



**NORTH VENTURA COORDINATED AREA PLAN
WORKING GROUP MEETINGS # 15
STAFF MEMO
Thursday, October 8, 2020**

Executive Summary

This report presents three draft alternatives for the North Ventura Coordinated Area Plan (NVCAP). These draft alternatives take into account (1) feedback provided by the Working Group members over the duration of the project, including draft plans, with an emphasis on the deliberations over spring and summer 2020; (2) feedback from community members provided at a February 27 workshop as well as online questionnaire; (3) analyses and information provided by the City's selected consultant team; (4) professional planning experience of the City staff.

The report and accompanying attachments present the alternatives to the Working Group. Staff anticipate discussing these alternatives and receiving additional feedback from the Working Group through dialogue at meetings as well as an opportunity to provide written responses.

Background

Throughout the summer (May, June, July, and August), the NVCAP co-chairs and City staff collaborated to host a series of full Working Group and sub-committee meetings designed to facilitate dialogue and deep conversation about specific issues. By tackling issues such as open space, housing, height, bike facilities—and more—Working Group members were able to clearly hear the preferences and opinions of other members.

For some topics, clear consensus emerged. For example, all Working Group members value provision of a public park in the plan area. In other areas, preferences hovered between two different options. For example, preferences for maximum building height ranged from three stories to six stories, with some members preferring three to four and others open to four to six stories. This process allowed for rich discussion, deepening understanding, and reestablishing trust between City staff and members of the Working Group.

Staff have captured these discussions in Attachments E and F “Working Group Meeting Notes Summary, June 25 & 30 and July 21 and 28” as well as Attachment B “Summary of Key Elements Incorporated into Draft Alternatives”

Draft Alternatives

This section describes constants that hold across all alternatives followed by elements that distinguish one alternative from the others.

Staff has reviewed all the comments and feedback received over the past few months to develop draft alternatives. Staff has prepared two alternatives that incorporate Working Group recommendations specifically, Alternatives #1 and #2, and one more alternative that highlights staff recommendations, Alternative #3.

Constants Across Each Alternative

- Place higher heights and densities on El Camino Real and Page Mill Road, where multifamily and residential mixed-use buildings with ground floor retail would be permitted.
- Transition heights and densities between higher density/height areas and existing single-family homes, through height transitions and landscaped setbacks.
- Removes current height restriction of 35 feet for mixed-use development fronting El Camino Real and Page Mill Road when project is within 150 feet of residential development.
- Support the development of more affordable housing by creating and NVCAP Height and Density Bonus available to 100%, deed-restricted, below-market rate housing and 100% deed-restricted workforce housing. The bonus is available only along El Camino Real or Page Mill Road.
- Transportation improvements are consistent across the alternatives, with minor exceptions (see Attachment D); however, the scenarios with more development potential provide more funding and increased ridership (as the number of workers and residents increase) to support implementation of these improvements.

Alternative #1

- **Housing:** Emphasizes new townhome development near existing residential uses, with mid-rise residential/mixed-use allowed on the corridors and elsewhere in the planning area.
- **Open Space:** 1.2 acres of parks, landscape setbacks, buffers zones, creekside path, woonerfs, is projected in Alternative 1. Not pictured in all locations, yet assumed in the proposal, is that at least 5% of site area of mixed-use parcels will be developed as publicly accessible spaces and, in some cases, dedicated parks.
- **Office:** Allows existing large-format office floor area to continue. Once demolished, the office space may not be rebuilt.
- **Retail:** Would allow ground floor retail and new, small, professional office (such as dentist, etc.).
- **Cannery/340 Portage:** Maintains the cannery building and Ash Office Building and allows for 2 possible uses of the buildings: (1) use as retail and office space (2) adaptive re-use

into housing. Also permits the construction of housing on remaining portions of the parcel, specifically the two remaining surface parking lots on the property.¹

- **395 Page Mill Rd:** Allows multifamily housing at moderate density; however, redevelopment is unlikely if existing office uses cannot be replaced in kind.
- **Residential Parking Ratio:** One space for each bedroom, capped at two spaces per unit (existing code requirement).
- **Commercial Parking Ratio:** Blended parking standard same as Downtown Palo Alto as one space per 250 sqft. Exempt first 1,500 sqft of retail from parking requirement.
- **Potential for Change:** Anticipates a moderate turnover of commercial sites into multifamily and residential mixed use.
- **Potential Benefits:** Limited community benefits (e.g., park and creek improvements, BMR housing) given low levels of development that may result.

Alternative #2

- **Housing:** Accommodates a range of housing types/affordability levels, including townhomes, mid-rise residential, and mixed-use.
- **Open Space:** 3.6 acres of parks, landscape setbacks, buffers zones, creekside path, woonerfs, is projected in Alternative 2. Not pictured in all locations, yet assumed in the proposal, is that at least 5% of site area of mixed-use parcels will be developed as publicly accessible spaces and, in some cases, dedicated parks.
- **Office:** Allows replacement of existing office floor area in new buildings; allows new ground-floor office area must be “small” professional office format.
- **Retail:** Encourages active-ground floor uses, which can be retail, retail-like, and small-format, professional offices. Proposes a centralized retail corridor along a portion of Portage Avenue and near the Caltrain station.
- **Cannery/340 Portage:** Assumes significant demolition of the cannery building with retention of the monitor roofs either incorporated into a new building or relocated on site into a new feature: allows replacement of current office/retail commercial floor area in a new building(s), addition of new multifamily residential uses, and requires parkland dedication.
- **395 Page Mill Rd:** Allows multifamily housing at moderate density; assumes replacement of existing office floor area in a new building, new multifamily housing, and parkland dedication.
- **Residential Parking Ratio:** 1.5 space for each bedroom, capped at two spaces per unit; allowed to unbundle parking.
- **Commercial Parking Ratio:** Blended parking standard same as Downtown Palo Alto as one space per 250 sqft. Exempt first 2,000 sqft of retail from parking requirement.
- **Potential for Change:** Anticipates a moderate turnover of commercial sites into multifamily and residential mixed use.

¹ Under this plan, the City of Palo Alto could identify means to pursue housing on the site.

- **Potential Benefits:** Moderate community benefits (e.g., park and creek improvements, BMR housing) given moderate levels of development that result.

Alternative #3

- **Housing:** Accommodates a range of housing types, affordability levels, including duplexes, six-plexes, townhomes, mid-rise residential, and mixed-use.
- **Open Space:** 5.5 acres of parks, linear paths, landscape setbacks, buffers zones, creekside path, woonerfs, is projected in Alternative 3. Not pictured in all locations, yet assumed in the proposal, is that at least 5% of site area of mixed-use parcels will be developed as publicly accessible spaces and, in some cases, dedicated parks.
- **Office:** Allows expansion of existing office floor area.
- **Retail:** Encourages active-ground floor uses, which can be retail, retail-like, and small-format, professional offices. Proposes a centralized retail corridor along a portion of Portage Avenue and near the Caltrain station.
- **Cannery/340 Portage:** Assumes significant demolition of the cannery building with retention of the monitor roofs either incorporated into a new building or relocated on site into a new feature. Allows expansion beyond current office/retail commercial floor area, addition of new multifamily residential uses, and parkland dedication, including creek naturalization improvements.
- **395 Page Mill Rd:** Allows multifamily housing at moderate density; assumes expansion of existing office floor area in a new building, neighborhood retail, new multifamily housing, and park/open space dedication.
- **Residential Parking Ratio:** One space per unit maximum; allowed to unbundle parking
- **Commercial Parking Ratio:** Blended parking standard more progressive than Downtown Palo Alto as one space per 250 sqft. Exempt first 3,000 sqft of retail from parking requirement
- **Potential for Change:** Anticipates a higher turnover of commercial and industrial sites into retail, office, multifamily and residential mixed use, given higher office allowances.
- **Potential Benefits:** Highest community benefits (e.g., park and creek improvements, BMR housing) tied to increased office allowance.

Discussion & Analysis

This section provides background information about the development of the alternatives.

Estimating Development Potential of Each Alternative

The tables below provide summary statistics for each draft alternative. Table 1 estimates the number of housing units, commercial square footage, and park and open space area that could be generated by each alternative. Table 2 reports the population, jobs, and other metrics generated as a result of the realistic potential buildout.

Table 1: Potential Development, by Alternatives				
<i>Land Use</i>	<i>Existing Development</i>	<i>New Development</i>		
		<i>Alternative #1</i>	<i>Alternative #2</i>	<i>Alternative #3</i>
Net New Housing Units	142			
Realistic Potential	-	500	1,170	1,490
Maximum Potential	-	860	1,620	2,130
New Office Commercial Sq. Ft.	744,000	8,600	33,300	126,700
New Retail Commercial Sq. Ft.	111,200	7,500	17,600	22,300
Parks and Open Space (potential approximate acres)	0	1.2	3.6	5.5
# of Potential Redevelopment Sites (Range = Realistic to Maximum Sites Turning Over)	n/a	16 to 23	37 to 41	37 to 52

Source: Santa Clara County Assessor's Office Data, Realquest.com Data, City of Palo Alto GIST Data, Accela Data, and City of Palo Alto, Planning and Development Services Staff.

Table 2: Metrics Based on Realistic Potential				
<i>Metric</i>	<i>Existing (Estimates)</i>	<i>Alternative #1</i>	<i>Alternative #2</i>	<i>Alternative #3</i>
Below-Market Rate Housing Units (assumes 15% of total) (441 Page Mill, Rental BMR)	5	70	180	220
Residential Population	340	1,210	2,840	3,610
Office Jobs	2,460	30	110	430
Retail Jobs	200	10	30	40
Jobs/Housing Ratio (Housing Units Needed to Support New Jobs)	170	50	180	580
Parks and Open Space (acres/1,000 new residents)	0	1.0	1.3	1.5

Source: 2014-2018 American Community Survey 5-Year Estimates, City of Palo Alto GIST Data, Accela Data, and City of Palo Alto Planning and Development Services.

Several key assumptions support these calculations:

- 1,000 to 1,500 sq. ft. average unit size
- Jobs per sq. ft. based on Valley Transportation Authority (VTA)'s Congestion Management Program (CMP) ratios for the year 2019
- Jobs/Housing Ratio based on current employed residents in Palo Alto (1.23 persons/household), sourced from 2014-2018 American Community Survey 5-Year Estimates.
- Household size based on current household sizes in Palo Alto (2.55 persons/household) from 2014-2018 American Community Survey 5-Year Estimates.
- Park and Open Space estimates based on 5% to 20% of land area for large opportunity sites (primarily "Tier 1" sites); includes landscaped setbacks, parks, plazas, and creek improvements

Opportunity Sites

The development potential calculated in Tables 1 and 2 are based on potential buildout on "opportunity sites" in the planning area. The realistic opportunity sites are illustrated in the map provided in Attachment C. Staff sorted the sites into categories (called "tiers") based on the following characteristics of each parcel:

- Tier 1 (most potential): Owner has expressed interest in redevelopment; or parcel is greater than 10,000 sf, and/or contiguous parcels under single ownership exceed 10,000 sf. Shown as redeveloped in Alternatives 1, 2, and 3.
- Tier 2 (moderate potential): Parcels less than 10,000 sf, which require multiple tenant relocations, but contiguous sites under single ownership allows for consolidation and redevelopment on a lot that is greater than 10,000 sf. Shown as redeveloped in Alternatives 2 and 3.
- Tier 3 (least potential): Parcels less than 10,000 sf, parcels which require site acquisition, lot consolidation and/or multiple tenant relocations to achieve a lot that is greater than 10,000 sf. Shown as Alternative 3 only.

The opportunity sites do not include: Projects that have active, approved planning entitlements or building permits, or formal planning applications submitted, or owner-occupied single-family homes, creek easements, commercial condos, and parcels that have redeveloped since 2010. The location of the pipeline projects is shown in the Potential Opportunity Sites Map (Attachment C).

Tradeoffs and Financial Feasibility

The February 2020 Strategic Economics' analysis indicated that office uses, townhomes, and four-story residential, four-story mixed use, and 6-8 story residential developments are all financially feasible development types (pre-COVID). Demand for ground-floor retail was limited and 5-8 story mixed-use (housing with ground floor retail) development were not feasible. This level of feasibility for private development has been taken into account in the preparation of these revised alternatives.

Beyond financial feasibility for private development is the feasibility of community benefits required or requested from new development. Each alternative comes with a different set of potential impacts and benefits, as shown in Table 3. In general, the more development generated, the more opportunities for the City to obtain desired amenities such as below-market rate housing, parks and open space, creek improvements, and neighborhood retail. However, with new development, there may be impacts that need to be mitigated, such as potential displacement, vehicle traffic, and noise.

Parks and Open Space

The Working Group has expressed clear interest in maximizing parks and other green spaces. Moreover, the Comprehensive Plan (Policy C-4.6) includes citywide parks standards which total a goal of four acres per 1,000 residents:

There are several ways that the NVCAP can generate publicly accessible parks and open spaces. These include:

- dedications by a developer/property
- impact fees assessed on new development
- creation of a benefit district and associated assessment
- acquisition by the City
- privately-owned and maintained public open space
- linear spaces such as landscape setbacks and connections (e.g., woonerfs)

With the exception of City acquisitions, all of these strategies require contributions from developers and/or property owners. As a result, the more development supported in the plan, the more park spaces can be attained, as illustrated in Table 3.

Notably, none of the alternatives proposed are able to achieve the comprehensive plan goal. The plan would need to identify 4 to 16 acres of parkland, under the “realistic” buildout scenarios, to achieve these goals. This is not financially feasible for the City or the developer in this transit-oriented infill locations, when combined with other community benefits, such as below-market rate housing and ground-floor retail. Rather, the alternatives assume 5% to 20% dedications on the medium and largest opportunity sites, respectively, to generate larger park sites. The alternatives also suggest a variety in the types of open spaces achieved, through standards that would require plazas, landscaped setbacks, and creek improvements.

Staff recommend that the NVCAP could require that any park fees collected for developments within the planning area would be required to be used within ¼ mile of the planning area to support new open spaces close to the new development area. This would generate a source of funds the City can use to purchase parcels that can be developed in public parks.

Table 3: Impacts and Benefits, by Alternative			
	Alternative #1	Alternative #2	Alternative #3
Below-Market Rate Housing	***	**	*
Vehicle Miles Traveled	*	**	***
Noise Impacts	*	**	***
Bicycle Improvements	***	**	*
Pedestrian Improvements	***	**	*
Neighborhood Retail/Customer Base	***	**	*
Parks and Open Space	***	**	*
Potential Creek Improvement	***	***	*
Residential Displacement	**	**	**
Commercial Displacement	**	**	***
Green * indicates greater benefit or reduced impact Yellow ** indicates moderate benefit or moderate impact Red *** indicates reduced benefit or greater impact			

Major Policy Strategies

The following section identifies policy strategies that can be undertaken across the alternatives. Working Group members are welcome to offer comments on policy strategies.

1. Value Capture of Upzoning

If the City chooses to increase the height and density allowed in the planning area, it may provide property owners an incentive for redevelopment. This “upzoning” would add value to existing property owners that they can monetize by selling the property or redeveloping at greater densities than are currently achievable. A key dynamic that the City should consider is how the City benefits from this rezoning and the resulting increase in private property values.

Many Working Group and community members have stated a desire for certain community benefits, such as affordable housing, park space, creek restoration, and neighborhood retail. Some of these amenities add value to a project, drawing in customers and potential tenants. These amenities, however, also add expenses to a developer’s proforma. As Strategic Economics’ reported in January 2020, new office uses can likely contribute more in terms of community benefits than residential or retail, given its higher net value.

Finding the balance between requiring enough amenities to meet plan goals and not asking so much that development becomes infeasible is a tricky balance, especially over time as rents and construction costs change. Below are several approaches to generating value and capturing the value for public amenities.

- **Local Density Bonus:** Providing additional floor area ration (FAR), unit density, and/or height can allow a multifamily housing development to provide more housing.

The City has implemented a local density bonus program called the Housing Incentive Program (HIP). For 100% affordable projects, it also provides flexibility in development and parking standards. Since the HIP allows more density than is permitted under State Density Bonus Law, it provides a real incentive for applicants. The HIP allows for public and decision-maker input through architectural review.

Building on this program, staff propose a NVCAP-specific density program that allows additional height and unit density to 100% affordable housing projects or 100% workforce housing projects. These deed-restricted projects provide housing units to households who cannot find housing they can afford in the marketplace. Projects that are 100% affordable can leverage the up-zoning for public subsidies, grants, and other financial support.

- **Fees and Exactions:** The City can set fees and exactions to ensure the plan's goals for community amenities are funded and implemented as projects are developed. Exactions may include on-site affordable housing requirements (beyond the existing 15% Inclusionary Housing Ordinance) or creek restoration and park dedication requirements. Alternatively, or in addition, the City may assess fees for parks and open space, affordable housing, pedestrian and bicycle improvements, and/or other infrastructure. The City would then collect fees into a fund to be implemented through City-initiated projects, as stipulated by the coordinated area plan.
- **Menu of Options:** The City could list amenities as a menu of options for developers to choose from. This could provide some flexibility for the applicant, while ensuring that the community and City obtain their desired benefits.
- **Assessment Districts:** Property owners may choose to apply a tax assessment on their properties to pool funds toward specific goals and projects, over and above the City's services. Assessment districts can be set up for a variety of purposes, from retail amenities to lighting and parks/landscape maintenance. Services are governed and administered by the property owners, typically as part of a nonprofit association. These districts ensure that funds raised within a specific area are spent within that area. A Green Benefit District (GBD) provides additional maintenance and capital improvements such as parks, open spaces, landscaping, and streetscape beautification, within a designated area.

Residential projects that seek approval under streamlined review processes may only be subject to objective standards. As a result, whichever method or methods that the City pursues, requirements must be clear and objective. Exceptions to this would be in the form of development agreements, negotiated agreements typically on large properties with more complex entitlements.

2. Anti-Displacement Measures

The trend in Palo Alto, as is the case in most inner bay area cities, is that housing is becoming less available and therefore more expensive because the regional supply has remained relatively static as compared to the high level of regional job growth and increase in high income earners. Without the production of more market-rate and affordable housing units, residents of Palo Alto will be met with further increased housing costs and decreasing availability. As Strategic Economics' reported in January 2020, estimated residential rents in the neighborhood for new construction range from \$3,850 to \$4,675. A household would need to earn a minimum \$154,000 to \$187,000, respectively, to afford these rates, based on the 30% rent burden threshold.

Most redevelopment anticipated will come at the loss of one-story commercial buildings and renter-occupied single-family housing. El Camino Real and Lambert Avenue, in particular, provide relatively low rent spaces for important neighborhood retail and auto service uses. Some of these uses may be able to relocate elsewhere on El Camino Real, where we can expect vacancies to persist due to the COVID-19 pandemic and its effects on local businesses.

Displacement Policies & Displacement Prevention & Mitigation Strategies

The City of Palo has a Rental Housing Stabilization Ordinance that describe lease terms and tenant-landlord relations. It does not include rent control provisions nor stipulate relocation requirements following demolition of the unit.

Senate Bill 330, effective January 2020 through January 2025, includes stipulations for residential tenants that are displaced as a result of redevelopment:

- No Net Loss: A housing development that would demolish any existing unit may only be approved if replacement affordable units are provided.
- Relocation and Right to Return: Occupants of units slated for demolition shall be granted (1) right to remain in the unit until 6 months before the start of construction; (2) relocation assistance; and (3) a right of first refusal to return once the new unit is constructed.
- Replacement of "Protected" Units: Certain affordability conditions must be applied to housing development projects that would demolish any existing "protected" units occupied by renter households, defined as:
 - affordable units deed-restricted to households earning below 80 percent of AMI,
 - subject to a local rent control program;
 - occupied by low-income households earning below 80 percent of AMI.

In other words, a developer would need to determine the household income of occupants of the units proposed for demolition and offer a replacement unit with the same number of bedrooms and at a rent affordable at the same or lower income category.

Further, the City may consider the following strategies to further prevent or mitigate residential displacement:

- Ensure that right to return provisions extended beyond January 2025, if SB330 is not reauthorized
- Work with brokers and property owners of Housing Element sites to consider housing development projects
- Use affordable housing funds to acquire Housing Element or other opportunity sites in coordination with an affordable housing developer in order to develop subsidized housing
- Support alternative models of housing development, such as co-living and cooperative housing, that may have fewer in-unit amenities, but provide for affordable housing by design.

The City may consider the following strategies to further prevent or mitigate commercial displacement:

- Identify vacant commercial tenant spaces on El Camino Real and other nearby commercial locations
- Work with commercial brokers and property owners to make a good faith effort to relocate commercial tenants, as a condition of project approval

3. Parking Management

As part of the NVCAP project, ARUP completed a [parking occupancy study](#) in Fall 2018 (i.e., pre-COVID) that identified a surplus of parking capacity within the planning area.² On-street parking peaked midday at 63% occupancy, while off-street parking peaked in the afternoons at 43% capacity. ARUP notes that a well-run parking program generally strives for approximately 85% occupancy, ensuring that parking is available, but not underutilized.

As the population of workers and residents change as a result of the NVCAP, the City will need to consider strategies to manage parking across the planning area and on individual sites.

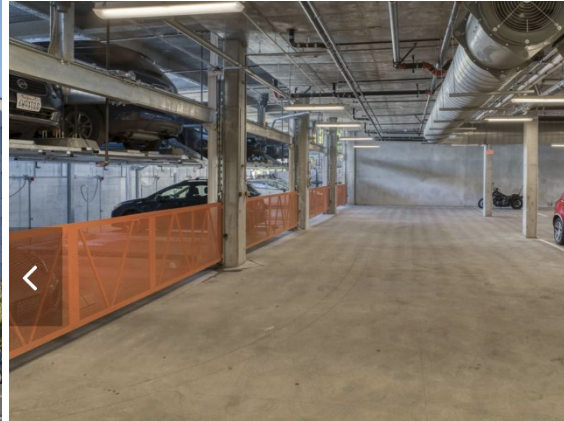
Possible strategies that are currently in use in Palo Alto or could be applied in the NVCAP area are explored below:

- **Unbundling.** Some cities encourage or require rental housing to “unbundle” parking for housing, meaning that parking spaces are leased separately from units. This tool is often used as a way to discourage car ownership or attract tenants that do not own cars. A concern raised by the community with this approach is about potential spillover parking onto the street, since tenants may be motivated to parking on the street rather than within the housing complex in order to save on parking fees.

² Parking Occupancy Study:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=73918&t=52731.83>

- **Shared Parking.** The Zoning Ordinance allows for shared parking on sites with multiple uses and offers an up to 20% reduction in required parking. This intent is to capture parking efficiencies for different uses depending on the time of day. For example, residential uses tend to have maximum demand in the evenings and overnight, while office commercial uses have maximum demand during the work-day. Shared parking reductions are a discretionary request that may require additional transportation demand management (TDM) measures.
- **Parking Assessment Districts.** Parking assessment districts allow property owners within a specific area to assess their properties for the purpose of building or maintaining parking facilities. Current parking district regulations create some bias toward development of non-residential uses over residential uses. For example, non-residential uses have the option of paying into the Downtown Parking Assessment District in-lieu of providing parking on site. Given the high cost of land and the value of office lease rates, developers often choose to pay into the District and maximize their leasable area. Residential uses do not have this option. Moreover, the current downtown rate, at \$106,171/space, may be too high for a residential developer in the NVCAP to bear.
- **Retail Parking Incentives.** It can be challenging for developers to accommodate retail parking requirements within a mixed-use building. Physically, there is competition at the ground-floor for lobby space, parking, mechanical, and refuse; economically, retail parking does not pay for itself given low retail rents. In 2019, the City Council acknowledged this challenge and revised the Zoning Ordinance on CN and CS zoned sites abutting El Camino Real to exempt the first 1,500 square feet of ground-floor retail uses (within a residential mixed-use project) from the vehicle parking requirement. If desired, the City could provide a similar incentive in the NVCAP area.
- **Underground vs. Podium Configurations.** Several recent development applications and completed projects have included underground parking in their projects. In part, developers are choosing underground parking, so that they can build leasable space in the 3 or 4 stories of developable area permitted above ground. However, if the NVCAP allows increases in the height limit, developers may choose to locate parking above-ground, in a podium format, as a way to reduce construction costs. Podium construction can provide opportunities for ground-floor retail and courtyard open spaces. But, the City may also want to provide specific standards for the appearance of the garage from the sidewalk, the types of active ground-floor uses.



Pictured above, the Maya apartments in Oakland, CA include a podium on the first level, with parking in mechanical lifts. Retail and restaurant uses wrap the parking area and provide active uses at the sidewalk.

- **Mechanical Lifts.** Mechanical lifts may be used by developers to meet parking requirements on smaller sites proposing higher density projects. Lifts allow for a doubling (or more) of parking spaces but do require some additional ground-floor height. Lifts are generally acceptable for meeting residential parking requirements, but are not appropriate for ADA spaces, visitors, customers, and other short-term users. Currently, the City allows mechanical lifts.

4. Placemaking

A sense of place can be instilled by landmarks, signage, iconic buildings or signature trees, important gathering places, and uses. It is also reinforced by a consistent street wall and the relationship between the public realm and the private building. The more that driveways and parking lots can be located on side or rear streets, the more that the mass of the building or fronting plazas can reinforce the pedestrian experience.

Given the historic events and persons associated with 340 Portage, public spaces located on or near the parcel many incorporate cannery-related themes and other placemaking elements that pay homage to Thomas Foon Chew. He was one of the largest cannery owners in the United States and one of the most successful Chinese businesspeople of his era. Incorporating the history into the site can and should extend beyond plaques; this history should be a theme that ties public and private spaces together.

Nodes and Entries. How do you know when you have arrived in the NVCAP area? Right now, it is difficult to know that you have arrived in the plan area, because there is a weak sense of place. The most concentrated and dense projects may ultimately define the “center” of North Ventura and provide a sense of place. Understanding the center and designing the uses and interface between the public and private realm will be essential for placemaking.

Building Design. Variation is also needed to differentiate the sense of place. This variation can be included in the design of the building with features such as memorable colors, shapes, or materials; a cluster of taller landmark buildings; or an addition of a landmark to the streetscape. The plan will need to balance the need for objective design standards with a placemaking desire for variety, creativity, and visual interest.

Active Ground Floor Uses. To fulfill the project goals toward pedestrian- and bicycle-orientation, the experience from the ground-floor needs to be human-scaled and prioritize these modes. For example, parking areas and driveways should be accessed off of side streets, whenever possible. At present, the Retail Preservation Ordinance will require ground-floor uses on El Camino Real and Lambert Avenue to remain as retail or retail like. However, in other parts of the planning area, projects may be 100% residential or 100% office uses. Balancing tenant privacy and desire for visual interest from the sidewalk will be important parts of the implementing zoning standards.

Public Spaces and Matadero Creek. Parks, plazas, and other open space will contribute to the identity of the neighborhood. Connecting open spaces from Boulware Park, the future park at 330 Birch St., and potentially the creek could be a signature feature of the neighborhood and make it a unique place for neighbors, workers, and residents citywide. Transportation improvements, such as crosswalks, traffic calming, bicycle facilities and parking will need to be coordinated to ensure safety and convenient access. Integrating public plazas and small and large open spaces as part of redevelopment projects would provide opportunities for public gathering and reinforce the pedestrian experience.

Tree Replacement. Palo Alto's trees are one of the highlights of the City's public realm and identity. As part of the design review process, tree preservation and replacement are determined on a project by project basis and may be a source of community concern. The planning area includes many mature trees: on the street, on private property, and in the two large surface parking lots at 395 Page Mill Rd. and 340 Portage Ave. Having a clear policy for retention and replacement of trees will help protect important trees, maintain the City's tree canopy and identity, set expectations for future projects, and streamline project review.

Next Steps

After completing the discussion with the Working Group on the proposed alternatives, staff will refine the draft alternatives for presentation to the PTC by the end of the year (December target date). The PTC will discuss the alternatives and recommend an alternative to the City Council. Staff will then bring the alternatives, including the PTC recommendation, to the City Council for selection of the preferred alternative. Due to budget limitations, the three alternatives will be conceptual, though supported by the qualitative and quantitative data available to the City.

After the City Council selects a preferred alternative and provides direction for refinement of the alternative, the City will direct the consultant team to undertake further study and refinement of

the preferred alternative. Staff will return to the City Council for review of the revised alternative and with the additional data and information.

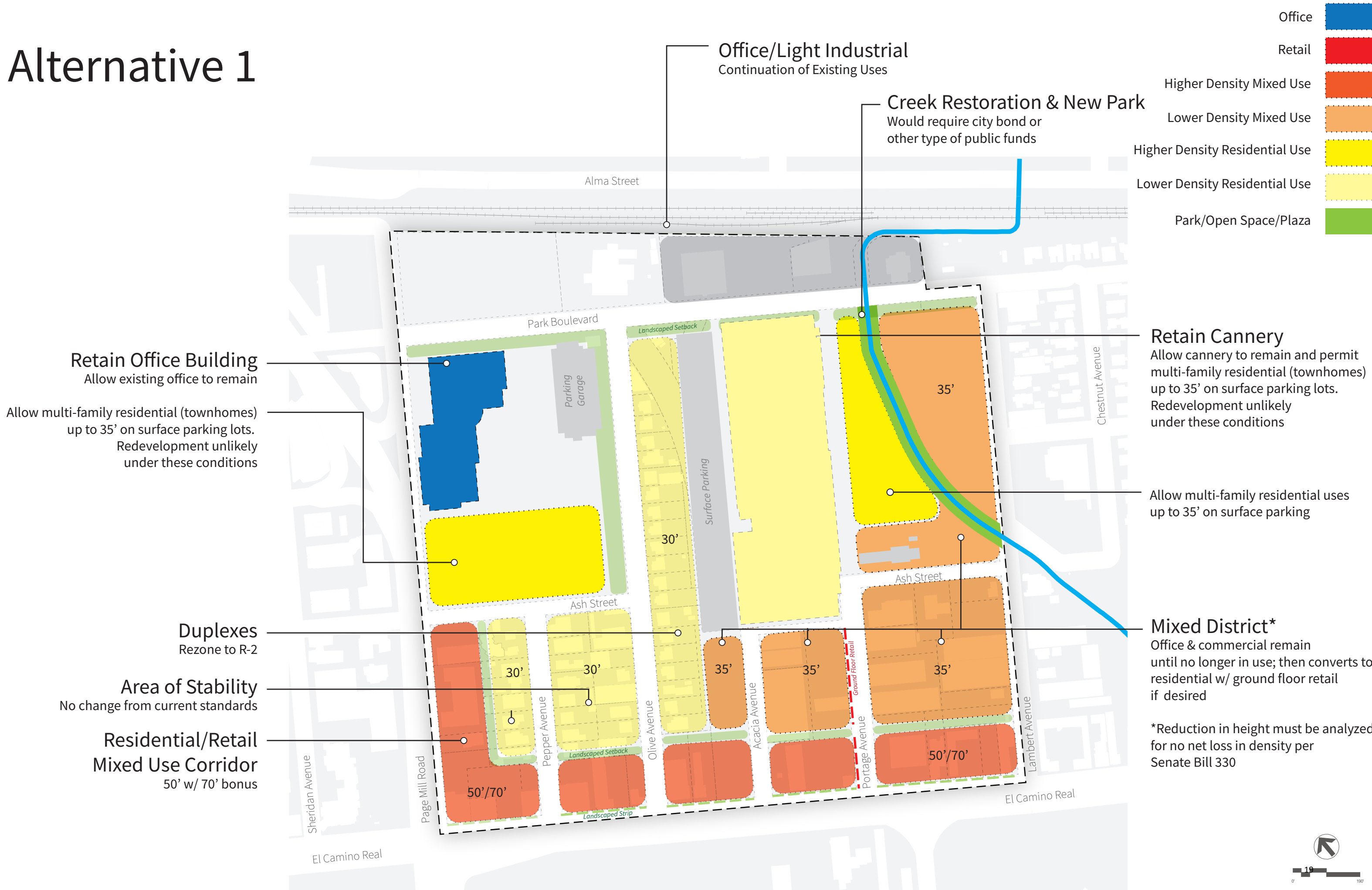
After consideration by the City Council and affirmation of or direction to further refine the preferred alternative, the environmental review process of the preferred alternative will begin along with development of the final plan documents—including design standards. The environmental review and draft plan documents will return for City Council consideration. Once adopted, the plan will be finalized.

Attachments

- A. Draft Alternatives Concepts (Map)
- B. Summary of Key Elements Incorporated into Draft Alternatives
- C. Location of Potential Opportunity Sites (Map)
- D. Transportation/Circulation Concepts
- E. Working Group Meeting Notes Summary, June 25 & 30, 2020
- F. Working Group Meeting Notes Summary, July 21 & 28, 2020

ATTACHMENT A
DRAFT ALTERNATIVES CONCEPT MAP

Alternative 1



Alternative 2



Alternative 3



- Office
- Retail
- Higher Density Mixed Use
- Lower Density Mixed Use
- Higher Density Residential Use
- Lower Density Residential Use
- Park/Open Space/Plaza

- New Park
Maintain trees & landscaped buffer
- Expand Office Floor Area*
Up to 50' w/small ground floor retail
- New Mid-Rise Residential
50' w/ 70' bonus
Height transition down towards Olive
- Six-Plexes
- Allow Duplexes
- Residential/Retail
Mixed Use Corridor
50' w/ 70' bonus

- New Mid-Rise Residential
50' Height
Increased residential density (70 du/acre)
Creekside improvements required
- New Mid-Rise Residential*
50' with small office & retail
Retain and repurpose Ash office as community building
- Expand Office Floor Area*
Up to 50' w/small ground floor retail
Demolish 340 Portage
- Mixed District*
Office may remain or be replaced.
Additional floor area would be residential

*Extra 5' height bonus with ground floor retail

Transportation Improvements



ATTACHMENT B
SUMMARY OF KEY ELEMENTS INCORPORATED
INTO DRAFT ALTERNATIVES

Summary of Key Elements Incorporated into Draft Alternatives

Constants Across Each Alternative

- Place higher heights and densities on El Camino Real and Page Mill Road, where multifamily and residential mixed-use buildings with ground floor retail would be permitted.
- Transition heights and densities between higher density/height areas and existing single-family homes, through height transitions and landscaped setbacks.
- Removes current height restriction of 35 feet for mixed-use development fronting El Camino Real and Page Mill Road when project is within 150 feet of residential development.
- Support the development of more affordable housing by creating and NVCAP Height and Density Bonus available to 100%, deed-restricted, below-market rate housing and 100% deed-restricted workforce housing. The bonus is available only along El Camino Real or Page Mill Road.
- Transportation improvements are consistent across the alternatives, with minor exceptions (see Attachment D); however, the scenarios with more development potential provide more funding and increased ridership (as the number of workers and residents increase) to support implementation of these improvements.

	Alternative #1	Alternative #2	Alternative #3
Office Space			
Office space policies	Existing office use may remain, but if discontinued, abandoned, or demolished the use and/or square footage cannot be reinstated.	Existing office use and square footage may remain or it can be rebuilt in new buildings; no increase in size. New office area must be “small” professional office format	Existing office use may remain. New office area and replacement office proposals are allowed. Added office area proposals must include housing in a ratio that is adequate to house the additional workers. This will prevent further worsening of the jobs housing imbalance.
Size of new office space	Not applicable, existing can be retained as is. New office space not allowed.	Existing can be retained, replacement office is limited to office suites of 2,500 to 5,000 sq ft.	Office floor area may expand at 340 Portage and 395 Page Mill in exchange for providing residential development; new office elsewhere are limited to office suites of 2,500 to 5,000 sq. ft.
Type of office space	Primarily neighborhood serving office use (including professionals) and active ground floor retail. No large format office space allowed.	Primarily neighborhood serving office use (including professionals) and active ground floor retail.	A greater variety of office uses and sizes; including large format offices as well as smaller, neighborhood serving office uses.
Location of office spaces	No new office space is permitted. Existing office use allowed to continue.	Large format office at Cloudera site (395 Page Mill Road) on corner of Park Blvd. & Page Mill Road; office at 340 Portage; and small offices in all commercial zones except Lambert Avenue. Office uses limited to first and second floors.	More permissive to encourage office use. Large office at Cloudera site (395 Page Mill Road) on corner of Park Blvd. & Page Mill Road; 340 Portage; and small offices in most commercial zones.

	Alternative #1	Alternative #2	Alternative #3
Location of Tallest Buildings			
Location of taller buildings in the NVCAP area	Along El Camino Real and Page Mill Road.	Along El Camino Real and Page Mill Road.	Along El Camino Real, and Page Mill Road.
Maximum Building Height			
Maximum height for tallest buildings in NVCAP area	50 feet height limit. In mixed use zones along El Camino Real and Page Mill Road up to 70 feet “bonus” for 100 % affordable housing and workforce housing.	50 feet base height limit with parcels along Page Mill Road and El Camino Real up to 70 feet as “bonus” for 100 % affordable and workforce housing.	50 to 55 feet base height limit with parcels along Page Mill Road and El Camino Real up to 70 feet as “bonus” for 100 % affordable and workforce housing.
Range of Height for the NVCAP Area			
Height for new buildings in the NVCAP	30-50 feet 70 feet for 100% affordable or 100% workforce housing projects along El Camino Real or Page Mill Rd.	30-50 feet 70 feet for 100% affordable or 100% workforce housing projects along El Camino Real or Page Mill Rd.	35-55 feet 70 feet for 100% affordable or 100% workforce housing projects along El Camino Real or Page Mill Rd.
Aspirational Density			
Aspirational density for the plan area	~ 1.4K/square mile, as recommended by Palo Alto’s Comprehensive Plan	~ 9K-11K/sq mile, as in Emeryville, Downtown Palo Alto	~13K -17K/ square mile (~ 10 du/acre) as in Pearl District and Cambridge Mass
Housing Density			

	Alternative #1	Alternative #2	Alternative #3
Overall housing density for the NVCAP area (gross)	15-25 du/acre	35-50 du/acre	45-65 du/acre
Building Typologies			
Building typologies best suited for the area	Townhomes, duplexes low-rise greenway, low rise block with neighborhood serving retail. More emphasis on townhomes. Mid-rise on El Camino Real.	Townhomes, fourplexes low-rise greenway, low rise block with neighborhood serving retail and mid-rise block. Accommodates a wide range of housing types.	Six-plexes low-rise greenway, low rise block with neighborhood serving retail and mid-rise block. Accommodates a wide range of housing types.
Open Space			
Type of park land proposed for NVCAP area	Linear park along the Matadero Creek. Would require public funding.	Two large parks, creek improvements, pocket parks, and plazas.	Two large parks, creek improvements, pocket parks, and plazas.
Location of the large park	None	Cloudera site (395 Page Mill Road) and adjacent to Matadero creekside.	Cloudera site (395 Page Mill Road) and adjacent to Matadero creekside.
340 Portage Avenue Building			
340 Portage Av. building	Retain the existing building, could be adapted for housing, office or retail uses. Townhomes proposed at the parking lot adjacent to the creek.	Redevelopment of the entire building but retaining the monitor roof. Mixed use buildings with office, retail and housing use.	Redevelopment of all the site. Denser mixed-use buildings with office, retail and housing use.
Suggested zoning for 340 Portage Av.	Rezone to allow continuation of office, some retail and housing @30 du per acre.	Zone for housing, office and retail with restriction on size and types of office, promoting retail or retail-like office uses.	Zone for housing, office and retail with restriction on size and types of office, promoting retail or retail-like

	Alternative #1	Alternative #2	Alternative #3
			office uses. For housing and offices use have built in incentives.
Cloudera Office Site (395 Page Mill Road)			
Height limit for housing on Cloudera (395 Page Mill Road) site	Taller buildings fronting Page Mill Road with height stepping down towards single family housing.	Taller buildings fronting Page Mill Road with height stepping down towards single family housing, between 40 to 50 feet with exceptions for 100 % affordable and/or 100% workforce housing.	Taller buildings fronting Page Mill Road with height stepping down towards single family housing, between 40 to 50 feet with exceptions for 100 % affordable and/or 100% workforce housing.
Housing Type on Olive Avenue			
Type of housing considered for Olive Avenue	Cottage Court – two units	Fourplexes	Six-plexes
Extension of Portage Avenue			
Design and use of Portage Avenue if extended to Park Blvd.	Add sidewalk and curbs on Portage Av, remove vehicle access or limit on parallel street (e.g, Acacia)	Add sidewalk and curbs on Portage Av, keep vehicle access, have protected or grade separated bike lanes.	Woonerf on Portage Av, no vehicle access from Acacia onto Park Blvd, prioritize bike and pedestrian access. Have amenities such as wide sidewalks, bike lanes, no on street parking on Portage Avenue.
Extension of Ash Street from Olive Avenue to Portage Avenue			
Ash Street connection to Portage Avenue if agreement can be	Illustrate generalized connection for future easement acquisition (not on owner occupied units)	Illustrate generalized connection for future easement acquisition (not on owner occupied units)	Illustrate generalized connection for future easement acquisition (not on owner occupied units)

	Alternative #1	Alternative #2	Alternative #3
reached with property owners			
Parking Requirements			
Residential parking requirements	One space for each bedroom, capped at two spaces per unit (existing code requirement)	1.5 space for each bedroom, capped at two spaces per unit; allowed to unbundle parking	One space per unit maximum; allowed to unbundle parking
Commercial parking requirements	Blended parking standard same as Downtown Palo Alto as one space per 250 sqft. Exempt first 1,500 sqft of retail from parking requirement	Blended parking standard same as Downtown Palo Alto as one space per 250 sqft. Exempt first 2,000 sqft of retail from parking requirement	Blended parking standard more progressive than Downtown Palo Alto as one space per 250 sqft. Exempt first 3,000 sqft of retail from parking requirement
Affordable & Workforce Housing Bonuses			
Affordable housing bonuses in addition to the State Law requirements	Bonus of 20 ft height and FAR for 100% affordable or 100% workforce housing along El Camino Real and Page Mill Rd.	Bonus of 20 ft height and FAR for 100% affordable or 100% workforce housing along El Camino Real and Page Mill Rd.	Bonus of 20 ft height and FAR for 100% affordable or 100% workforce housing along El Camino Real and Page Mill Rd.

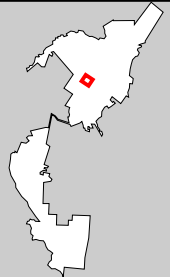
ATTACHMENT C
LOCATION OF POTENTIAL OPPORTUNITY SITES
(MAP)

LOCATION OF POTENTIAL OPPORTUNITY SITES

ATTACHMENT C



The City of
Palo Alto



NVCAP
Potential Development Sites
Sites with Realistic Development Potential
Shown Only

This map is a product of the
City of Palo Alto GIS



0' 250'

Legend

- Tier 1
- Tier 2
- Tier 3
- ✱ Sites with Proposed Projects



ATTACHMENT D

NORTH VENTURA COORDINATED AREA PLAN TRANSPORTATION/CIRCULATION CONCEPTS

This document was developed from ideas shared by the Working Group members and staff.

It does not provide approval or endorsement of any particular improvement, nor is this an exhaustive list of all relevant street treatments for the North Ventura Coordinated Plan area.

Land use, traffic studies, design standards, applicable state and federal regulations, and actual geometries will be required to determine suitable transportation infrastructure.

TRANSPORTATION IMPROVEMENTS	COULD THIS BE APPROPRIATE HERE?
Bike and Pedestrian Connectivity Enhancements	
New bike and ped prioritized connection proposed along Portage Ave. from ECR to Park Blvd. No street parking allowed.	Yes Assuming there is community support to restrict parking.
New bike and ped prioritized connection proposed along Acacia Ave. from ECR to Park Blvd.	Yes
New bike and ped connection proposed along south edge of 395 Page Mill (Cloudera site) parcel from Park Blvd. to Ash St. <i>(This is on private property, parallel to Olive.)</i>	Yes Office of Transportation staff would need to see/approve intersection details if what is being proposed is a two-way facility on one side of the road.
New bike and ped connection proposed through 395 Page Mill (Cloudera site) parcel connecting Page Mill Rd to Olive Av. <i>(This is on private property.)</i>	Yes
New bike and ped connection proposed through 395 Page Mill (Cloudera site) parcel connecting the Ash St. to Park Blvd. <i>(This is on private property.)</i>	Yes
New bike and ped connection proposed through 340 Portage Av. (Fry's site) parcel <i>(This is on private property.)</i>	Yes
Street Connectivity Improvements	
Continuation of Ash St from Olive Av. to Acacia Av. and continued to Portage Av. (Ash connector)	Yes Requires traffic analysis.
Continuation of Portage Av. to Park Blvd. (Portage connector)	Maybe but requires traffic analysis. Park Blvd. is a bicycle boulevard, and more driveways / intersections with cars are discouraged on bicycle boulevards as these increase car/bike conflicts. Whether envisioned as a woonerf or not, consider a protected intersection at Park Blvd., bike signal heads,

TRANSPORTATION IMPROVEMENTS	COULD THIS BE APPROPRIATE HERE?
	and signal timing to optimize biking so that bicycle boulevard travel times and safety are not degraded.
New proposed at grade walkway along Matadero Creek as a part of Matadero Creek naturalization process	Yes
Street Improvements and Traffic Calming Measures	
<u>Olive + Pepper Av. Traffic Calming</u>	
Diverter and/or one way and/or traffic circle on Pepper Av. and Ash St. intersection (east bound)	Yes Needs circulation analysis. Could also consider speed humps on these streets to reduce speeds if that is a goal here.
Diverter and/or one way and/or traffic circle on Olive Av. and Ash St. intersection (east bound)	Yes Needs circulation analysis. Could also consider speed humps to reduce speeds on these streets if that is a goal here.
Raised cross walks at intersections on Pepper Av, and Olive Av. with Ash St.	Not ideal at Pepper Av. Maybe ok at Olive Av. Raised crosswalks are not best at places where vehicles must make a turnover. Consider exploring raised intersection.
New crossing at Ash St and Page Mill Rd intersection	Maybe Page Mill Road is under the County's jurisdiction. The City would need to see if the County would allow this.
New crossing at Ash St. and Lambert Av.	Yes
Raised crosswalk at Ash St. to connect to Boulware Park	Yes Needs proper location design with respect to curve.
No parking (Cloudera side) on Olive Av. from Ash St to Park Blvd.	Yes

TRANSPORTATION IMPROVEMENTS	COULD THIS BE APPROPRIATE HERE?
	Assuming there is community support to restrict parking.
Speed bumps on Olive Av.	Yes, if warranted. Needs speed data.
Planned signal at Olive Av. and ECR	Yes, if warranted and approved by Caltrans. ECR is under Caltrans jurisdiction. The City would need to see if Caltrans would allow this.
Possibility of making Ash Street one way heading south	Possible but needs circulation study.
Major Improvements by Streets	
<u>Park Blvd. Improvements:</u>	
Making ped and bike priority on Park Blvd. and limitation of auto use	Yes
Wider bike lanes, two-way bike lanes if possible	Yes, to wider or protected bike lanes. Two-way bike facilities on one side of the street is not necessarily an improvement here. Careful intersection and signal design at transition points would likely be required if the intersections can accommodate these facilities.
No street parking on both or one side	Yes Assuming there is community support to restrict parking.
Use of bollards and barriers where applicable to reduce automobile speed	Bollards are discouraged where bicycles will be routed. See City of Palo Alto, Bicycle + Pedestrian Transportation Plan (adopted in 2012), Appendix A ¹ for traffic calming tools and design guidelines.

¹ City of Palo Alto, Bicycle + Pedestrian Transportation Plan (adopted in 2012)
<https://cityofpaloalto.org/civicax/filebank/documents/31928>

TRANSPORTATION IMPROVEMENTS	COULD THIS BE APPROPRIATE HERE?
No curb cut from Acacia Av. onto Park Blvd.	Yes
Dead end at Lambert Av.	Depends on traffic study results and overall circulation in the area, including consideration of haul routes. Consider option to let bikes/peds through.
Making the existing traffic light on Park Blvd at Page Mill into a three-way light to prevent car back-up on Park Blvd.	Yes Modification possible and likely.
<u>Portage Av. Improvements:</u>	
Traffic signal at Park Blvd. when Portage extended to Park Blvd.	Only if signal is warranted. See comments above regarding not degrading bike boulevard safety and travel time.
Add bike lanes along Portage from Park Blvd. to ECR	Yes, to bike lanes, but are the bike lanes along a road that intersects with Park? See comments above about Portage/Park intersection.
Limit cars access on Portage Av	Yes Consider realignment to match Hansen.
Improve vehicle access from ECR to Portage Av. to increase safety	Yes Consider realignment to match Hansen.
Improvements at Portage Av. and Hansen intersection	Yes Consider realignment to match Hansen.
<i>EL Camino Real and Oregon Expressway Improvements</i>	
Bike and ped improvements at the Oregon and ECR crossing	Yes In progress.
Improvements suggested by Grand Blvd. Initiatives ²	Yes

² City of Palo Alto Grand Boulevard Initiative website:

https://www.cityofpaloalto.org/gov/depts/trn/transportation_projects/grand_boulevard_palo_alto.asp

PTC Study Session on El Camino Real Safety and Connectivity Planning (November 14, 2018)

<https://www.cityofpaloalto.org/civicax/filebank/documents/67660>

ATTACHMENT E
WORKING GROUP MEETING NOTES SUMMARY
JUNE 25th and JUNE 30th, 2020

		SUB-GROUP A (June 25th)							SUB-GROUP B (June 30th)						
		Angela Delaporta	Doria Suma	Gail Price	Heather Rosen	Siyi Zhang	Tim Steele	Waldek Kaczmariski	Alexander Lew	Keith Reckdahl	Kirsten Flynn	Lakiba Pittman	Lund Smith	Terry Holzmer	Yunan Song
QS 2.	Which office space policy option do you support?				Absent								Absent		
A	Retain the same amount of office space that currently exists (approximately 578,000 sf). Add no more square footage.							Support Keep same square foot of office if area is redeveloped; create rules that incentivize housing				Support Ok with some office, but not overtaken			Support No more office, but existing ok
B	No new office square footage; any time an older office tenant leaves, it should be replaced by small, neighborhood-serving offices or retail.		Support						Support Similar to SOFA cap office at 5000 sq. ft per parcel	No Support Opposed but open to only “retail-like offices	Support Have enterprise offices so don't need more office space	Support Ok with some office, but not overtaken		Opposed	Support No more office, but existing ok
C	Enough office space to subsidize 20% affordable on-site housing units.								Partial Support						
D	Projects proposing additional office square footage must create the number of housing units to support the number of jobs created.										Support				
E	Include 100K - 130K sq. ft of office space.			Support Retain existing sqft and add 100-130K office space											
F	No new offices.													Support Need to meet our needs and have housing	
G	Current office space should be converted to housing.									Support Council highest priority is housing; community serving retail and offices in small fraction				Support	
H	New Solution	Prefers combination of A and B	Enough commercial square feet for certain services & retail; allow existing office and continue multi-use pattern (as on Park) w/the local-serving office/retail. See B above					Commercial uses (retail, office, etc.) should be interchangeable in existing spaces. Be flexible.							

		Angela Delaporta	Doria Suma	Gail Price	Heather Rosen	Siyi Zhang	Tim Steele	Waldek Kaczmarski	Alexander Lew	Keith Reckdahl	Kirsten Flynn	Lakiba Pittman	Lund Smith	Terry Holzmer	Yunan Song
Sum.	No new additional office sf to be added was heard overwhelmingly. General support for allowing same amount of office sq footage to be redeveloped if new bldgs. are constructed on the same parcels. Members preferred more retail like small offices														
QS 3.	Location of Office Space				Absent								Absent		
A	Cloudera Site	Support	Support	Support				Support	Support	Support Office location only facing Page Mill and ECR, not facing Park Blvd	Support Transit oriented trend in the future	Support Allow Cloudera to keep the office space there.			Support Based on preserving existing office not adding new office; near transit; no change needed
B	340 Portage	Partial Support May be, traffic on Park Blvd is a big concern		Support Office closer to Ash St. (which is nearer to ECR)			Support	Support Would prefer office location closer to Park Blvd				Support			
C	El Camino Real and Page Mill	Support		Support				Support Better location for commercial space, retail etc.	Support	Support Have retail-like offices. Limit neighborhood traffic	Support Office may be taller and would be better for street width height ratio	Support		No Support Doesn't support new office, but this is further from neighborhood; how would large office handle traffic?	No Support This areas for retail services NOT office
D	Park Boulevard		Support Continuing pattern discussed, mixed use	Partial Support Limited office				Support	Support Office to buffer the noise of the train; avoid residential facing office		Support Might be ok for east side of Park Blvd; but how would this impact bike commuting?				
E	Lambert Avenue											Support			
F	New Solution														
Sum.	Office location is ok on all streets listed above (except Lambert). Offices could be on El Camino Real, Page Mill, and Park Blvd, if the massing, office type and, height are appropriate for that area. Avoid curb cuts onto Park Boulevard in order to maintain Park Blvd as a bike boulevard. Mixing of uses is preferred to segregation of uses. Neighborhood-serving offices are preferred by most, with a few Working Group members supportive or open to a mixture of neighborhood- and regional-serving offices. Transition requirements should be strictly enforced to prevent negative impact on adjacent low-density residential uses. Advantage should be taken of the high-quality transit.														
QS 4.	Where should the tallest buildings in the NVCAP be located?														
A	A. Along El Camino Real														
B	Along Page Mill Road														
C	Along Park Blvd.			Support Some taller buildings might be appropriate				Support As long as parking for offices are on ECR and Page Mill							

		Angela Delaporta	Doria Suma	Gail Price	Heather Rosen	Siyi Zhang	Tim Steele	Waldek Kaczmarski	Alexander Lew	Keith Reckdahl	Kirsten Flynn	Lakiba Pittman	Lund Smith	Terry Holzmer	Yunan Song	
D	In the center of the plan, along Portage and/or on the 340 Portage site				Absent						Partial Support Maybe if there is affordable housing, but generally this would challenge people to get to the site. A tall building here could create more barrier between the Olive/Pepper homes and the rest of the residential area	Support Open to considering may be.	Absent		Partial Support Farthest from residents	
E	Throughout the NVCAP plan area															
F	Combination of A and B	Support	Support Transition standards from tall bldgs. to shorter is required	Support		Support	Support	Supports But caution about Page Mill Rd being a county road & not allowing trees so need setback on the property side to plant trees	Support Not overpowering narrow streets and agree with Kirsten	Support Along ECR for residential w/local serving office & commercial and along Page Mill Road for office & commercial		Support				
G.	New Solution															
Sum.	The group mostly preferred tall buildings to be placed near ECR and Page Mill Rd. Park Blvd was also mentioned by a few, as long as car access is from El Camino Real, not Park Blvd. All members recommended transition standards from tall bldgs. to shorter should be maintained. 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.															
QS 5.	Maximum height for tallest buildings in NVCAP?															
A	30 feet maximum (3 stories residential, 2 stories commercial, 2 stories mixed use)											Support			Support Three stories of housing	Support
B	50 feet maximum (4-5 stories residential, 3 stories commercial, 3-4 stories mixed use)	Support					Support		Support On El Camino Real		Support On El Camino Real			Support Maybe ok on ECR as exceptions	Partial Support Not too aggressive as most bldgs. are 3 stories now; how will open space be balanced as bldgs. get higher?	

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C	65 feet maximum (~6 stories residential, 4 stories commercial, 5-6 stories mixed use	Support Maximum height on Page Mill & ECR			Absent		Support Type III for housing (6 - 7) and comparable height for office	Support Taller bldgs. on the perimeter			Support To add more affordable housing; added height should lead to green space and open space		Absent				
D	80 feet maximum (~ 8 stories residential, 5stories commercial, 7 stories mixed use.			Support (6-8 stories) w/flexibility for higher under warranted conditions													
E	10 or more stories																
F	5 stories.							Support Most bldg. can be made of wood and look smaller	Support If there is more open space, along ECR		Support						
G.	New Solution		50 foot height limit, except for 100% affordable housing (3 in support for this)-3 in support						Maybe up to 5 stories			Having 4 or 5 stories with a bonus floor or 2 for affordable housing					
Sum.	Most of the members were comfortable with four to six stories buildings with taller buildings near ECR and Page Mill Rd. While some WG members favor a maximum of 50 feet, and one favor a maximum of up to 8 stories in appropriate places. Members thought about neighborhood character in addition to the height, and felt it needs to fit in with the neighborhood character. Proper setbacks for buildings are necessary along with height. WG members were more flexible with heights if the project was 100% affordable housing or planned to provide additional open space. WG members felt that the average height should be quite a bit lower than the maximum height.																
QS 6.	Density by “areas of inspiration” (This density would support neighborhood-serving businesses, without competing with Cal Ave.	This question was unable to be discussed on this date.			Absent		This question was unable to be discussed on this date.						Absent				
A	~ 1.4K/square mile, as recommended by Palo Alto’s comp plan											Support Attracted to aspects of Emeryville, DT Palo Alto, and Pearl District.		Support Should be similar to current neighborhood conditions. City’s Comp Plan had much work put into it to reach this desired density	Support Echo Terry and supports comp plan which had research and data in its development		
B	~ 9K-11K/sq mile, as in Emeryville, Downtown Palo Alto and Oak Park, Chicago								Support		Support						
C	~13K -17K/ square mile (~ 10 du/acre) as in Pearl District and Cambridge Mass								Support								

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D.	New Solution								Between B & C. grew up in Cambridge, MA and liked it which has range of housing prices and housing styles/sizes that fit together		Between A & B. Good design can help improve the quality of the area; comp plan may not be helping the jobs-housing balance; connection between affordability and density				
Sum.	The WG members felt that NVCAP is not comparable to downtown Palo Alto— because it has vibrant retail nearby, at Cal Ave. It should be dense enough, however, to provide a few local businesses that serve residents, such as a cafe, etc. 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. Some like the look and feel of the Pearl District, but acknowledges it would be a significant change. Some members also pointed out that small lot sizes might as to diversity of the architecture. From Sub group B three members chose A, two preferred between A and B.														
QS 7.	Overall housing density, by units/acre														
A	<20 du/acre				Absent							Partial Support Generally prefers lower density but wants to give opportunities to have more affordability	Absent		Support
B	21-40 du/acre	Support 20-30 du/acre with 1000 - 1500 total residents	Support 30-40 du/acre				No Support du/acre may not be the best measure	Support Prefers 30-40 du/acre. Blgs may be taller but spaced further for overall lower du/acre			Support Exceptional projects to accept 40 units per acre; further density for open space and affordable housing	Support Wants to give opportunities to have more affordability		Support supportive of the 30 du/acre	Support Stretch to B depending on the building design
C	41-75 du/acre			Support With flexibility in design, density and unit size				Support Based on projects that he likes and blending their densities together Madera, MT View; Crescent Village, SJ; High Street; Page Mill & ECR microunit project							
D	76-100 du/acre														
E	>100 du/acre														
F	Should be consistent with other mixed-use areas in Palo Alto														
G	New Solution														

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Sum.	Majority of the WG members preferred option B (21-40 DU/acre) with 20 to 30 DU/acre being mostly acceptable. Two members were comfortable with Option C (41-75 DU/acre). Selection of option C was based on existing projects that WG members liked with blending of different densities together. They felt that this gives a range of flexibility, increases capacity over current conditions and can accommodate a wide range of building designs, densities and unit size. Also flexibility in the height & density could create greater opportunities fo green space and open spaces. Some felt this is an abstract question and had difficulty in visualizing units on arces. One member requested to be mindful of density in the light of Coronavirus.															
QS 8.	Building typologies (and densities)				Absent								Absent			
A	Townhomes (33 du/acre)													Partial Support Supports adaptive reuse of Cannery bldg to below market rate housing; townhomes elsewhere.		
B	Low-Rise Greenway (107 du/acre)						Support With less du/acre									
C	Low-Rise Block (124 du/acre)															
D	Low Rise with Retail (147 du/acre)															
E	Mid-Rise Block (159 du/acre)			Support												
F	All of the above in appropriate locations	Support Add requirement of "With no more than 40 du/acre"		Support			Support	Support Prefers diversity of buildings, incomes, ages, diversity of everything.			Support Feels strongly this is best solution. Building shouldn't be block bldgs that block the flow. Good design	Support Seems that different buildings would work best			Supports Feels that it should be mix of buildings, w/open space more "open" vs. closed. But the block building is not great/courtyard not used	
G.	New Solution		Prefers to separate du from the typologies	Combining height and density over the 60 acres.		Supports a variety of types over the entire area as long as the architecture fits the context										
Sum.	Almost all of the WG members opted for Option F with appropriate building typologies and densities at appropriate location. Only one member preferred Low rise Greenway building typology but with lesser density than 107 DU/acre															
QS 9.	Housing height limits at Cloudera site (assuming zoning change and appropriate retail)				Absent								Absent			
A	No additional housing											Support Neighbors use that area as a park would be good. No housing on the lot.			Support Keep Cloudera parking lot "park" and the dry creek there; could be enlarged to a park.	
B	With 3-story limit													Support Maintain neighborhood character		

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C	With 5-story limit														
D	More than 5 stories			Support											
E.	New Solution														
Sum.	Two members thought maybe housing located in that site in a particular way would be feasible. Members felt three to four stories would maintain the neighborhood character as well as create plenty of housing density. One person even thought height could even be five to six stories with provision of a park with it allowing additional height for additional benefits such as open space, park,or affordable housing. Members favored pushing some of the larger massing of housing towards the Page Mill and Park area. Massing and permeability of the buildings seemed important to all. Two members (residents) preferred retaining the Cloudera parking lot as park for neighborhood.														
Source: Data compiled from NVCAP Working Group Meetings on June 25 and 30, 2020															

ATTACHMENT F
WORKING GROUP MEETING NOTES SUMMARY
July 21st and July 28th , 2020

		SUB-GROUP A (July 21st)							SUB-GROUP B (July 28th)						
		Angela Delaporta	Doria Suma	Gail Price	Keith Reckdahl	Siyi Zhang	Tim Steele	Waldek Kaczmariski	Alexander Lew	Heather Rosen	Kirsten Flynn	Lakiba Pittman	Lund Smith	Terry Holzmer	Yunan Song
QS 16.	What configuration of park land do you support?					Absent									
A	Large, contiguous green space with bike and pedestrian paths	Support			Support				Support			Support A single large park would be best	Support	Support	Support Area does not have enough park space so a large park will be good
B	Large, contiguous green space + plaza, with bike and ped paths	Support	Support	Support	Support			Support			Support Grass is not always accessible. A combination of grass and hard surfaces more accessible	Support	Partially Support The necessity of a plaza depends on the overall layout of the plan; viability of plaza may depend on density of development	Partially Support Need to think about a broad picture of development in the area (around NVCAP) and need for open space	
C	Small, "pocket" parks scattered throughout, with car access; no large park.						Support								
D	A pocket park at grade in the middle of the site (as in South Park in San Francisco)						Support		Support Mt View has built many pocket parks and they are very popular; The parks could be size of 3 house lots (some are as small as 1 house lot); sometimes developer puts in land/money to build the park or private open spaces like University terrace [Stanford] (2) Arbor Real, lawns are open to public and pools are private for residences						

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E	Linear park(s), such as bike paths and greenways						Support				Support <i>Great to have neighborhood function w/o gridlock</i>	Support	Support		Partial Support <i>Linear parks is ok If we are not able to have a park</i>
F	Other Ideas or Combinations		<i>Be consistent with the standards of the amount of parkland per person as prescribed in the Comprehensive Plan. Continue to support park in the project area</i>	<i>Supports almost all A, B, D, E, also C (but not at the exclusion of a large park). Variety of options needed for flexibility</i>				<i>Have large park and greenery along bike paths. Would like to have a plaza close to Park Blvd, to reinforce Park as public amenity</i>							
Sum.	Most WG members feel positively about all types of parks, as long as there is a large park. Primary preference was having a large park with plaza, gathering space and recreational opportunities. Linear parks as greenways and bike paths were preferred by some. Options A and B seems to be important to most of the members. Other options such as pocket parks or small parks scattered throughout would be great, if possible, but not at the expense of losing option A or B. The necessity of a plaza depends on the overall layout of the plan; viability of plaza may depend on density of development. Examples were shared from the City of Mt View with a lot of new developments providing pocket parks being very popular; the size of these pocket parks varied from three house lots to some as small as one house lot. The WG members also wanted parklands to be consistent with the standards of the amount of parkland per person as mentioned in the Comprehensive Plan.														
QS 17.	If we have a large, contiguous green space with bike and pedestrian paths, where would it best be placed? Please vote for all you would be comfortable with.														
A	Adjacent to Park Blvd				Support			Partial Support <i>Can be a Plaza, doesn't have to be a large park</i>							
B	In old Fry's parking lot											Support			
C	In the center of the plan area.								Support	<i>Put the park in the center of action</i>		Support			

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D	Cloudera parking lot				Support	Absent					Support Expand the small park here to become a linear park /connection /greenway. Especially if it connects to Ash St. Should maintain current functions, including biological function.	Support Most preferred location, perhaps no housing here	Support Could be a nice linear but smaller park.		Support
E	Railroad Spur										Support Likes the idea of thinking about how spur could connect through the site		Support Could also be an opportunity for a connecting park and/or greenway		
F	A and B: A Park that is adjacent to Park Blvd and then alongside Matadero Creek at grade, in the old Fry's parking lot.	Support	Support		Support			Support		Support	Support Would be great to connect to the creek; can open to Park Blvd or to the creek; open to how it connects.		Support Expanding Boulware Park makes sense.	Support Makes sense because this could connect w/Boulware Park. Creek offers opportunities that make a park ideal.	Support This feels like the center and close to Park Blvd which we are enhancing for bike connection
G	A plaza on Park Blvd that connects easily to a large park alongside Matadero Creek, at grade.									Support	Support				
H	Other Ideas or Combination			Be flexible; favors large contiguous space connected to a variety of paths that can serve various parts of the site. Center of site might be preferred, but needs to be accessible, connected, not isolated.	80		Hard to say exactly where it would be and the size; can the City seek out/be ready for an opportunity to assemble parcels into parkland. As much parkland you can afford as redevelopment opportunities occur.								

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Sum.	Majority of the group were in favor of a large park, preferring it to be located centrally adjacent to Park Blvd., with enhanced connectivity to the Boulware Park through 340 Portage parking lot alongside Matadero Creek. Existing Cloudera parking lot was also noted by existing residents to be a suitable location for nice small park or linear park or greenway specially if it connects to Ash Street. Some thought of the railroad spur to be an existing opportunity for improving connectivity or use as open space. In general members preferred network of greenways throughout the neighborhood where possible. Some members preferred to remain flexible if and when an opportunity occurs in future for the City to assemble parcels into parkland.														
QS 15.	What types of park space should count towards the 4 acres/1000 residents?														
A	Privately-owned parkland, accessible to the public							Support Complementary to B and to the large park space							
B	Publicly owned parkland	Support Yes to above. But also have pocket parks etc. that are privately owned and publicly accessible.	Support Other private areas cannot be counted as parkland; can encourage different setbacks etc. but not count as parkland		Support Parks are important to everyone, and an attraction to the city. Maybe an area to think about the larger picture of where to accommodate parks overall; what does the park system look like?			Support As much as allowed				Support	Support	Support We have deficit of public parks; demand will increase in future	Support
C	Combination of both			Support Primarily emphasize publicly owned park land; but also allow private options as well		Absent	Support This will happen over time; and small sites can provide important connectivity. Other areas nearby might also provide more space (similar to the idea of having nearby / enhanced park system in the area)		Support Does not have a strong opinion	Support But must be really open to the public	Support Might be acceptable, however public amenities often lose their accessibility (example cafe near new development, public meeting rooms at grocery outlet and public spaces there). Must be designed well and maintained in a way that feels public (enclosures, plantings, etc.)		Support Realistically the linear parks may be on private land and may be better suited here		Support

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D	New Solution		Do a literature review of alternatives, mechanisms to achieve this.					Private developments to create smaller landscape areas that are open to the public.							
Sum.	Majority likes as much publicly owned park space as allowed while few preferred a combination of both when possible with a strong emphasis on being really accessible and open to public. Some felt realistically linear parks may be better suited on private lands, and over time small sites can provide more connectivity and enhanced park system.														
QS 11.	What type of housing should be considered for Olive?														
A	Keep as is (R-1, Single Family Zone which is one unit per lot plus 1 Accessory Dwelling Unit, and 1 Junior Accessory Dwelling unit)												Support With shallow lots smaller scale is better; keep with the character of the neighborhood	Support The choices that seem to fit in best with the neighborhood	
B	Allow 2-story cottage courts on contiguously owned properties (3-6 units on one or two adjacent properties - R2 - R4)				Support						Support 4-6 units if properties are joined; 3 units on single property.		Support	Support The choices that seem to fit in best with the neighborhood/dimensions	
C	Allow redevelopment of single-family homes into 4-unit buildings				Support (for both) want to maintain the neighborhood feel though neighborhood immediately behind could be changing. B and C align most to the neighborhood feel			Support Combined a little bit w/B. Example 300 block of Emerson, similar sized lots w/a \$5M house next to Palo Alto Housing Development; example of fitting in together and looking like single family			Support		Support		

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D	Allow multi-family buildings on contiguously owned properties (examples: Oak Court, Palo Alto, 801 Alma Street and 845 Ramona Street).					Absent			The examples would not work, they are too large; but there are some at better scale that could work		Support				
E	Allow a combination of A, B, C, D	Support But not D on Olive, D would be ok on Olive between Ash and El Camino		Support				Support Noting that if we set the maximum, then D is the maximum and that is ok as it should be similar to the other surrounding areas.		Support Nice to have options available					
F.	New Solution		Supports current FAR; lot coverage, parking, and other standards are important. 3 or 4 units is ok as long as buildings conform to current development standards	Support an overlay that allows for a variety of residential density and heights that are complementary to existing R-1; 3 story townhomes; homes that can be converted to duplexes if desired in future.			Shallow lots; would need to be merged for some higher density. Could have some townhouses that have a residential feel and still have backyards. Keep the residential feel, which can include some densification if it keeps that feel.				Larger toward ECR and smaller toward Park Blvd.	Have larger units towards ECR; maybe not as big as D, more like C close to ECR and then back to B + A.			Good to get feedback of current residents; part closest to ECR can have more like D. For the rest B
Sum.	Majority of the members wanted to maintain the existing neighborhood look and feel, most people were reflecting a desire to change some of the design standards and development standards to allow for a certain range of heights or FAR, etc., but still retain the neighborhood feel. Some suggested to retain some flexibility so people can merge lots together and maybe do a row of townhomes which would retain the rear yards and the setbacks and character. All agreed that the lots here are too shallow, and it will be challenging to do bigger units here. Answers are varied, but in general, recognize the constraints of the location, which might make A through C more doable, even if D was allowed. Members agreed that D might work on the El Camino-facing part of Olive, but for parcels behind development should go back to the smaller scale.														
QS 21.	Should Olive be connected to 340 Portage if agreement can be reached with property owners?														

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A	Via a road for cars					Absent		Partial Support Not supportive of having pass through traffic							
B	Via a path for pedestrians and bikes only	Support			Support Bike access is significant, especially to connect residents to Bol park for example; how would be in harmony (or disharmony) with the home?			Support	Support Inspiration from Stanford grids for bikes only	Support Nice to have, not need to have; ideal.	Support Feels strongly; for bike safety, distributing bike traffic, and connecting to job center	Support	Support If there is a path, then this.	Support If this is doable, not via taking someone's property. Accommodate movement to/from Cal Ave	
C	Not at all											Support Nice to have, not need to have	Support Path not necessary		Support Nice to have, not a priority
D	Other ideas		Ok but not a priority; is it worth removing a house?	It depends on the site's use; bike and ped connectivity is critical. Limit car use				Not a priority; ok for bikes; no for cars.							
Sum.	Overall everyone was interested to find a north south connection for bikes/ped as the area redevelops, members wanted to look for opportunities for connection but most of the members thought it was nice to have a connection but not essential. If such connection was to happen, it should be for pedestrians and bikes only, with no one supporting A.														
QS 22.	How much parking should be required for each housing unit?														
A	None														
B	1 space per unit			Support Covered parking space; focus on climate goals and reducing GHG					Support Example downtown Berkeley has 1 parking spot per unit, but free unlimited bus passes for everyone in the building, and a car share ratio in the bldg. (free spaces to the car share co). Other areas 1 per unit. Hope PA can there.		Support 1 space per unit (or maybe 1.75 for 3 bedroom)	Support Want to keep parking contained; not have lots and lots of parking taking up space.	Support Parking is changing; more people may not have cars; this can promote more housing w/a robust transit management program		

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C	A. 1.25 - 1.75 spaces per unit					Absent									Partial Support <i>This is a number between 1 and 2 (see below)</i>
D	2 spaces per unit (current 2-bedroom requirement)											Support <i>Empathy with Yunan</i>	Support		Support Each family has at least 1 car. Need at least 1 space per unit; many families have 2 cars.
E	One parking space for each bedroom, capped at 2 spaces per unit.	Support <i>Could be lower for senior housing and/or low or very low income housing</i>	Support		Support		Support <i>This should be as a parking maximum; no more than this. The area is a transit-oriented development</i>			Support <i>Ideally come up w/a way to incentivize ways for tenants/owners to not take a parking space</i>					
F	Other ideas?			Separate parking cost from the cost of the unit (unbundling); Keith supports this, as well as charge for street parking; this may or may not create equity issues.			Allow residential parking in the commercial (office) parking lots. Workers park during the day; residents park at night, look at Burlingame has an example. This comment has received support from Gail and Angela			Create an incentive for purchasing spaces; tenant/renter for purchasing an additional space. Have a car share space as an amenity.			D & E combined; people often need cars to get to work; transit can't serve all workers / work places and VTA is weak; COVID changing things?		
Sum.	There was much support for option B as well as E, with the caveat that it is a maximum versus minimum. Few new ideas were offered including sharing parking with office and commercial sites, unbundling parking cost from residential unit cost, making the parking numbers maximums, incentivizing tenants to purchase parking spaces, creating car share space as an amenity. In general people did feel families need parking even being in transit serving locality.														
QS 19.	If Portage Ave continues to exist between Ash and Park (going through an area that could include housing, parkland, and retail), how should it be designed?"														
A	For all vehicles, including cars, with traffic calming measures														

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B	To include cars only on a very limited basis (i.e. early morning deliveries)					Absent				Difficult to say now, but might be necessary. Perhaps A.			Difficult to say now, but might be necessary. Perhaps A.	Support <i>Might be ideal, especially for the homeowners living in the area. But hard to say until we have a better view of the future.</i>	
C	For bikes and pedestrians only (with car access for emergencies; deliveries can be made from the railroad spur area)	Support										Support			
D	New Solution		Keep cars off of Park Blvd.; but leave room for what might happen in that space depending on the development around it. Still allow access to buildings	Could be combo of ABC if bikes and peds are protected; and be flexible depending on the development around this site.	Certainly no cars onto Park Blvd		May need car access to residential/buildings; need protected area for bikes/peds	Any of the above, as long as cars cannot turn onto Park from Portage.	Allow cars into 340 Portage from Park Blvd; but not allow from Portage onto Park; for the park space have some car access maybe a loop to turnaround/go around the park.		Need to consider in light of the larger plan and how the neighborhood breathes. Maybe A but must be a slow street, w/very low speed and bike & ped prioritized.	Some thoughts, going south in the neighborhood on ECR can be hard; use Portage light to turn south. Need to think about circulation throughout the area. Can be hard especially from 2 - 6 pm.			New residents will need access to their homes. Circulation needs a traffic light to allow cars to turn left to ECR, south bound. Depends on the # of residents in the area. Prevent overflow traffic going onto Lambert and Olive Av
Sum.	There seemed to be a strong desire for flexibility, but emphasis on prioritizing bikes and pedestrians. Common theme is a desire for some slower traffic if there is a park adjacent to the creek, something that enhances park use. At the same time, residents need to be able to get places and get out to El Camino. There is a need to be mindful of Lambert Av. and the means for residents to use the street, as well as those who use the area to cut through.														
QS 24.1	The buildings at 340 Portage, the main building and the old dormitory/office building, have been found to be eligible for listing in the California Register of Historical Resources. What would you like the WG to recommend regarding the cannery buildings at 340 Portage?														

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A	Retain and adapt all of the current buildings for re-use as housing, retail or offices. Add historic photographs, information, signage, plaques, etc. This might include adaptations and adjustments to the building envelope.		Support Retain 340 Portage and adapt to housing; adapt Ash Bldg. to community-centered use. Discontinue office and retail uses.				Support Interest to preserve the arch features, and continue to use and re-use the buildings.		Partial Support Hard to adaptively reuse the building for housing		Support Easy to erase history/charm, hard to create it. Keep the entire building if economically possible; but if to keep the monitor roof, Global Playground, and dormitory bldg. ok w/adding some height on the end by Park Blvd to retain the rest (with the portion closest to Park Blvd able to be demolished).	Support Leaning towards keeping the history in a tangible/real form. But, if we can't put housing, then where will we put the housing? How to maintain history? Quandary.	Partial Support Can support this if the office uses/existing uses are retained; would be hard for housing to be adapted.	Support This is a very important historical building, with unique architectural features. It is one of the last remaining historic cannery buildings in California/Bay Area. Even though it may not be prettiest, it's important.	Support Only place that has this history, and we can have other areas have housing. *can we connect housing/planning of housing to other areas.
B	Retain and adapt certain historic building features (such as Monitor Buildings, the old Dormitory roof line), or portions of buildings such as recently remodeled Global Playground but tear down the rest. Add historic photographs, information, signage plaques etc.	Support Prefers this option; not sure how feasible this is.				Absent				Support Great to save as much as possible but prioritize housing if that is not possible (C)			Support Historic is important. Can be difficult to adapt the building to housing. If we want to make a significant impact in housing we may have to choose between redevelopment and preservation.		
C	Recognize and commemorate the history of the site, while allowing and encouraging the replacement of all buildings on the site. Commemoration can include historic photographs, information, signage plaques, art, and other ideas.	Support If B is not feasible, then C		Support New building should have arch elements that connect to the original use/previous building. Relocate dormitory building to other site .					Support Agrees w/Lund. There are examples of several redeveloped canneries. Libby saved water tower; Del Monte saved columns and bridge	Partial Support Great to save as much as possible but prioritize housing if that is not possible (C)			Support Historic is important. Can be difficult to adapt the building to housing. If we want to make a significant impact in housing we may have to choose between redevelopment and preservation.		

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D	Other solutions				Balance feasibility and functionality; what do we want to do and can we do that at a reasonable price? Letter A would be great (modify building and having housing and retail); worth investigating but not at all costs.			B (keep dormitory) and C - recognize history, but not need to keep as is; it can be an obstacle to redevelopment. If owner wants to keep it, so be it, but don't restrict redevelopment.	Monterrey's cannery row they put in design guidelines to have the design of the area commemorate the history						
Sum.	There is a support for retaining the 340 Portage building at different levels. If retaining, there would need to be willingness to part with the idea of reusing it for housing. Group members are also supportive of keeping at least the most important historic features, and as much of them as possible. In summary, there were a spread of opinions, generally between C and A, with a few members in the middle and most agreeing on the importance of commemorating and/or preserving the history to the greatest degree reasonably possible.														
QS 24.2	What zoning policy for the 340 Portage property do you think would lead to the best results for the NVCAP?														
A	Enforce current 30 du/acre (30 units of housing per acre) zoning for future building projects. No office space or retail.														
B	Allow 30 du/acre + current office square footage and small, non-chain, neighborhood-serving retail, as appropriate for population.	Support Prefers mixed use; have retail available for the residents to use. Having current office space might help create affordable housing.								Support Strong preference for B w/non-chain stores.		Supports Likes the idea of retail and small business, but also ok with a small Target, which can be a draw/excitement. Having a store to meet neighborhood/area needs	Partial Support Can get to 330 units if the site is scraped; can't get that housing "around the edges"		Support Echo's others comments
C	Allow 30 du/acre + current office square footage and current retail square footage, such as a small Target.					Absent				Partial Support Prefers B, but ok w/target	Support C if the retail square footage cannot be converted to office.	Same as above	Same as above		Same as above
D	Change zoning to greater than 30 du/acre, such as 40, 70, or 100 du/acre.														

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E	Change zoning to allow for more office space (in addition to that which currently exists) and zone for housing sufficient to meet the needs of the jobs generated by the office.														
F	Change zoning to allow for retail														
G	Other solutions		Supports mix use but needs more detail about the commercial uses that would be added; not rule out A. Wants to know more about FAR and development standards	Support up to 40-75 du/acre	In the long-run, choose A. Existing use continues, and has to become housing if/when redeveloped. Could be sooner than replacing the building.		A & C - Parking lot have some potential to add residential; the underlying zoning is what it has to be redeveloped for. But the current uses could exist unless and until redevelopment happens.	Supports mixed use development on the site. Proximity to trains/jobs. Support for Gail' strong emphasis on residential						Combination of B & C - room for retail and small offices (dentists, neighborhood operations).	
Sum.	There seems to be support for B and C but also recognition of the fact that this site is close to transit and should take benefit of this. Majority supports mixed use with varying interest in extent of redevelopment.														
QS 9.15	Should the Cloudera site be zoned to allow for housing as well as office space?														
A	Yes	Support		Support			Support	Support	Support		Support	Support Ok but not right across the single family homes; but along Park Blvd. and Oregon Expressway Way	Support	Support	Support same as Lakiba
B	No														

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Other		Yes to adding housing; not supportive of additional office density	Open to it, but need more discussion about what kind of mix use and the development standards.	Allow for both reconfiguration of existing housing	Yes to adding housing; not supportive of additional office density. Some openness to zoning for housing and retail only. Also an idea to allow retaining existing office and add housing. Allow for reconfiguration of existing office for both uses	Absent		Yes to adding housing; not supportive of additional office density							
Sum.	Everyone was supportive of adding housing to the Cloudera site, but most of them not agreeable to add additional office square footage to the site. Most of them were agreeable to retain the existing office space. Members were open to reconfiguration of office and housing spaces.														
QS 8.	Assuming that all new buildings are designed to reduce apparent mass (articulation, stepped back design, careful orientation, a variety of heights, appropriate materials, etc.), which building typologies do you feel comfortable with for new buildings in the NVCAP?					Absent									
A	Townhomes, low-rise greenways, and low-rise with retail, in appropriate locations.								Support		Support Only ok with 6 stories & not ok with 80 feet	Support	Support Only ok with 6 stories & higher than that is ok but no realistic in PA/Ventura neighborhood.	Support	Support
B	All of the above, plus mid-rise block buildings, in the appropriate locations.									Support					
Sum.	Participants we mostly ok with town homes and low rise greenways with retail in some locations.														
QS 2.	(re-written) Office square footage: Which option seems best to you?														

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A	Zone for NO OFFICE SPACE AT ALL. Over time, Offices should be converted to housing. Note from City Staff: This may require amortization of some office sites.					Absent										
B	Allow current office square footage to remain for the time being, but zone for small, neighborhood-serving offices only, so that over time they replace departing tenants. No additional office square footage.								Support City to find ways to enforce this		Support	Support Leaning towards this		Support Likes the idea of things converting over time	Support Doesn't want to be too restrictive of how the office is used	
C	No additional office square footage but allow both large office as well as neighborhood-serving offices to exist indefinitely, at the current square footage (578 K square feet total), with no additional office square footage								Support Look at employment density in area as there is already enough office space in the area		Support For structures that don't allow office (B)	Support Ok w/this option too	Support		Support But doesn't want to be too restrictive of how the office is used	
D	Allow this much _____new office square footage, (in addition to the current 578K square feet), with the provision that all office be associated with the development of housing units equivalent to the number of workers.												Might not be time for this now, but retain flexibility for the future.			
Sum.	Please refer to the summary on office use in QS 2															
QS 5.1	What average height for new buildings would you feel comfortable with in the NVCAP?					Absent										
A	15-35 feet (1-3 stories, mixed-use.)															
B	35-55 feet (about 3-5 stories, mixed-use)								Support	Support	Support Six stories	Support	Support Six stories	Support 50 feet	Support	
C	55-65 feet, (about 5-6 stories, mixed-use)									Support						
D	65-90 feet (about 6-8 stories, mixed-use)															
E	Over 90 feet															
Sum.	Majority supports 50 - 60 feet limit															
Source: Data compiled from NVCAP Working Group Meetings on July 21 and 28, 2020																