |

## Q16 Which of the following options do you support?

Answered: 5 Skipped: 7

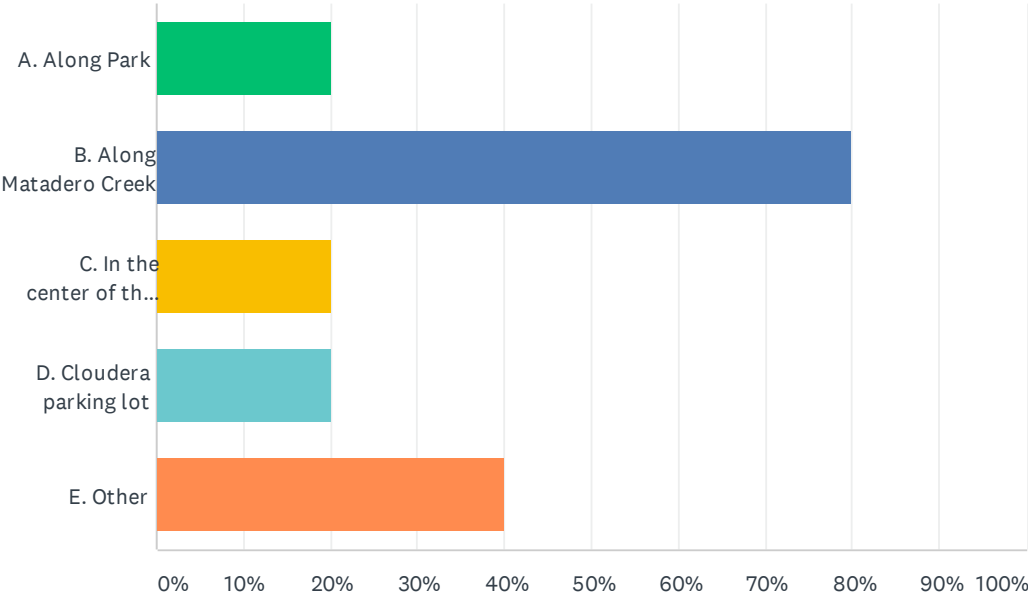


| ANSWER CHOICES  | RESPONSES |   |
|---|-----------|---|
| A. Large, contiguous green space with bike and pedestrian paths | 60.00%    | 3 |
| B. Small, "pocket" parks scattered throughout, with car access  | 0.00%     | 0 |
| C. Combination of both  | 20.00%    | 1 |
| D. Other  | 40.00%    | 2 |
| Total Respondents: 5  |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | I support a neighborhood park/plaza, tiny public plazas, and Greenways, parks that are functional as open green areas, and have a transportation function.  | 6/19/2020 4:45 PM  |
| 2 | You need this park space for a variety of uses. "Postage stamp" parks (like Sarah Wallis) are nice, but not useful for any activities.  | 6/19/2020 4:25 PM  |
| 3 | please see answer above. Parkland must be dedicated and protected for the public by law and we should respect that and create parkland that is usable as is standard under existing law for different size parks in the city.                               | 6/19/2020 3:40 PM  |
| 4 | Parks need to be large enough to support park activities. Small pocket parks are a nice neighborhood feature, they do not replace the need for large parks. Large parks also provide more versatility and neighborhood cohesion.                            | 6/19/2020 12:50 PM |
| 5 | If I have to choose between one large contiguous land and several pocket park, I prefer the larger one. The size of NVCAP is not huge and it's walkable within NVCAP from anywhere, a big parkland can be used by everyone and will have higher popularity. | 6/18/2020 12:05 AM |

Q17 If we have a large, contiguous green space with bike and pedestrian paths, where would it best be placed?

Answered: 5    Skipped: 7



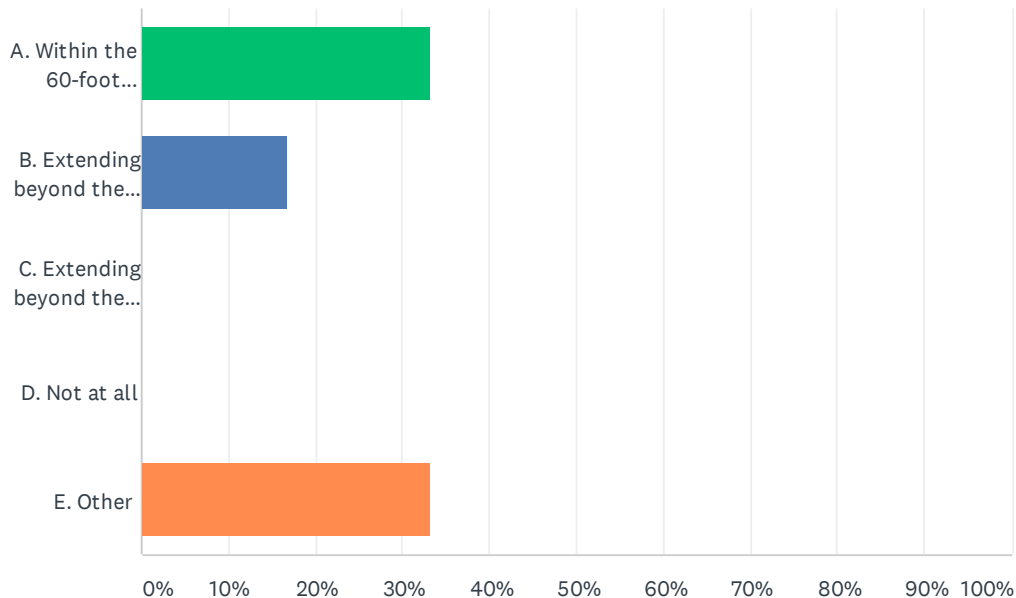
| ANSWER CHOICES                    | RESPONSES |   |
|-----------------------------------|-----------|---|
| A. Along Park                     | 20.00%    | 1 |
| B. Along Matadero Creek           | 80.00%    | 4 |
| C. In the center of the plan area | 20.00%    | 1 |
| D. Cloudera parking lot           | 20.00%    | 1 |
| E. Other                          | 40.00%    | 2 |
| Total Respondents: 5              |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | I think this could make a great center to the neighborhood, and have good connectivity between the creek, Boulware Park, and Park Blvd.   | 6/19/2020 4:45 PM  |
| 2 | City could purchase the Fry's site and convert the excess parking (not needed) to park space along the Creek. Park could run from Lambert to Park.  | 6/19/2020 4:25 PM  |
| 3 | A partial or total restoration of the creek and connection to existing Boulware Park would be desirable. However depending on the projected population may not be consistent with parkland standards for the city. Not sure how we envision acquiring parcels that are privately owned and have for that owner established revenue streams.   | 6/19/2020 3:40 PM  |
| 4 | Considering the number of new residents, the Matadero creek area is not sufficient parkland by itself. Since Boulware is long way from Pepper, a good location for another park is the Cludera property on the corner at Ash/Olive. Another option would be to evolve Lambert/Park triangle and the Fry's Parking lot into a District Park to serve the huge number of new residents in North Ventura and in the Research Park properties across El Camino. | 6/19/2020 12:50 PM |
| 5 | We should keep the parkland no cut thru so it can be used in multiple situations, like soccer field, various events.  | 6/18/2020 12:05 AM |

**Q18 There is an existing 60-foot easement owned by the Santa Clara Valley Water District around Matadero Creek (30 feet from the Creek centerline). To what extent should the City pursue naturalizing the Creek? (Assume high concrete flood walls in all options.)**

Answered: 6 Skipped: 6



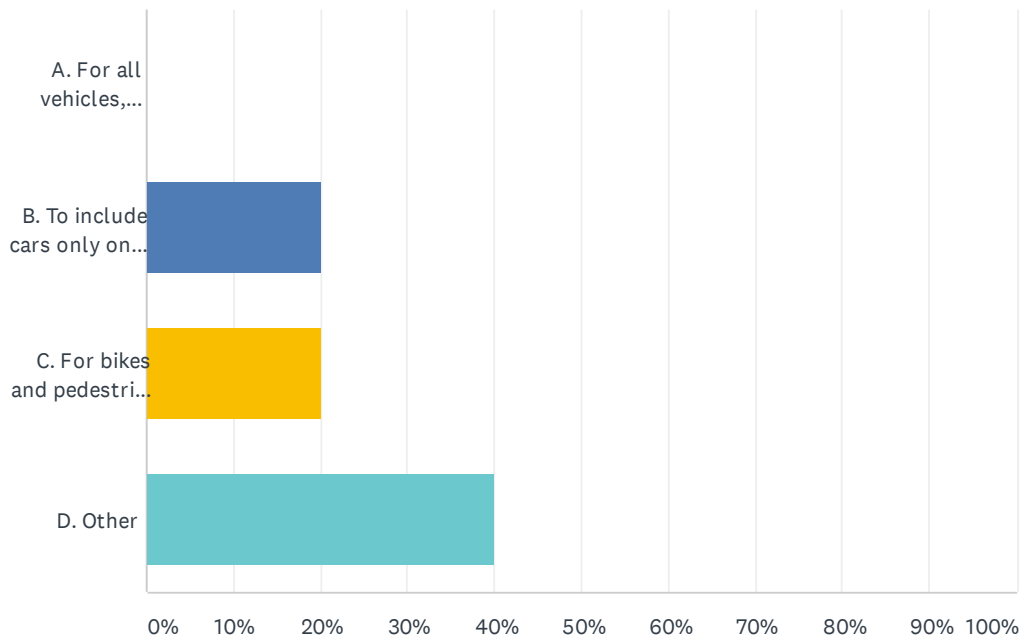
| ANSWER CHOICES  | RESPONSES |   |
|---|-----------|---|
| A. Within the 60-foot easement (30 feet from Creek centerline)                        | 33.33%    | 2 |
| B. Extending beyond the easement and into the 340 Portage parking lot (80 feet wide)  | 16.67%    | 1 |
| C. Extending beyond the easement and into the 340 Portage parking lot (100 feet wide) | 0.00%     | 0 |
| D. Not at all   | 0.00%     | 0 |
| E. Other  | 33.33%    | 2 |
| Total Respondents: 6  |           |   |

## North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Ventura neighborhood, has always suffered from a fractured neighborhood design, chaotic zoning, and lack of access to amenities, including natural amenities. This would allow resident children access to the natural world without crossing El Camino, the railroad tracks, or other busy roads.   | 6/19/2020 4:45 PM  |
| 2 | Naturalizing the creek is a wonderful idea (I support it) -- however, the costs/benefits of doing it need to be weighed against a surface-level park that runs along the Creek itself.   | 6/19/2020 4:25 PM  |
| 3 | Cannot evaluate this question as are have not received or reviewed the final consultant report from the Hydrology firm.  | 6/19/2020 3:40 PM  |
| 4 | Although naturalizing the creek provides a nice public benefit, it is an expensive option. It probably is only feasible if we can get funding from the Water District or other external source.  | 6/19/2020 12:50 PM |
| 5 | I would like to add a pocket park (like South Park in San Francisco) at grade in the middle of the site as well. A central place to meet at a crossroads is fundamental in creating a social place. Naturalizing the creek is all well and good, but it would be more for walking and exploring. A wider creek open space would probably preclude the pocket park. | 6/18/2020 11:44 PM |
| 6 | I have no idea on this. Depends on design requirement?   | 6/18/2020 12:05 AM |

## Q19 How should Portage Ave., from Ash to Park Blvd., be designed?

Answered: 5   Skipped: 7



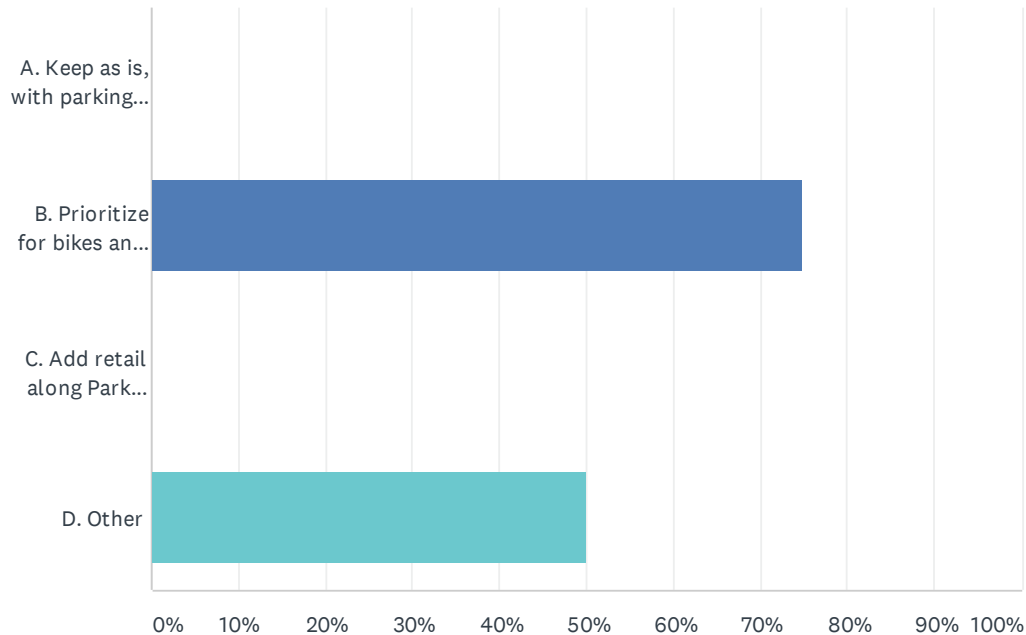
| ANSWER CHOICES  |  | RESPONSES |   |
|---|--|-----------|---|
| A. For all vehicles, including cars, with traffic calming measures  |  | 0.00%     | 0 |
| B. To include cars only on a very limited basis (i.e. early morning deliveries)   |  | 20.00%    | 1 |
| C. For bikes and pedestrians only (with car access for emergencies; deliveries can be made from the railroad spur area) |  | 20.00%    | 1 |
| D. Other  |  | 40.00%    | 2 |
| Total Respondents: 5  |  |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Open to cars of residents who live/work at the 340 Portage site. Residents could drive through to Ash or Park.   | 6/19/2020 4:43 PM  |
| 2 | The answer here is completely dependent on the proposed development at FRYES site.   | 6/19/2020 3:50 PM  |
| 3 | Since this road will be surrounded by housing, the best design is a small road that allows vehicles but has very little traffic. Cut-through traffic will degrade from the neighborhood feel and safety, so Portage should have bollards near Park that allow bike/ped access to Park but don't permit vehicle access. | 6/19/2020 12:51 PM |
| 4 | I recommend Building the Cycling City by Melissa Bruntlett. It's not about the bike, but about making attractive streets for people instead of automobile dominated development.   | 6/18/2020 11:44 PM |



## Q20 How should Park Blvd. be designed?

Answered: 4 Skipped: 8

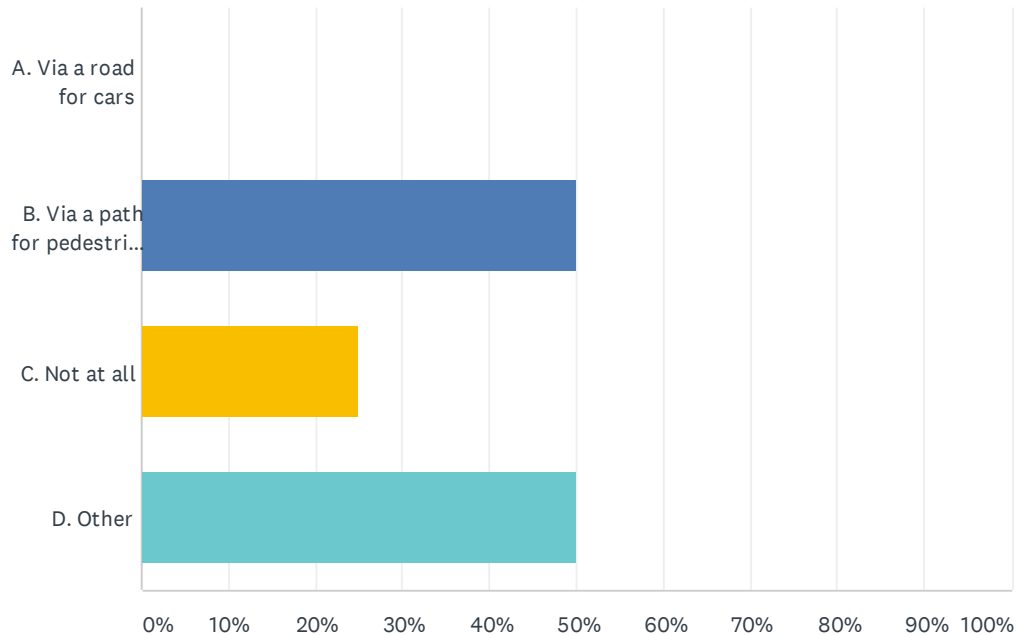


| ANSWER CHOICES   | RESPONSES |   |
|--|-----------|---|
| A. Keep as is, with parking on both sides and narrow sidewalks   | 0.00%     | 0 |
| B. Prioritize for bikes and pedestrians: widen sidewalks, eliminate street parking, add trees, widen bike lanes, add safety measures | 75.00%    | 3 |
| C. Add retail along Park Blvd., where feasible, to encourage pedestrian use  | 0.00%     | 0 |
| D. Other   | 50.00%    | 2 |
| Total Respondents: 4   |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | Park Blvd., between Oregon Expressway and Lambert, should be street parking "free". However, Park, between Oregon and Cal Avenue should continue to have street parking (essential for those who live along Park -- as I do -- and with the businesses close to the Cal Avenue business district. | 6/19/2020 4:43 PM  |
| 2 | B, seems desirable though the impacts need to be evaluated. At the very least we should be considering removing parallel parking on Park BLVD as the office uses there are required to self park and widen the street to accommodate bikes and peds.  | 6/19/2020 3:50 PM  |
| 3 | Park Blvd is an important North-South bike corridor. Safety for bikes/peds should be prioritized.   | 6/19/2020 12:51 PM |
| 4 | I noticed Park Blvd is heavily used by bikers and pedestrians, it's also connected with Caltrain station. I like the idea to prioritize Park Blvd for bikes and pedestrians.  | 6/18/2020 12:12 AM |

## Q21 Should Olive be connected to 340 Portage?

Answered: 4 Skipped: 8

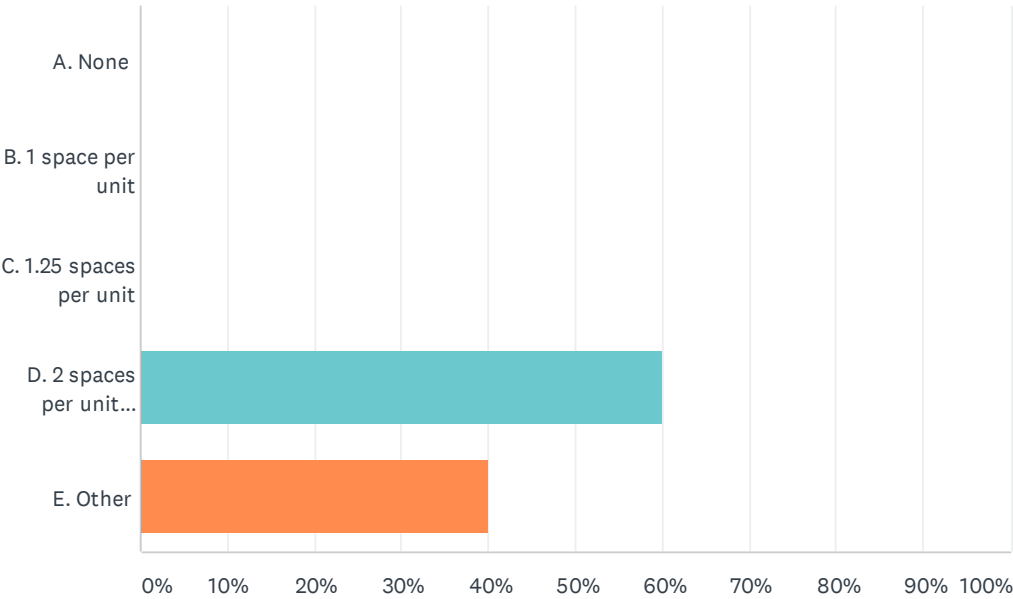


| ANSWER CHOICES                               | RESPONSES |   |
|--|-----------|---|
| A. Via a road for cars                       | 0.00%     | 0 |
| B. Via a path for pedestrians and bikes only | 50.00%    | 2 |
| C. Not at all                                | 25.00%    | 1 |
| D. Other                                     | 50.00%    | 2 |
| Total Respondents: 4                         |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | This should not happen if it affects residents on Olive -- existing homes should not be destroyed.   | 6/19/2020 4:43 PM  |
| 2 | Assuming the city can purchase a rROW a pet bike connection could be good, however we need to consider any residential displacement.                           | 6/19/2020 3:50 PM  |
| 3 | A bike/ped path would be desirable to connect the neighborhood, provided it is constructed as part of voluntary reconfiguration of lots.                       | 6/19/2020 12:51 PM |
| 4 | it's not that much walk or bike or drive to use Park Blvd or El camino. On the other hand, keep it's not connected may reduce cut thru traffic from El Camino. | 6/18/2020 12:12 AM |

# Q22 How much parking should be required for each housing unit?

Answered: 5    Skipped: 7



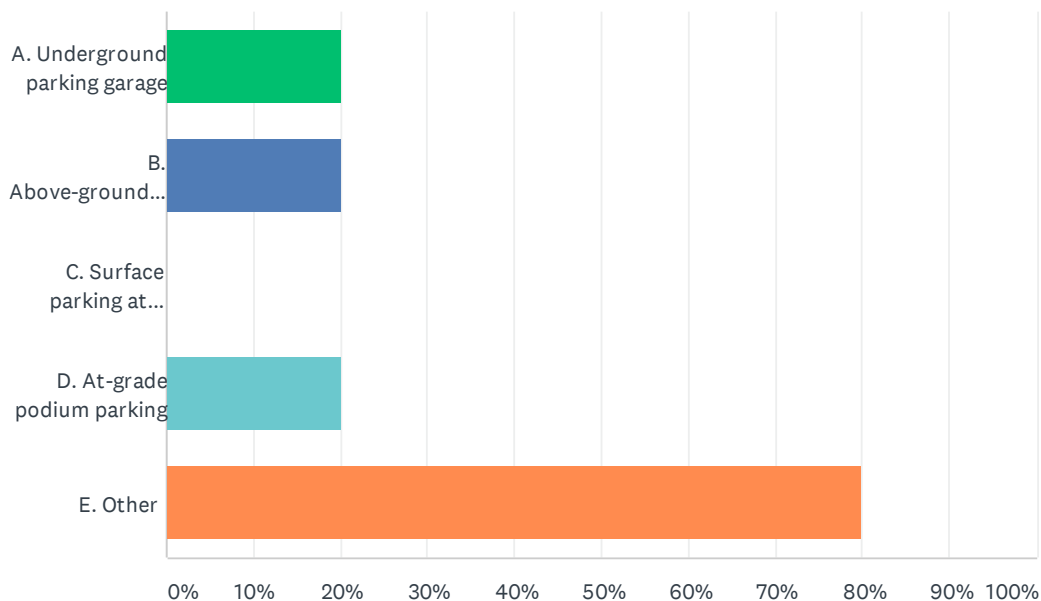
| ANSWER CHOICES                                       | RESPONSES |   |
|--|-----------|---|
| A. None  | 0.00%     | 0 |
| B. 1 space per unit                                  | 0.00%     | 0 |
| C. 1.25 spaces per unit                              | 0.00%     | 0 |
| D. 2 spaces per unit (current 2-bedroom requirement) | 60.00%    | 3 |
| E. Other   | 40.00%    | 2 |
| Total Respondents: 5                                 |           |   |

# North Ventura Coordinated Area Plan (NVCAP) Consensus Building Handbook

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).  | DATE               |
|---|--|--------------------|
| 1 | Don't underestimate the need for parking. Because of the cost of housing, it is certain you will have multiple people -- with cars -- living together. Public Transit doesn't work and people are less likely to take it, knowing the pandemic effects in the future. We have to make sure we have enough parking.   | 6/19/2020 4:43 PM  |
| 2 | We need to acknowledge that there is no local study to support reducing parking requirements for residential uses in palo alto and that state law (ADUS etc) have increased the demand for parking spaces. We have no corroborating study, DMV , CENSUS etc.. to show a decrease in vehicle use in the region. Studies do show even pre-civid a steady annual decline in public transportation in the bay area and in our own county a reduction in BUS service , particularly in the north county by the VTA. | 6/19/2020 3:50 PM  |
| 3 | Unless the builders can propose specific and effective mitigation, North Ventura should follow the standard parking requirements. Underparked developments simply move parking to the surrounding neighborhoods. This addiction to street parking effectively privatizes public streets, making it difficult for the City to optimize traffic flow and safety.   | 6/19/2020 12:51 PM |
| 4 | For comparison, some zones in San Francisco have a maximum .5 or .75 parking/unit. Less parking = less traffic (if transit is a viable option). Sometimes, a car share (Zipcar) is provided on site. Utrecht was able to implement a .5 parking/unit by having a contingency plan (paving over planting areas and using parking at a stadium).   | 6/18/2020 11:44 PM |
| 5 | 1 for each bedroom, capped by 2 for each unit.   | 6/18/2020 12:12 AM |

## Q23 How should parking for retail, office, and visitors be designed?

Answered: 5 Skipped: 7



| ANSWER CHOICES                     | RESPONSES |   |
|------------------------------------|-----------|---|
| A. Underground parking garage      | 20.00%    | 1 |
| B. Above-ground parking structure  | 20.00%    | 1 |
| C. Surface parking at street level | 0.00%     | 0 |
| D. At-grade podium parking         | 20.00%    | 1 |
| E. Other                           | 80.00%    | 4 |
| Total Respondents: 5               |           |   |

| # | PLEASE EXPLAIN YOUR CHOICE IN THE BOX BELOW (1000 CHARACTER LIMIT).   | DATE               |
|---|---|--------------------|
| 1 | All kinds of parking options should be considered, given the specific site and building configurations.   | 6/19/2020 4:43 PM  |
| 2 | this questions specific to each project and cannot be answered as a generalization.   | 6/19/2020 3:50 PM  |
| 3 | I don't feel strongly about the parking style. Probably the best to leave that up to the developers and ARB.  | 6/19/2020 12:51 PM |
| 4 | Is the parking separate (suburban) or shared (Cal Ave, downtown assessment)? There are additional options: Santana Heights at Santana Row has residential parking on top of the 1st floor (retail and garage). The Dean in Mountain View has one large garage below 4 new mixed use buildings. However, unsecured, shared parking can have security problems (Crescent Village in San Jose). Verve in Mountain View has some parking for retail at grade behind the retail space, but the residential parking is separate, underground. | 6/18/2020 11:44 PM |
| 5 | As we are going to increase housing, we should reserve street parking for residents, at least the streets within residents area.  | 6/18/2020 12:12 AM |

## SURVEY MONKEY POLL WITH RESPONSES

NVCAP Gail Price 06/19/20

Question 2.

Option: E Other

There are many uncertainties regarding the ratio of office square footage that would be functional and appropriate. I do support a combination of office, retail, and residential uses which are vital to the NVCAP area. My estimate of 100k to 130K of office space is speculative. In a Covid and post-Covid world, there are many uncertainties about the amount of office space that will be needed and utilized. Some estimates suggest that in the future at least 20% fewer employers may use space simultaneously. I do believe that a mixture, including offices, will put jobs near transit and provide the positive impact of commuter spending.

A 20% affordable housing scenario was noted as an option. While the concept is positive, its feasibility is limited. For example, permanent supportive affordable housing developers, note that providing funds rather than on-site housing is more flexible and desirable. On-site housing requirements significantly increase the total development costs unless there are 4-5 plus stories and substantial density. The land and construction/permitting costs are very expensive and will only increase. Affordable housing developers already have difficulties in finding funding partners, including accessible land prices and the possibilities of tax-credit financing. A common practice is to provide market rate housing combined with affordable housing in order to make it economically feasible. Linking office space to on-site housing is challenging because fair housing laws prescribe the waiting lists that include the broader community.

I do not believe that office space at less than 10,000 feet is supportable if we want economic viability and jobs in our community. Locations near transportation, transit and commercial corridors are extremely valuable; capping office in these areas does not make sense. In an ideal situation, jobs near housing and transit are very promising. I think the evolution of California Avenue and El Camino will serve as catalysts for viable office square footage in NVCAP area.

Question 3

Response F. Other

I support office space locations closer to transportation corridors and the boundaries of NVCAP. There are locations on the Portage site mid-parcel or near Park Avenue that are also appropriate. An ideal location for office continues to be the Cloudera site

and sites along Page Mill and El Camino. It is hard to image office space along Lambert given the current uses and parcel sizes. The intersection of Lambert and Park are options worth examining.

Since we do not know what the parcel ownership or ownership of contiguous parcels will be. It is challenging to make assumptions about new and different options that may arise during the Plan implementation. The projections for population and job growth should be considered. It would be prudent to re-imagine a variety of uses and capacities which may be needed. The local serves both local and regional needs. The projected population of Palo Alto will be 85,000 by 2035; we should continue to develop a “town square” or “village” content that incorporates many complementary uses, including mixed uses, that make the area cohesive and a strong neighborhood. We should promote a variety of uses and functions and not be limited by existing conditions.

#### Question 4

Response: F. Other

The building heights should vary by use and location. The location of “tall” buildings will vary. The tallest buildings should be closer to the subject area boundaries, near transportation corridors and within easy access to California Avenue and Caltrain. Some taller buildings could also be along Park Avenue and should complement existing and new buildings.

In a more limited way, some taller buildings could be on the Portage site closer mid-parcel or slightly closer to Park Avenue. In all cases the buildings should be located to allow for public use areas and green space. They should also reflect great design and be stepped back with architectural details that reduce the potential “canyon effect.” The building code does require careful review of shading impact (especially for near by residential uses). The location of buildings should ensure safe mobility and paths for all to promote exercise and recreation.

#### Question 5

Response : D. 8 stories and F. Other

The height of residential and office buildings will vary across the site, including those with mixed uses. I generally prefer up to 6-8 stories but I do not preclude consideration of a taller building if needed for residential or office/commercial uses (or mixed use) in the future. Many factors, including site plan, building orientation, economics, and community needs. It should be an attractive and comfortable community/neighborhood.

Similar building heights and designs will produce a boring and uninspired area. I support design excellence that incorporates architecture elements and building materials (for at least some of the buildings) that reflect the industrial and cannery use of the Portage site. This approach has been done successfully in many communities and supports change while honoring community history.



#### Question 6

Option C and D and F

Population densities are one element defined by types/uses and building designs. Of the options noted, each reflect the history of a site and many of the examples are related to earlier industrial and manufacturing sector near or in large cities, ports, and hubs. NVCAP has many of those features.

The future density of NVCAP will likely be related to evolving densities along California Avenue and El Camino/Page Mill. I believe this area should be at least comparable to University Avenue/Downtown in a range between the examples of University Avenue and Oak Park, Illinois. I like the look and feel of the Pearl District but it would be a significant change but elements may have merit.

#### Question 7

Option C and F

A range of densities makes the most sense combined with significant open space and community amenities. Given the study area proximity to transportation corridors and commercial uses, I believe the mid-range density would be appropriate (41-75 du/acre). A range gives flexibility, increases capacity over current conditions, and can accommodate a wider range of building designs and densities. Since this Plan covers a long time period, there are many possibilities. It is difficult to ascertain what the economy climate will be and what the community and political support may be for a higher density ranges and the level of development. As noted earlier, we are planning for the future.

#### Question 8

Option E Mid-Rise, F - All and G. Other

I support a wide range of building typologies but support designs and heights that support vibrant residential, office and retail uses. Given land and construction costs very low rise buildings would not capture the overall site potential; it should not create the amount of residential units needed both now and in the future. The mid-rise blocks would be best suited closer to the NVCAP boundaries of near Park, El Camino, and Page Mill. The southwest and north east quadrants are good areas for significant housing and some retail.

The graphic examples of the various typologies were very “brutalistic” and unattractive; thoughtful design and orientation coupled with landscaping and green

space, can create very attractive buildings. The design guidelines for this area should emphasize imaginative and creative design that is feasible. I think it is unfortunate that the Working Group did not spend more time examining the ways various densities and heights (above 50 feet) can be accomplished and remain compatible with adjacent properties.

#### Question 9

Option D More than 5 stories and E. Other

The Cloudera site has significant potential for a combination of office/retail/residential uses due to its size and easy access. It is my understanding that in some cases, the mixture of uses make projects more economically feasible. Question #9 refers to types of buildings but gives options related to height ranges. During the discussion of the NVCAP area, the Working Group and the community have expressed strong support for creating housing for a range of incomes, including missing middle and affordable housing.

I support 5 stories or more because those residential projects support the creation of affordable housing because the per unit costs (while still high) are more reasonable due to the density of the project. These projects compete better for tax credit financing and can successfully find other funding partners. We have a critical housing shortage that is getting worse. If we want to create housing options for a wider range of incomes more height and density are warranted. Lower profile buildings (3-4 stories) ) could be appropriate in some locations (perhaps Olive and Pepper).

#### Question 10

Option G. No properties excluded and F. Other

This is an impossible question due to many factors. Many of the current residential streets can be over the long run developed at a slightly higher density but retain the current neighborhood character. It is hard to know what the property owners may be interested in and what the economic environment may be. Current plans and development may not longer be relevant. I continue to be a strong proponent of significant increase in residential units of various types and ownership and rental. The projected population and jobs for our area are significant.

To meet our sustainability and climate action plan goals we need green, infill, compact development to reduce car usage and to enhance alternative transportation. We can recognize the history of the Portage site beyond preservation and adaptive reuse. Incorporating the worker housing building or its architectural features could

easily be incorporated into a new community center. I believe we need the overall NVCAP site for more housing but this can complement the recognition of the cannery site.

#### Question 11

Options B, C, D, and E

Current municipal code and pending legislation will likely make the development of currently single-family parcels much more flexible including ADUs, duplex, trip-flex and quad-flex options depending upon the parcel size. I believe that developing new single-family homes that could be easily converted to separate flats would be an easy option to pursue over time. Many types of this kind of housing are already existing in Downtown Palo Alto and other communities.

I do not support displacement of current residents and believe natural attrition will occur; a wider range of housing units will be allowed and emerge. The economics of housing development will likely favor multi family units especially in areas, like NVCAP, close to transit, retail, office, and jobs.

#### Question 12

Option D. Other

I support park or open space, housing or a greenway and multi-use path connection to the remainder of the site. The use of the spur area will depend on ownership and the use of adjacent parcels. Whatever use is planned should also have a commemorative plaque documenting the use of the spur to serve the former cannery. In general, I am not in favor of single use surface parking because they could be better developed (such as housing above parking structures). There are current examples in the Bay Area of parking structures being designed to be converted to residential units in the future.

#### Question 13

Option B 30 per household and D. Other

I chose the mid-range (30 sf per household) because the retail estimates are based on pre-Covid estimates. Retail continues to be in a state of flux due to the pandemic and the evolving retail habits and purchase of customers. Customers are increasingly using on-line options. Additionally it is hard to calculate retail demand and disposable incomes for households in the future.

One of the advantage of physical retail space is that it can serve neighbors and also complement retail along California Avenue, University Avenue, El Camino, and the Stanford Shopping Center. Shopping centers, in particular, are facing serious transformations; many traditional shopping centers are re-inventing themselves with retail, housing and hotels (as one of many models). It is likely that that between 5 and 20 years from now the number of community members, employees and their office needs, and retail choices will evolve, too. NVCAP may illustrate these changes.