

**NVCAP Neighborhood Survey &  
Prototype Design from  
Ventura Neighborhood Association**

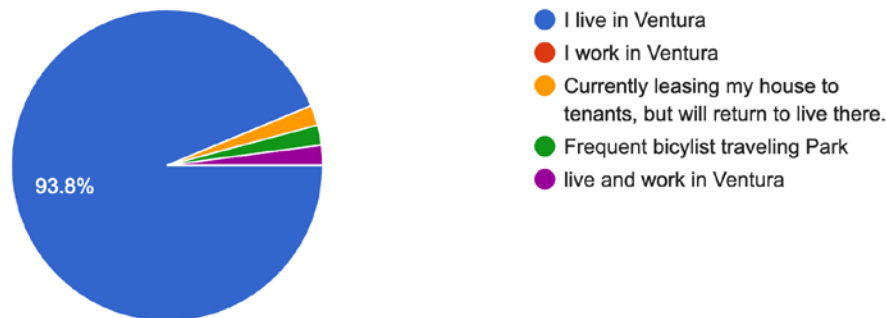
## NVCAP Neighborhood Survey, January-February 2019

The Ventura Neighborhood Association created and circulated this survey in January and February of 2019. We received 51 responses from people in our neighborhood, and have copied and pasted the data below. All the questions we asked in the survey, and all the responses that we received through February 25, 2019 (except those including respondents' names and addresses), have been included here.

Please note: Some of the questions were long enough to be abridged when copied onto this document. In those cases, we added the full question in the area just above the results. In addition, some of the responses were too long to be included here, and I have written them in full in an addendum at the end, by question number\*.

### Please tell us your primary interest in the Ventura neighborhood and the north Ventura developments?

48 responses

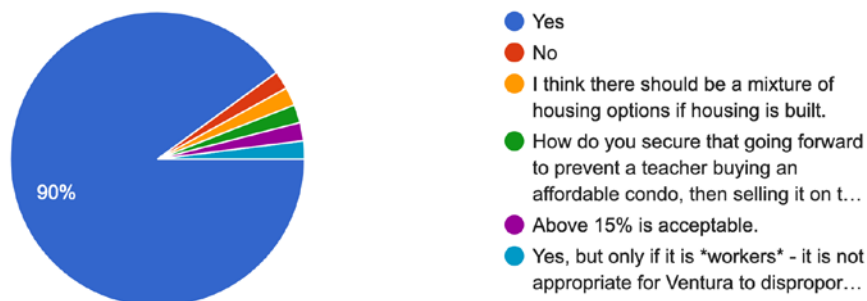


Which of the following suggestions regarding the developments in the Ventura neighborhood can you support?

1. If housing is to be built here, we want it to be affordable for middle income local workers such as teachers and nurses (at least 20%).

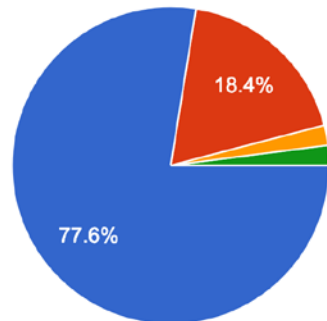
### Which of the following suggestions regarding the developments in the Ventura neighborhood can you support?... teachers and nurses (at least 20%).

50 responses



## 2. The new development should include housing for people with low income (at least 20%).

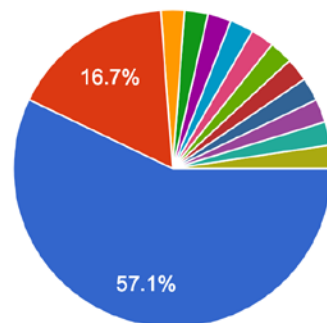
49 responses



- Yes
- No
- Above 15% is acceptable.
- If you can get other hoods to do the same, yes.

## 3. There should be no eminent domain purchases of property.

42 responses

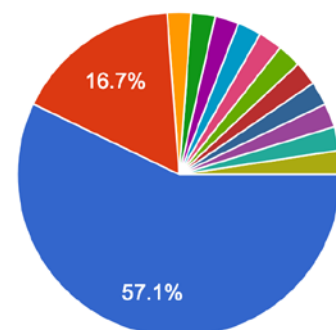


- Yes
- No
- separate this question into two item...
- not important
- Not sure
- Eminent Domain purchases may be...
- Depends on vision and need
- I'm fine with eminent domain on co...

1/2

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42 responses



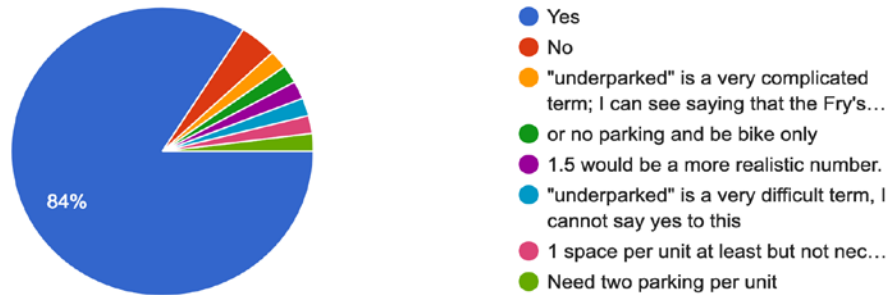
- Need more information
- Owners moved through eminent domain get first right of refusal and/or preferential consideration for new units
- case by case
- eminent domain can be ok if full market value is paid
- OK but should be minimal

2/2

4. New housing developments in the area should provide ample parking for new residents (at least 1 space per unit), preferably underground and/or close to El Camino.

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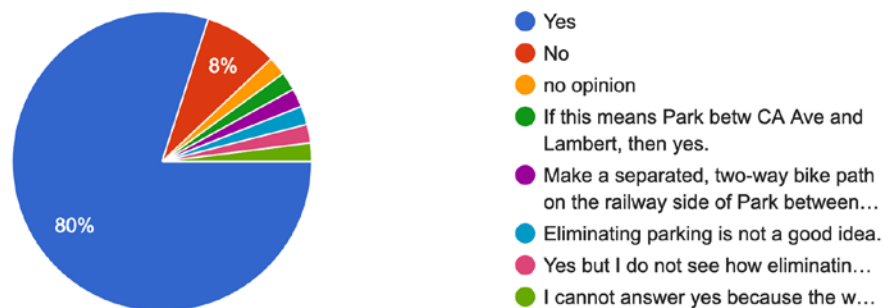
50 responses



5. We want to encourage bicyclists and pedestrians, so we need safe, user-friendly bike and pedestrian paths -- 6-foot-wide minimum, bikes and pedestrians separated from cars. (Eliminating parking along one side of Park would make this easier.)

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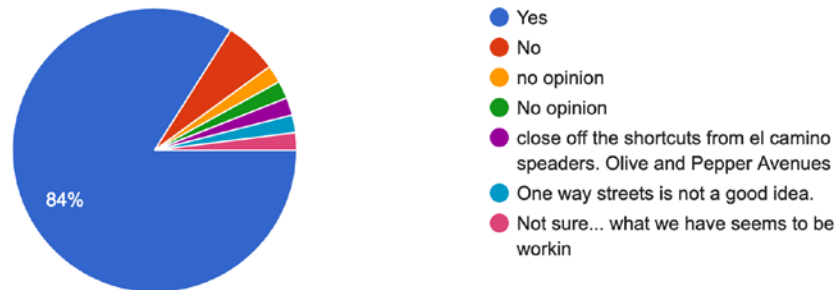
50 responses



6. We want to encourage bicyclists and pedestrians, so we'd like to reduce car traffic in our neighborhood, and to discourage cut-through traffic by creating one way streets and using traffic mitigation methods.

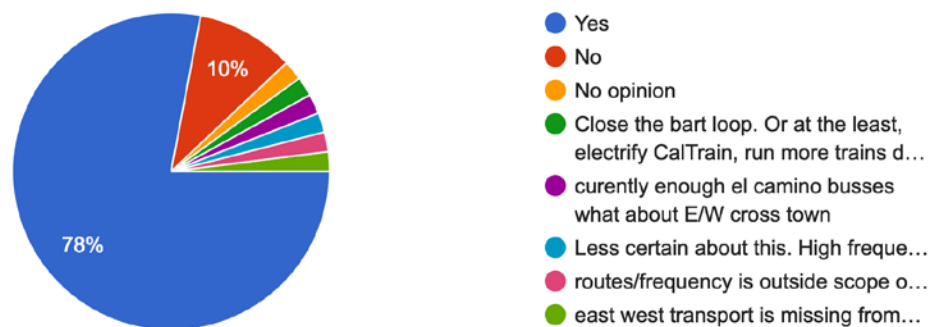
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50 responses



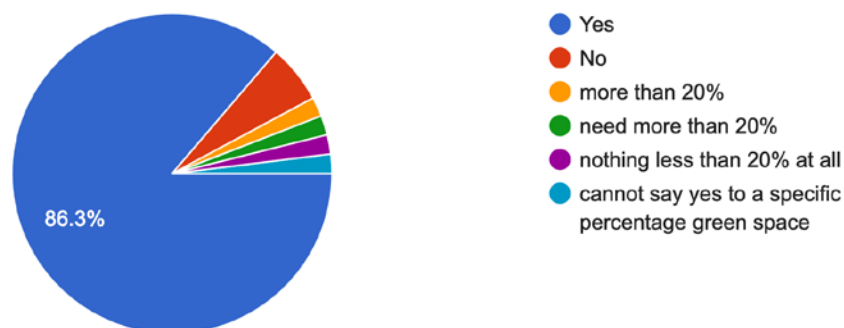
7. We want to encourage the use of public transportation, so we need better routes and higher frequency buses and trains in our neighborhood.

50 responses



8. Any new development should include at least 20% green space, welcoming to the public, and with as many mature and new trees as possible.

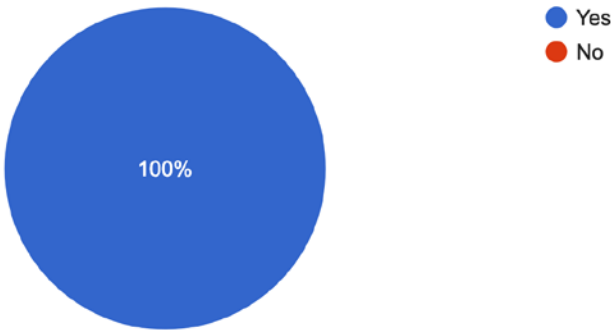
51 responses



9. Any new development should be mixed-use, including community-serving businesses (cafe, pub, greengrocer, for example) on the ground floor in pedestrian focused areas, with the goal of creating a vibrant meeting place for the entire community.

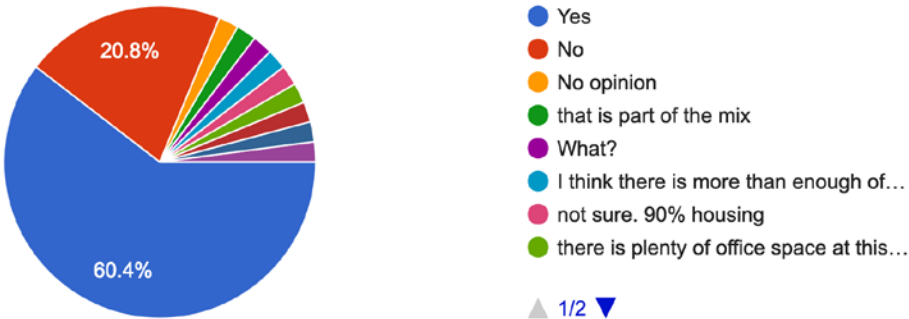
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49 responses



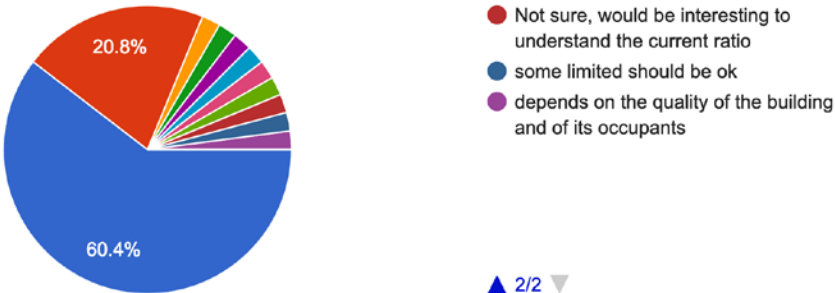
10. We want no new office space in this development.

48 responses



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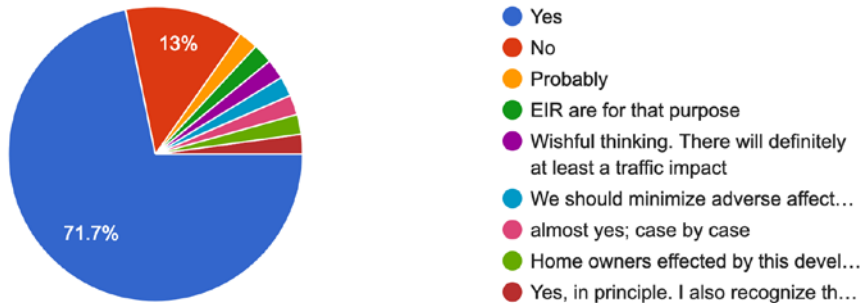
48 responses



11. Do you support the idea that no residents or properties should be negatively affected by the development in this area? For example, no residents should be displaced and no zoning changes that could negatively affect residents should be made.

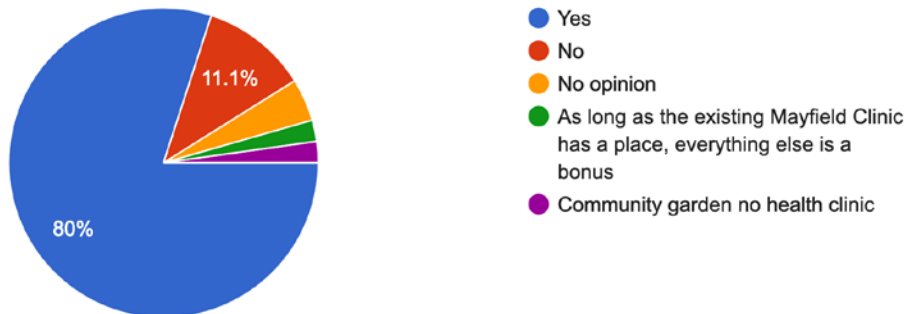
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46 responses



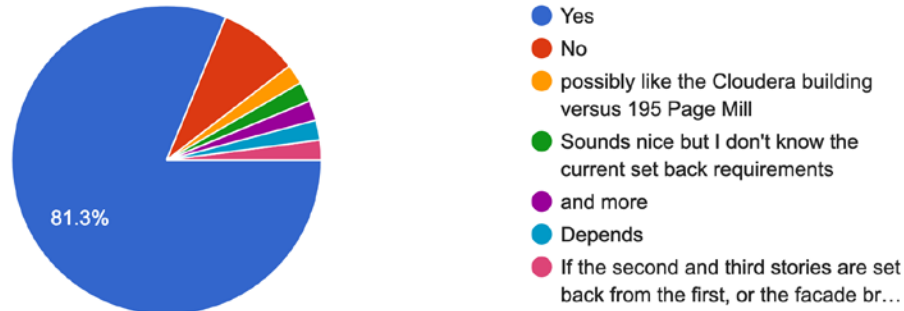
12. We'd like to see community services such as a health clinic, community gardens, an arts center, etc., located in the new development.

45 responses



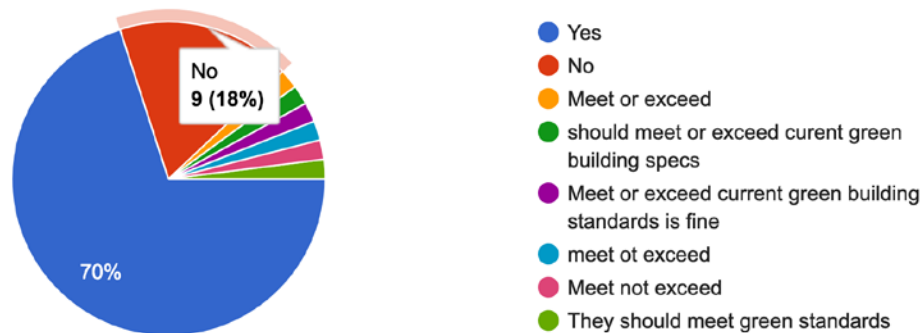
13. Any new buildings should be set back at least 20 feet from existing residences, roads and sidewalks.

48 responses



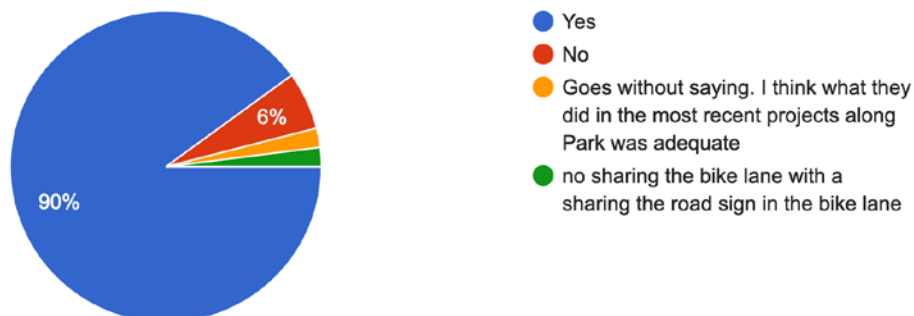
14. Construction and site practices should exceed current green building standards.

50 responses



15. Construction practices should not obstruct current bike and pedestrian pathways except when necessary for excavation of utilities in the roadway.

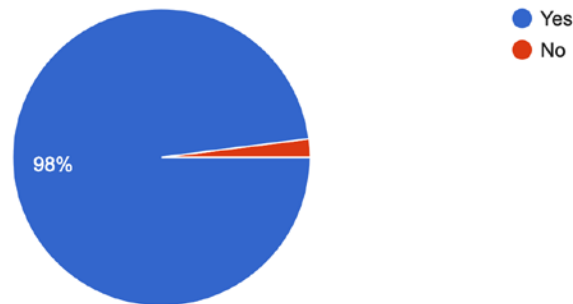
50 responses





## 16. Construction practices should mitigate dust, toxic exposure and noise that could affect workers and local residents.

50 responses



17. Are there any other ideas or issues you would like to comment on regarding the new developments? For instance, you might have some thoughts about which types of businesses might be most likely to thrive in this area. Please tell us anything else you'd like to share. 25 responses

Cafe, bookstore, general store, pub....any combination of those; maker space, tool library,

I think basic services would be most useful here. We want to discourage car trips so maybe mom and pop grocery shop, hardware store, stationary, book store cafe with open mic space. I know nowadays these types of shops are not viable but how can we make it work? Because people will have to drive if basic services are not provided.

What would be the impact of increased housing on local schools and childcare facilities?

I am concerned that there is nothing about loss of habitat for birds, particularly ducks that have regularly nested in our neighborhood for decades, butterflies, bees, skunks, possums.

No change

I cannot imagine why you think that developers must be forced to build what you want, instead of what the housing market wants. Just these kinds of efforts are primarily responsible for the mess of our current housing situation. By what authority are you trying, yet again, to prevent this development from alleviating our housing shortage ?

It would be good to have businesses that our neighborhood could use. No start ups but maybe a hardware store or such

Bike/ped tunnel from Lambert to El Carmelo under CalTrain/Alma

Would be great if there could be space again for Fry's. It provides a lot of tax revenue for the city, and it's certainly convenient to have one close-by. | Right now, the only place to go out for a drink in the area is Antonio's Nut House. would be nice to have a second option, though of course that has its own potential issues with late-night noise and traffic. | If there is a lot of housing, a daycare facility or even elementary school should be part of the project

Movie theater, book store, lots of trees, outdoor eating area.

How about art galleries, contests to design murals, park benches, and bike parking structures, subsidised artists studios, subsidized retail of the kind we want to encourage for neighborhood vibrancy, Destination green spaces and park spaces (chess tables, skate board park, accessible pathways, amphitheatre).

Housing must come with parking. The magical idea that putting it close to transportation (which is limited) reduces or eliminates the need for cars just isn't true - we are already becoming a highly overparked area and more housing will only exacerbate this issue. We also must have more green space.

Keep Fry's !

Amazon Locker or UPS pickup to avoid front porch package theft

No

More bicycle and pedestrian pathways to facilitate easier access to California Ave.

Portage Ave today currently takes some small portion of the cut through traffic in Ventura that goes between El Camino and Park/Oregon. With this project, we should find a way to eliminate all cut through traffic in Ventura. Perhaps we close the Oregon/Park on/off ramp. Force cars on to El Camino. Or, close the exits out of our neighborhood on Birch and Park/Chestnut. My worry is that the new development will close Portage, pushing more traffic on to

Lambert/Birch/Fernando/Margarita/Orinda/etc. Combine that with the new development on Park and eventually Fry's, and grade separation at Meadow, and Ventura is being setup by the city to see a large increase in traffic.

If we can allocate space for a gymnasium, we can raise funding from the community to build a new gym in Palo Alto for basketball and other indoor uses. The development should not be too prescriptive about what types of businesses need to be here.

You seem to have thought of it all. Thank you!

can we keep frys

We need more community spaces and entertainment... maybe music venue, art museum, bowling. Need more gardens and parks

I do not support piling on conditions an in - must be green, high density, open space, esthetically pleasing, non impactful on neighbors, lots of parking, no parking visible, bike friendly, ... because it make the development impossible.

Any communal space should not be attached to or dominated by a restaurant or cafe and should be accessible without the necessity of buying a meal etc.

Don't let NIMBY residents stop the city from doing useful, beneficial work here.

Small school, restaurant, small art galleries

Thank you. Your opinions will be taken seriously, and will be incorporated in our discussions with the city.

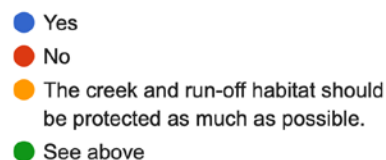
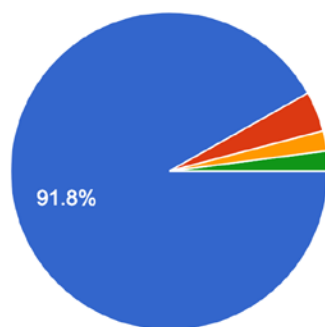
Please share this survey with other Ventura neighbors who might be interested! : :

If you would like to continue, please answer some less vital questions below.

18.Do you support the construction of a bike-pedestrian pathway along the creek?

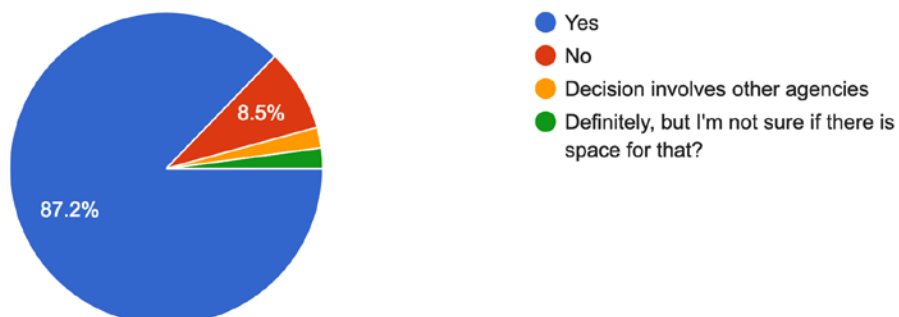
**Thank you. Your opinions will be taken seriously, and will be incorporated in our discussions with the City. Please ...ke-pedestrian pathway along the creek?**

49 responses



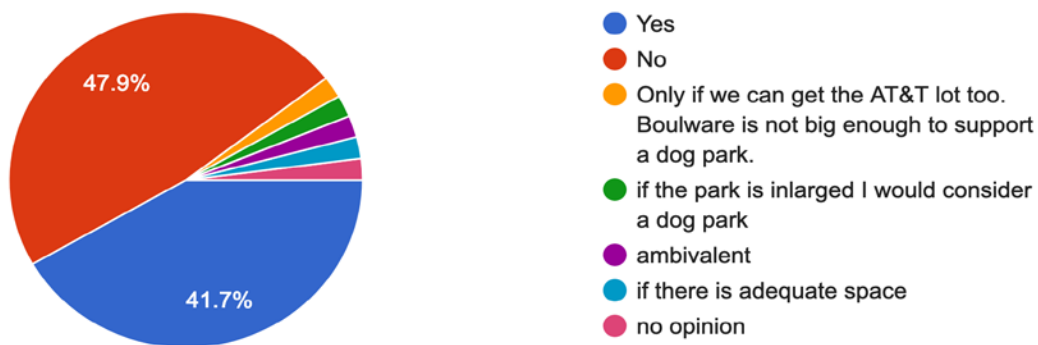
19. Do you support the re-naturalization of the creek if it will reduce flood danger?

47 responses



20. Do you support the idea of an off-leash dog area at Boulware Park?

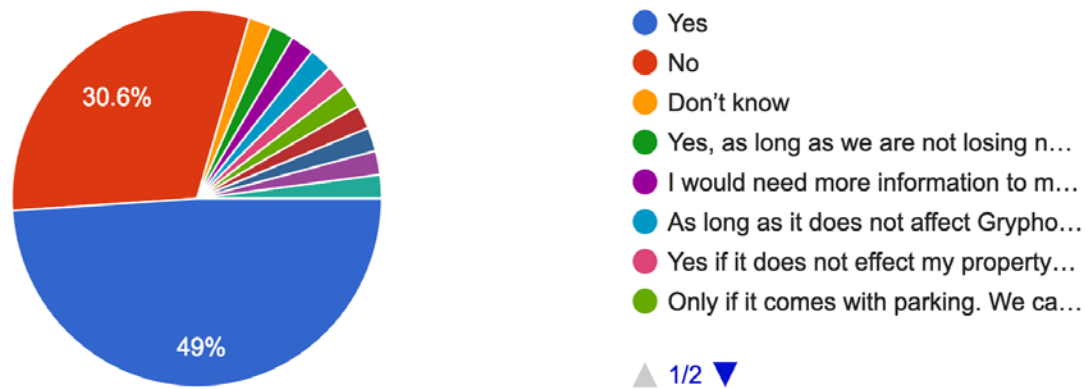
48 responses



21. Do you like the idea of converting some commercial lots -- for instance, at Lambert and El Camino, and/or at the Cloudera Site, or next to the train tracks -- to R-30 zoning (allowing for more housing).

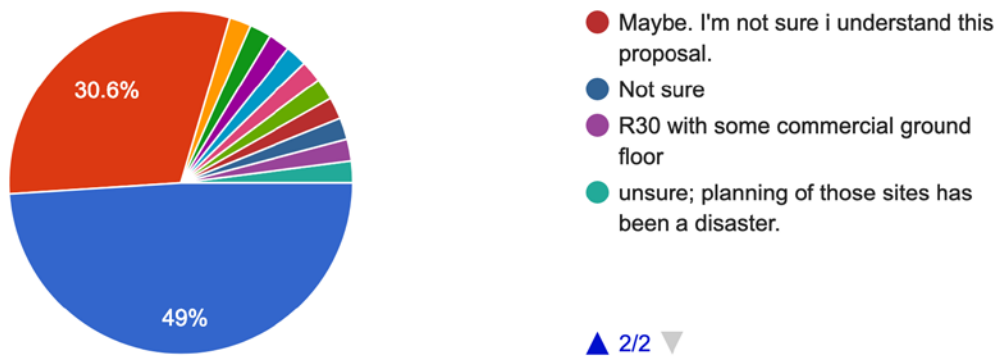
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49 responses



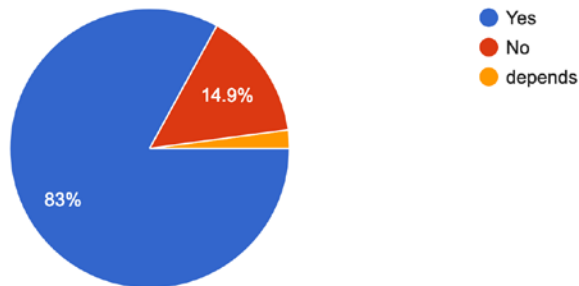
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49 responses



**22. Do you like the idea of creating some small plazas, points of interest or other small destination points along Park Blvd?**

47 responses



23. At this link you can study one proposal (Proposal W) for the development area created by a group of Ventura residents: "[http://venturapaloalto.org/wp-content/uploads/2019/01/proposalW\\_WaldeKaczmariski.pdf](http://venturapaloalto.org/wp-content/uploads/2019/01/proposalW_WaldeKaczmariski.pdf)" Please make any comments about the details of this proposal here:

I think this is quite brilliant and LOVE it

I see that there is a major 'block' of restaurants and other local businesses on Lambert close to Park, whereas the area along El Camino is slated for multi-family housing. Swapping those (business along El Camino, housing on Lambert/Park - Indio is already a restaurant anyway) would probably reduce traffic on Lambert, and likely increase profitability of the businesses.

Do we really need that much parking around California? The Fry's site development needs to have normal street sizes within the development boundaries and underground parking.

The design of the higher density areas makes a huge difference!!! If there are safe green walkways through the buildings, if the setbacks are generous, and the buildings are varied in plane, in massing, and permeable to views and walkers, I could be happy with 5 stories, or perhaps more.

I will answer this after I study the info

None

Like the idea of opening the creekside area to pedestrians...

I am not understanding why we need the above ground two-story parking structure in red. Why can't this be underground parking with something like a gymnasium and other things on top? Why can't some of the Cloudera parking go underground? I love the naturalized creek and bike and pedestrian paths.

Very nicely done. Explains a lot. I like most of it. Would there be an over/underpass from Margarita to Loma Verde?

get back later with input

PA has been destroyed by dense housing, too much office space and too many cars. People are walking around depressed. Why can't we be unique and provide a beautiful community space and entertainment?

This is taking some significant property that is not part of the Fry's site.

Thank you, Waldek, for starting the conversation. A particularly high priority, reflected in the plan, is restoration of the creek and transforming Park into a pleasant, walkable conduit to California Ave.

Love the green zone at the park. Hate to displace a resident on Olive, but any chance to extend a green

zone path through an Olive rental property to make Ash accessible to new development. There used to be a crosswalk across Page Mill at Ash years ago. If there could be a bike/pedestrian path all the way from California Ave to the Frys property along Ash street that would really open up access and encourage foot traffic. Thanks!

\*\* Addendum, writing in full the responses that were cut off:

Longer responses to Question # 1.

How do you secure that going forward to prevent a teacher buying an affordable condo, then selling it on the open market a few years down the road?

Yes, but only if it is “workers” – it is not appropriate for Ventura to disproportionately bear the burden of housing the disabled, the mentally ill, and significant social-service-needing people of the Peninsula. We don't have the corresponding community resources to make it work.

Question # 3. Eminent domain purchases may be justified. I would need additional details.

I'm fine with eminent domain on commercial properties, but not private residences.

4. Underparked is a very complicated term; I can see saying that Fry's site should be I can see saying that the Fry's site should be combined with RPP for Ventura north of Wilton

1 space per unit at least but not necessarily under ground or near El Camino

5. Make a separated, two-way bike path on the railway side of Park between Lambert and California

Yes, but I do not see how eliminating parking is doable.

I cannot answer yes because the wording includes "separated", that is an awkward term for street designers

7. Close the BART loop. Or at the least, electrify CalTrain, run more trains during the day and at night, and later, at least on weekends

Less certain about this. High frequency buses and trains could introduce significant disruption without clear gain for residents.

Routes/frequency is outside scope of NVCAP (cannot answer yes)

East west transport is missing from current public transit

10. I think there is more than enough office space in the neighborhood, but I'm willing to compromise a little to get other benefits

Not sure. 90% housing.

there is plenty of office space at this time

11. We should minimize adverse affects but some will be affected

Home owners effected by this development must be offered space in the development.

Yes, in principle. I also recognize that projects on this scale may encounter unexpected challenges and opportunities.

13. If the second and third stories are set back from the first, or the facade broken up in another way, I'm OK with the first floor being closer. Monoliths like the recent buildings on Park are to be avoided

21. Yes, as long as we are not losing a neighbor serving businesses. Cloudera is corporate and would be no great loss. in my opinion.

I would need more information to make an informed position

As long as it does not affect Gryphon music.

Yes, if it does not effect my property taxes.

Only if it comes with parking. We can't have housing without parking.

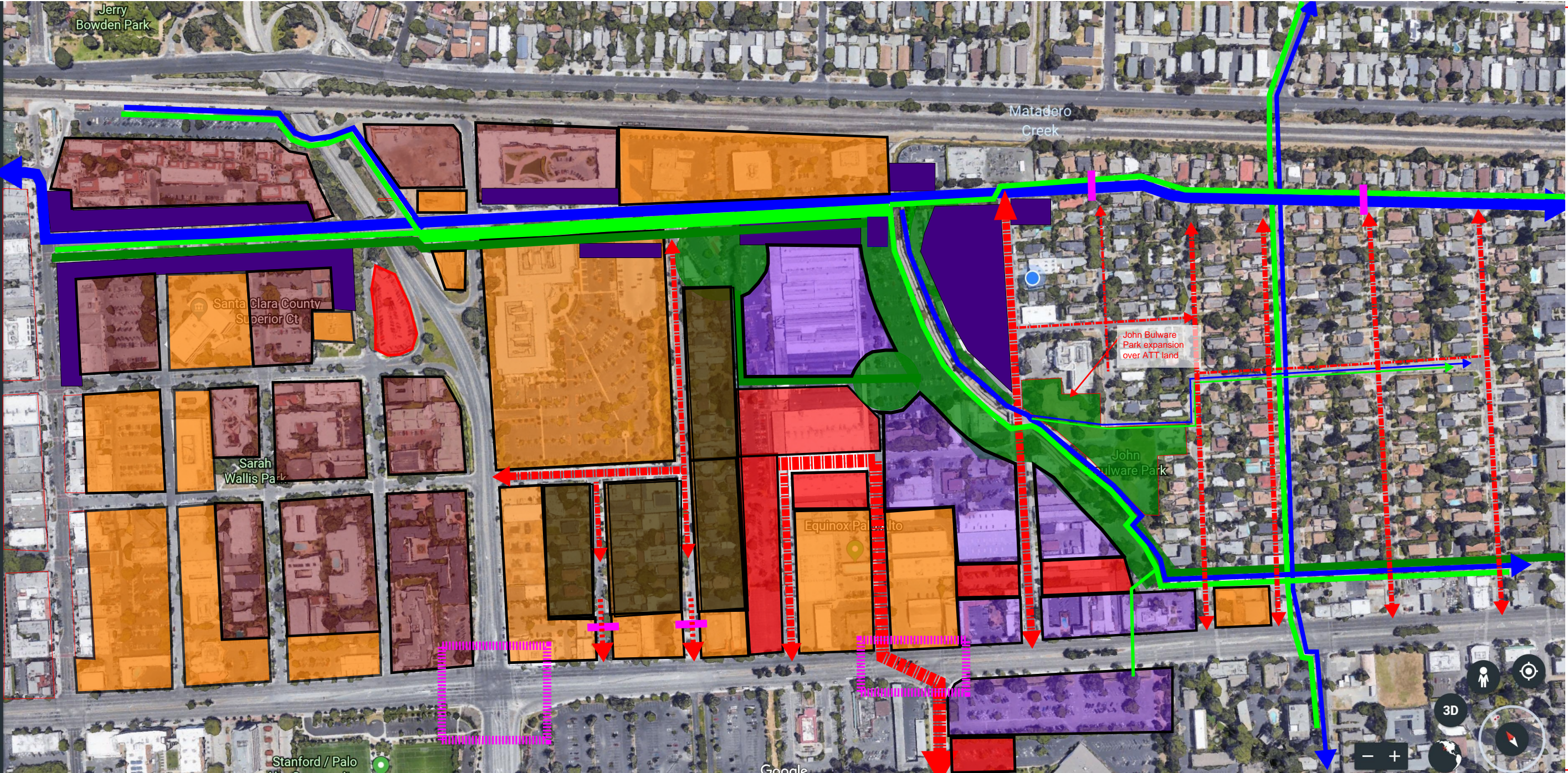


Prototype Design from Ventura Neighborhood Association

MIDTOWN PA BY BIKE  
 EL CARMELO SCHOOL

STANFORD UNIVERSITY BY BIKE

JLS MIDDLE SCHOOL, SAN ANTONIO  
 SHOPPING CENTER BY BIKE



BARRON PARK SCHOOL  
 GUNN HIGH SCHOOL BY BIKE

- COORDINATED LIGHT INTERSECTION
- CONTROLLED VEHICLE ACCESS
- VEHICLE MAJOR CIRCULATION PATH
- TWO LEVELS ABOVE GROUND PARKING STRUCTURE
- BICYCLE MAJOR CIRCULATION PATH
- PEDESTRIAN MAJOR CIRCULATION PATH

- GREENERY BUFFER OR LANDSCAPED PATH
- PEDESTRIAN POINT OF INTREST, PARK OR LANDSCAPED PLAZA
- OFFICES OR COMMERTIAL AREAS SERVING LARGER BAY AREA
- SHOPS, RESTAURANTES OR COMMERTIAL AREAS SERVING LOCAL COMMUNITY
- NVCAP AREA

- EXISTING , SINGLE FAMILY HOUSING AREA
- EXISTING , SINGLE FAMILY HOUSING AREA
- EXISTING OR PROPOSED MULTI FAMILY MEDIUM DENSITY RESIDENTIAL AREAS WITH INTEGRATED PARKING
- PROPOSED MULTI FAMILY MEDIUM DENSITY RESIDENTIAL AREAS WITH DETACHED OR UNDERGROUND PARKING STRUCTURES

NVCAP  
 PROPOSAL W